(72)

VICTORIAN RAILWAYS

WORKING TIME-TABLE

WESTERN and SOUTH WESTERN DISTRICTS

ON AND AFTER 1st JUNE, 1970.

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager (Room 72, Phone 1080.)

Spencer Street, Melbourne.
4th May, 1970

T. A. JAMES
Chief Traffic Manager.

Victorian Railways Print. 244-70

IMPORTANT

Punctual Timekeeping is the Hallmark of Efficient SERVICE

ALWAYS PLAY YOUR PART

- Avoid unnecessary delays to trains at fixed signals. This is best achieved by placing signals at proceed, subject to safe working regulations, in ample time to obviate any risk of checks or blocks. Also ensure that signals are showing a clear indication.
- Stow brake vans correctly and prepare consignments en route for prompt discharge at roadside stations.
- Avoid delays by efficient team work in loading and unloading brake vans. When it will obviate delay, discharge consignments on to the platform instead of sorting the articles on to trollies.
- During periods of heavy traffic advise stations in advance where accommodation is available on trains. This is an important service to the public apart from minimising delays.
- When the length of the train is such that double stops might be incurred, direct roadside passengers to carriages toward the rear of the train; trainmen to be appropriately instructed.
- Always provide the most suitable carriage stock available, cleaned and fully serviced.

GOOD IMPRESSIONS CREATE GOODWILL

WESTERN and SOUTH-WESTERN DISTRICTS

WORKING TIME-TABLE

(With W.T.T. amending circulars to 42/70 (Passenger); 1018/70 Goods)
(With Weekly Notice amendments to W.N.—17/70)
(Replacing Working Time-table effective from 1st December 1969)

INDEX TO TIME-TABLES

Line	Page
Adelaide Passenger Service	141, 142
Adelaide Express and Fast Goods Service	144
Ararat (via Maryborough)	45
Avoca	45
Ballarat Cattle Yards	46
Balmoral	66
Bolangum	65
Carpolac	70, 71
Casterton	63
Coleraine	63
Eureka	46
Geelong	73–87, 90–106
Geelong (Sunday Service)	88, 89
Geelong–Ararat (via Cressy)	129–134
Geelong–Ballarat	116–127
Goroke	70, 71
Hamilton	48–62
Hamilton (via Warrnambool)	137
Hopetoun	67–69
Linton	47
Marnoo	65
Maryborough	45
Mortlake	136
Mount Gambier	64
North Geelong Loop Line	128
Murtoa–Dimboola Wheat Service	140
Murtoa–Patchewollock Wheat Service	138, 139
Patchewollock	67–69
Perth Passenger Service	143
Perth Fast Goods Service	145–147
Portland	48–62
Port Fairy	79, 80, 107–115
Queenscliff	135
Rainbow	72
Redan	46
Serviceton	5–44
Skipton	47
Timboon	136
Warracknabeal	67–69
Waubra Junction	45
Yaapeet	72
Yanac	72

	Pages
Block Notes, Serviceton, Port Fairy, Geelong–Ballarat, Geelong–Ararat lines	168–170
Carriages, Class of, not to be attached to Goods Trains	xxxiii
Carriages, Types of, not permitted to run on certain lines	xi
Crossing Roads and Refuge Sidings, Lengths of	265–267
Double headed Goods Trains, Instructions re	197
Engine Axle Loads and overall lengths	xxxii
Engine Running Schedules	198
Engines assisting in Front of Trains	253
Engines assisting in Rear of Trains	254–257
Engines, Classes allowed to run on various lines	236–248
Engines running Tender first	253
Engines—Weights to be allowed when being hauled on trains "DEAD"	xxxii
Express and passenger train loads — Melbourne–Serviceton	180
Express and passenger train loads — Melbourne–Port Fairy	188
Express and passenger train loads — Ballarat–Geelong	188
Express and passenger train loads — Geelong–Queenscliff	188
Flashing Light Signals and Boom Barriers	174, 175
Foggy Weather	xii
Freight Vehicles on Passenger Trains	xi
Gauge, Maximum Loading	xxxiv
Goods, despatch of, to lines with limited Train Services	iii
Goods Trains, Authorised Working of	259–262
Goods Trains, Tonnage loads	200–235
Grades, Momentum	197
Lighting of Country Trains	262–264
Loads, Passenger and Express Trains maximum	xi
Loads, Tonnage of Goods Trains, Computation of	xxii–xxiii
Miniature Staff Automatic Exchanging Apparatus	171–173
Numbering of Train Time-tables, Footnote references, etc.	196
Overland Express, Special Boards for stoppage at Sunshine	170
Overland reserved seat booking conditions—Intrastate passengers	iv
Overloading of Passenger Trains	xi
Overloading of Mixed Trains	xii
Parcels and Motor Coaches, Loads of	197
Passenger Trains, make up of — North Western District	181
Passenger Trains, make up of — South Western District	189, 190
Passengers travelling in Brakevans of Goods Trains	ii
Passes and Privilege Tickets, Limitation of availability	viii–ix
Platforms, Trains departing and arriving Melbourne	xxxv–xxxviii
Postal Motor Services	ii
Reserved Seat Sleeping Berth Bookings	iv–ix
Running Statements, Guards'	xxi
Schedule Loads (percentage increase of certain engines)	197
Schedule stopping arrangements for Country Passenger Services	4
Speed, Engines, Trains and Rail Motors	236–253
Speed, Authorised, not to be exceeded	236, 237
Steam Cranes, &c., weights to be allowed	xxxii
Suburban Passengers not to travel by Country Trains	4
Symbols, Station Reference	i
Symbols, Train Reference	i
Tonnage, maximum Gross per Goods Vehicle	xxxiii
T.R.N. Reports	4
Train on Running Line without Brakevan in rear	258
Truck Sheets, Guards'	196, xxi
Truck Sheet, Guards working Express Goods Trains	196
Vehicle Limitations, Goods Trains	xxxiii
Vehicle Limitations, Mixed Trains	xii
Vehicles, Goods weights to be allowed and overall length — Victorian Stock	xxiv–xxvi
Vehicles, Goods weights to be allowed and overall length — South Australian Stock	xxvii–xxix
Vehicles, Goods weights to be allowed and overall length — New South Wales Stock	xxxi
Vehicles, Goods weights to be allowed and overall length — Commonwealth Stock	xxx
Vehicles, Goods weights to be allowed and overall length — Western Australian Stock	xxx
Vehicles, Passenger, Description, Tonnage Rating, etc. (Victorian Stock)	xiii–xix
Vehicles, Passenger, Schedule Tonnage Rating (South Australian Stock)	xix
Working Time-Table Amending Circulars	xxxix

Section	Passenger	Rail Motor	Goods
	Pages	Pages	Pages
Ararat to Geelong (via Cressy)	—	—	232
Ararat to Hamilton and Portland	184	186	209
Ararat to Maryborough	—	—	211
Austral Meat Siding to Altona Junction	—	—	225
Ballarat to Eureka	—	—	206
Ballarat to Cattle Yards and Redan	—	—	206
Ballarat to Geelong	193	195	229
Ballarat to Linton and Skipton	—	186	208
Melbourne to Serviceton	180, 182	185, 187	202, 203
Ballarat to Spencer St. (via Bacchus Marsh)	180, 183	185	205
Ballarat to Waubra Junction	—	—	207
Bolangum to Lubeck	—	—	215
Branxholme to Casterton	—	—	213
Camperdown to Timboon	—	—	234
Carpolac and Goroke to Horsham	—	—	220, 221
Casterton to Branxholme	—	—	213
Coleraine to Hamilton	—	—	212
Dimboola to Rainbow and Yaapeet	—	—	222
Eureka to Ballarat	—	—	205
Geelong to Ararat (via Cressy)	—	—	231
Geelong to Ballarat	193	195	230
Geelong to Queenscliff	193	—	228
Geelong to Spencer Street	188, 192	194	225
Geelong to Warrnambool and Port Fairy	188, 191	—	226
Geelong Pier to Geelong	—	—	225
Hamilton to Coleraine	—	—	212
Hamilton to East Natimuk and Horsham	—	—	219
Hamilton to Koroit and Warrnambool	—	—	235
Heywood to Mount Gambier	—	—	214
Horsham to East Natimuk and Hamilton	—	—	218
Horsham to Goroke and Carpolac	—	—	220, 221
Jeparit to Yanac	—	—	223
Lubeck to Bolangum	—	—	215
Maryborough to Ararat	—	—	211
Melbourne to Sunshine (via Passenger Lines)	—	—	200, 201
Mortlake to Terang	—	—	234
Mount Gambier to Heywood	—	—	214
Murtoa to Hopetoun and Patchewollock	—	187	216, 217
North Geelong to Fyansford	—	—	233
Patchewollock and Hopetoun to Murtoa	—	187	216, 217
Phosphate Siding to North Geelong	—	—	223
Port Fairy and Warrnambool to Geelong	188, 192	—	227
Portland and Hamilton to Ararat	184	186	210
Queenscliff to Geelong	193	—	228
Serviceton to Melbourne	180, 183	185, 187	204, 205
Skipton and Linton to Ballarat	—	186	208
Spencer Street to Ballarat (via Bacchus Marsh)	180, 182	185	202
Spencer Street to Geelong	188, 191	194	224
Sunshine to Newport (via Loop)	—	—	200, 201
Terang to Mortlake	—	—	234
Timboon to Campedown	—	—	234
Warrnambool to Koroit and Hamilton	—	—	235
Waubra Junction to Ballarat	—	—	207
Yaapeet and Rainbow to Dimboola	—	—	222
Yanac to Jeparit	—	—	223

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., insofar as his own station or the stations he supervises are concerned. He will be held responsible for promptly bringing under the notice of the Co-ordinator of Time-tables (Room 72), and Metropolitan or District Superintendent, any inaccuracies that may appear herein.

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

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

When a Passenger, Rail Motor, or Mixed train is blocked at a roadside station, the train Controller must be advised by the Stationmaster at the station at which the block occurred, and if the train that caused the block was running late the cause of such late running (whether overtime in section or other cause) must be given if ascertainable.

SUBURBAN PASSENGERS NOT TO TRAVEL BY COUNTRY TRAINS.—Country trains including Rail Motor and Locomotive hauled Passenger Trains, shown in the Northern and Midland, Western and South Western, North Eastern and Eastern Working Time-table books are not available for inter-station passenger travel within the electrified Suburban area unless otherwise specified in the Time-table books referred to.

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 I.

Miles	STATIONS	5 Light Engine Mon., to Fri.			15 280 h.p. Diesel Rail Car Mon. to Sat.	
	MELBOURNE W (Spencer-Street) ... *dep.*	A.M. ...		...	A.M. ...	...
1	North Melbourne	5 0		...	...	...
2¼	*South Kensington* ○ ...	5 10		...	...	...
3½	Footscray	5 15		...	...	...
4	*Middle Footscray* ○ ...	...		...	...	...
4½	West Footscray	...		...	...	...
5¾	*Tottenham* ○	...		...	...	...
6	White City NC	...		...	...	...
7¾	Sunshine ES ...	5 23		...	...	...
10	Ardeer Sdg. Nobel (Aust) Ltd NC ES (see page 169)	...		...	...	...
11	*Deer Park* ○ ES (see note page 168)	...		...	...	...
13	Albion Reid Pty. Ltd. Sdg. NC ES	...		...	...	...
18½	*Rockbank* ○ ES ... *arr.*	...		...	...	...
	dep.	5 38		...	...	...
23¾	Melton ES ... ... *arr.*	5 45–16–130		...	...	...
	dep.	Tue. to Fri. 5 57	Mon. 6 0	...	...	...
29½	*Parwan* ○ ES ... *arr.*	...—15	...	...	...	...
	dep.	6 7	6 9	...	...	...
31¾	Bacchus Marsh ES W *arr.*	6 13—108	6 15—108	...	...	...
	dep.			...	...	...
40½	Bank Box Loop	...	...	...	...	...
49½	Ballan ES W ... *arr.*	...	...	...	...	...
	dep.	...	...	...	...	...
56¾	*Gordon* ○ ES ... *arr.*	...	...	...	...	...
	dep.	...	...	...	...	...
61½	*Wallace*	...	...	...	...	...
64	*Bungaree* ○ ES ... *arr.*	...	...	...	...	...
	dep.	...	...	...	...	...
67½	Dunnstown NC	...	...	...	...	...
69¾	Warrenheip ES	...	...	...	10 36	...
73½	*Ballarat East* ○	...	...	...	10 42	...
73¾	**BALLARAT** W ... *arr.*	...	...	...	10 45	...
	dep.	...	...	...	From Geelong	
74½	North Ballarat Junct. ...	...	...	...	...	...
76	Wendouree NC	...	...	...	...	...
76½	Linton Jnct. ES † (RMSP) ...	...	...	...	...	...
83½	*Windermere* ○ ES *arr.* (See note, page 168)	...	...	...	...	...
	dep.	...	...	...	...	...
86¾	*Burrumbeet* ○ ES	...	...	...	...	...
97½	*Trawalla* ○ ES ... *arr.* (See note, page 168)	...	...	...	...	...
	dep.	...	...	...	...	...
102½	Beaufort ES W	...	...	...	...	...
112¾	*Middle Creek* ○ ES *arr.* (See note, page 168)	...	...	...	...	...
	dep.	...	...	...	...	...
116½	*Buangor* ○ ES	...	...	...	...	...
131	**ARARAT** ES W ... *arr.*	...	...	...	...	...
	Continued on					
		5	5		15	

Miles	STATIONS	25 PASS. MON. TO SAT.	109 280 H.P. Diesel Rail Car Saturday	49 PASS. MON. TO FRI.	49 PASS. SAT.	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) dep.	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 ..	*	*	*	*	..	*
5¾	*Tottenham* ○	*	*	*	*	..	*
6	White City NC ..	*	*	*	*	..	*
7¾	Sunshine ES	9 28	12 45	1 47	1 47	..	4 41
10	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See p. 169)	..	..	..	..	..	..
11	*Deer Park* ○ ES (see note, page 168) ..	9 34	12 52–P4	1 52*	1 52*	..	4 48
13	Albion Reid Pty. Ltd. Siding NC ES ..	..	..	..	..	..	..
18½	*Rockbank* ○ ES dep.	9 45-14,102	1 7	2 0*	2 2††	..	5 1
23¼	Melton ES .. arr.	..	1 15–24	..	..	..	..
	" .. dep.	9 53	1 22●	2 7	2 10	..	5 10–94
29½	*Parwan* ○ ES	10 1‡ 192, 160	1 33●	2 15*	2 19††	..	5 20
31¾	Bacchus Marsh arr.	..	1 39	..	..	..	5 26
	ES W dep.	10 8		2 22	2 26	..	
40½	Bank Box Loop ..	10 27*–┘	..	2 41*–154	2 45*	..	..
49½	Ballan ES W	10 45–83, 4	..	2 59	3 3	..	..
56¾	*Gordon* ○ ES	10 56	..	3 9*	3 13*	..	..
61½	*Wallace*	11 4§	..	*	*	..	..
		Mon. | Tue. to Sat.					
64	*Bungaree* ○ ES arr.	.. | 11 8–150	..	..	..	..	..
	" dep.	11 9 | 11 13●	..	3 17*	3 21*	..	..
67¼	Dunnstown NC ..	11 15 38 | 11 19●	..	*	*	..	..
69¾	Warrenheip ES ..	11 19*┘ | 11 23* –38	..	3 24*	3 27*	..	..
73½	*Ballarat East* ○ ..	11 25 | 11 29●	..	3 29*	3 33*	..	..
73¾	**BALLARAT W** arr.	11 28R | 11 32R	..	3 31R	3 35R	..	..
	" .. dep.	11 47	..	3 45	3 50	4 20	..
74½	North Ballarat Junct. ..	11 49*	..	3 47*	3 52*	4 22*	..
76	Wendouree NC ..	*	..	*	*	§	..
76½	Linton Junction ES † ..	11 53*–24	..	3 51*	3 56*	4 29Z	..
	(R.M. Stop. Pl.)	Noon					
83½	*Windermere* ○ ES ..	12 0*–82	..	3 59	4 4	..	..
	(See note, p. 168)	p.m.					
86¾	*Burrumbeet* ○ ES ..	12 3*	..	4 4	4 9	..	..
97½	*Trawalla* ○ ES arr.	..	..	..	..	..	..
	(See note p. 168) dep.	12 14F	..	4 17	4 22	..	..
		Tue. to Sat. | Mon. 154				To Linton	
102½	Beaufort ES W arr.	.. | 12 19┘	..	..	..	..	..
	" dep.	12 20 | 12 24●	..	4 25	4 30	..	..
112½	*Middle Creek* ○ ES arr.	.. | ..	..	4 38–34	4 43–34	..	..
	(See note, p. 168) dep.	12 33* | 12 37*	..	4 49●	4 54●	..	..
116½	*Buangor* ○ ES	12 38§ | 12 42§●	..	4 56●–43	5 1●	..	..
131	**ARARAT ES W** arr.	1 0R | 1 0R	..	5 15R	5 20	..	..
	" .. dep.	1 20	..	5 30	5 25	..	..
	Continued on ..	Page 9		Page 9	Page 9		
		25	109	49	49	11	53

● **No. 25** Tuesday to Saturday may depart Bungaree 11.9 a.m.; Dunnstown 11.15 a.m.; Ballarat East 11.25 a.m.; Monday may depart Beaufort 12.20 p.m.; Buangor 12.38 p.m. **No. 109** may depart Melton 1.16 p.m.; Parwan 1.27 p.m. **No. 49** Monday to Friday may depart Middle Creek 4.39 p.m.; Buangor 4.46 p.m. **No. 49** Saturdays may depart Middle Creek 4.44 p.m.; Buangor 4.51 p.m.

F. Stops Friday only. **R.** Refreshments.

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.
	MELBOURNE W (Spencer Street) ... *dep.*	P.M. ...	P.M. ...	P.M. 5 25	P.M. 6 20	P.M. 6 20	P.M. 9 5	P.M. 9 20
1	North Melbourne	...	...	5 28*	6 23*	6 23*	9 8*	9 23*
2¼	*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	...	...	*	*	*	*	*
7¼	Sunshine ES	...	...	5 43	6 38	6 39	9 22*	9 35*
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see page 169)	From Geelong	From Geelong	...	...	...	...	...
11	*Deer Park* ○ ES (See n'te, p. 168)			5 50	6 44	6 47–94	9 27*	9 39*
13	Albion Reid Pty. Ltd. Sdg. NC ES	...	...	...	...	...	...	...
18½	*Rockbank* ○ ES	...	...	6 1–94	6 54	7 2–28	9 39*	9 50*
23¼	Melton ES ... ... *arr.*	...	...	...	...	7 10–34	...	...
	dep.	...	...	6 9	7 1	7 19●	9 47*	9 55*
29¼	*Parwan* ○ ES ... *arr.*	...	...	...–28	...–34	...	...	...
	dep.	...	...	6 18	7 9	7 30●	9 57*	10 3*
31¾	Bacchus Marsh ES W ... *arr.*	...	...	...	...	7 37	...	...
	dep.	...	...	6 25	7 15		10 2*	10 8*
40¼	Bank Box Loop ... *arr.*	...	...	6 45*	...	...	...	...
	dep.	...	...	6 47–34	7 32*	...	10 27*	10 29*
49¼	Ballan ES W ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	7 6●	7 48	...	10 50*	10 48*
56¾	*Gordon* ○ ES ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	7 17●	7 58	...	11 2*	10 58*
61½	*Wallace*	...	...	7 25‡●	8 6‡	...	*	*
64	*Bungaree* ○ ES ... *arr.*	...	...	...	...	...	32	...
	dep.	...	...	7 30●	8 11	...	11 14*	11 6*
67½	Dunnstown NC	...	...	7 35‡●	8 16‡	...	* 96	*
69¾	Warrenheip ES	6 56	7 22	7 39*	8 20*	...	11 22*	11 13*
73¼	*Ballarat East* ○	7 2	7 28	7 46●	8 26	...	11 31*	11 25*
73½	**BALLARAT** W ... *arr.*	7 5	7 30	7 50	8 30	...	11 33R	11 27R
	dep.	...	...	...	...	...	11 45	11 39
74½	Nth. Ballarat Junction ...	...	...	...	...	...	11 47*	11 41*
76	Wendouree NC	...	...	...	...	...	To Mildura	To Mildura
76½	Linton Junct. ES † (R.M. St. Pl.)	...	...	...	...	...	...	...
83½	*Windermere* ○ ES ... *arr.*	...	...	...	...	...	...	...
	(See note, page 168) *dep.*	...	...	...	...	...	...	...
86¾	*Burrumbeet* ○ ES	...	...	...	...	...	...	...
97½	*Trawalla* ○ ES ... *arr.*	...	...	...	...	...	...	...
	(See note, page 168) *dep.*	...	...	...	...	...	...	...
102½	Beaufort ES W ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
112½	*Middle Creek* ○ ES	...	...	...	...	...	...	...
	(See note, page 168)							
116½	*Buangor* ○ ES	...	...	...	...	...	...	...
131	**ARARAT** ES W ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
	Continued on							
		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.
R. Refreshments.

Down

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 (Spencer Street) ..	dep.	p.m. 8 40	p.m. 9 50*	a.m. 9 35	p.m. ..	p.m. 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 ..	..	*	*	*	..	*
5¼	*Tottenham* ○ ..	..	*	*	*	..	*
6	White City NC ..	..	*	*	*	..	*
7¼	Sunshine ES	dep.	8 55*	10 5*—Pre 75	9 54–14	..	7 26
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see page 169) ..		..	..	..	..	..
11	*Deer Park* ○ ES (See note, p. 168) ..		*	*	*	..	*
13	Albion Reid Pty. Ltd. Sdg. NC ES ..		..	..	..	..	..
18½	*Rockbank* ○ ES	arr.	..	..	..	From Queenscliff	7 40*–110
	"	dep.	9 10*	10 20*	10 6*		7 42
23¼	Melton ES	arr.	..	..	10 12		..
	"	dep.	9 15*	10 25*	10 14–100		7 48
29¼	*Parwan* ○ ES	arr.	..	..	..		..
	"	dep.	9 24*	10 34*	10 21*		7 55*
31¾	Bacchus Marsh ES W ..	arr.	..	..	..		..
	" ..	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
56¾	*Gordon* ○ ES	arr.	..	..	..–150	..	..
	"	dep.	10 19*	11 29*	11 10*	..	8 43*
61½	*Wallace*	..	*	*	*	..	*
64	*Bungaree* ○ ES	..	10 28*	11 38*–32	11 19	..	8 52
67½	Dunnstown NC	..	*	*	*	..	*
69½	Warrenheip ES	..	10 36*–32	11 46*— 96 wt.	11 26*–38	8 10*— Pre 139	8 59*
73½	*Ballarat East* ○	..	10 41*	11 51*	11 33*	8 17*	9 6*
73¾	**BALLARAT W** ..	arr.	10 43R	11 53R	11 36	8 20	9 10
	"	dep.	10 58	a.m. 12 8	11 39	..	..
74½	Nth. Ballarat Junction ..	..	11 0*	12 10*	11 42*	..	..
76	Wendouree	..	*	*	*	..	..
76¼	Linton Junction ES † (R.M. St. Pl.) ..		11 5*	12 15*	11 45*	..	..
83½	*Windermere* ○ ES ..	arr.	..	..	..	..	..
	(See note, page 168) ..	dep.	11 11*	12 22*— 36 wt.	11 51*	..	..
86¾	*Burrumbeet* ○ ES ..	..	11 14*	12 25*	11 56	..	..
					p.m.		
97½	*Trawalla* ○ ES	arr.	..	..	..	..	..
	(See note, page 168) ..	dep.	11 25*	12 35*	12 7	..	..
102½	Beaufort ES W	arr.	..	..	12 13 —154	..	..
	"	dep.	11 31*–36	12 41*	12 18●	..	..
112½	*Middle Creek* ○ ES ..		11 43*	12 53*	12 29*	..	..
	(See note, page 168)						
116½	*Buangor* ○ ES	..	11 47*	12 57*	12 35●	..	..
			a.m.				
131	**ARARAT ES W** ..	arr.	12 5	1 15	..	..	..
				–198	–90		
	"	dep.	12 7–198	1 17	12 52●	..	..
	Continued on	..	Page 9	Page 9	Page 9		
			69	71	105	117	115

●**No. 105** may depart Beaufort 12.14 p.m., Buangor 12.31 p.m.; Ararat 12.48 p.m.
R. Refreshments

Miles from Melb	STATIONS		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 0R			5 20	5 15R	12 5	1 15	...
						—86			Pre 59	—90
		dep.	1 20—107			5 25	5 30–86	12 7	1 17—	12 52 ●
136½	*Armstrong* ○ ES	arr.	...—76			...	...	...	...	...
	(See note, p. 168)	dep.	1 28			5 31*	5 36*	12 14*	1 24*	12 59‡ ●
141¾	*Great Western* ○ ES	arr.	...—46, 154			...	...	...	...	...
	(See note, p. 168)	dep.	1 36			5 37§	5 43§–66	12 19*	1 29*—	1 7‡ ●
		arr.	1 46			...	5 53–142	12 29	1 39 141 wt.	...
160	**STAWELL** ES W					—142	–36			
		dep.	1 49			5 48	5 55 106	12 30	1 40	1 17 ●
154¾	*Deep Lead* ○ ES	...	1 56			*	6 0*—	12 36*	1 46*	1 23*
	(See note, page 168)									
162½	Glenorchy ES	...	2 6–86			6 2‡	6 10‡–52	12 44*	1 54*	1 30‡ ●
169	*Wal Wal* ○ ES	arr.	66, 52			...	...	...	...	...
	(See note, p. 168)	dep.	2 15			6 9*	6 17*	12 50* 138	2 0*	1 37*
175	Lubeck ES	...	2 23—142			6 16‡	6 24‡	12 55*	2 5*	1 44‡ ●
		arr.	2 34			6 27 164	6 35 164	1 6	2 16	...
185¼	**MURTOA** ES W		Sat.	Mon. to Fri.						
		dep.	2 40	2 50 ● 34		6 29	6 40 ●	1 7	2 17	1 56 ●
									Sun. ‡ / Mn. to Sat ‡	
192	Jung ES	arr.	...–34	...		...	...	...	... 2 27*	...
	(See note, p. 168)	dep.	2 50	3 0 ●		6 39‡	6 50‡ ●	1 16*	2 26* 2 41	2 4‡ ●
198¼	*Dooen* ○ ES ...	arr.	...	...		...	...	...	 140	...
	(See note, p. 168)	dep.	2 59R	3 9 ● 36, 61		6 47*	6 58*	1 22*	2 32* 2 40*	2 12*
203½	**HORSHAM** ES W	arr.	3 5 105	3 15R		6 53–88	7 5–88	1 28	2 38 2 55	2 20
		dep.	3 15	3 25		6 55		1 31	2 40 2 57 ●	
213½	*Pimpinio* ○ ES	arr.	...	...		...		...	... ...	...
	(See note, p. 168)	dep.	3 27	3 40		7 6*		1 42*	2 51* 3 8*	...
219¼	Wail NC ...	...	*	*		*		*	* *	...
		arr.	3 45	4 7–164		7 20		1 54	3 3 3 20	...
			–164	102 H.P. D.R.C. Mon. to Fri.						
224¾	**DIMBOOLA** ES W		102 H.P. D.R.C. Sat.							
		dep.	4 0	4 20		...		1 56	3 31 ●	...
235½	*Gerang Gerung*		4 15	4 36		...		*	*	...
	(See note, page 168)									
				Mon.	Tue. to Fri.					
240	*Kiata* ○ ES ...	arr.	...	...	4 45–88	...		...	...	...
	(See note, p. 169)	dep.	4 25	4 46 120	4 50 ●	...		2 15*	3 50* 12 wt.	...
242½	Salisbury NC ...	...	*	*	*	...		*	*	...
248¼	Nhill ES ...	arr.	4 38 88	5 0	5 4–120	...		2 25	4 0—	...
		dep.	4 48 ●	5 10 ●	5 14 ●	...		2 26	4 1 ●	...
255½	Tarranginnie NC	...	*	*	*	...		*	*	...
259½	*Diapur* ○ ES W	arr.	...	...	...	...		...—10	4 16*–14	...
	(See note, p. 169)	dep.	5 6 ●	5 28 ●	5 32 ●	...		2 40*	4 24B	...
266½	*Miram* (See note, p. 168)		5 19 ●	5 42 ●	5 47 ●	...		*	*	...
272¼	Kaniva ES ...	arr.	5 28	5 52	5 57	...		2 58–12	4 42—	...
		dep.	5 31 ●	5 55 ●	6 0 ●	...		2 59–160	4 43 ●	...
278¾	*Lillimur* (See note, p.168)		5 42 ●	6 6 ●	6 11 ●	...		*	*	...
287	**SERVICETON** ES W	arr.	6 0	6 20	6 25	...		3 20–14	5 0—	...
	(E.S. Time)	...		112	112			–38	38, 150 wt.	
	(C.S. Time) ...	arr.	5 30 112	5 50	5 55	...		2 50 150	4 30	...
		dep.				...		3 0	4 40	...
483½	**ADELAIDE**	arr.	...	...	...	...		9 0	10 35E	...
			25	25	25	49	49	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.

No. 105 may depart Ararat 12.48 p.m., Armstrong 12.55 p.m., Great Western 1.2. p.m. Stawell 1.13 p.m. Glenorchy 1.26 p.m. Lubeck 1.40 p.m. Murtoa 1.52 p.m. Jung 2.0 p.m. **R.** Refreshments.

Up

Miles	STATIONS		10 "THE OVERLAND" DAILY, SUN. INCL.	14 EXPRESS DAILY SUN. INC. ‡	24 PASS. MON.	34 102 H.P. D.R.C. Mon. to Fri.	34 102 H.P. Diesel Rail Car Sat.	110 PASS. SUN.
			P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
—	**ADELAIDE** (C.S. Time)	*dep.*	7 0	8 0	...	...	...	...
			A.M.	A.M.				
196¼	**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	12 5	...
						Noon		
8¼	*Lillimur* (See note, p. 168)		*	*	...	12 0	§	...
						P.M.		
14¼	Kaniva ES	*arr.*	2 15	4 2	...	...–101	...–101	...
		dep.	2 16●	4 3	...	12 11	12 29	...
20¼	*Miram* (See note, page 168)		*	*	...	12 22	12 39	...
27¾	*Diapur* ○ ES W ...	*arr.*	2 34*	...	...	...	...	...
	(See note, page 169)	*dep.*	2 43–69	4 21*	...	12 36–81, 147	12 52§	...
31¼	Tarranginnie NC		*	*	...	*	*	...
38¾	Nhill ES	*arr.*	2 57	4 33	...	...	...	...
		dep.	2 59 ●	4 35	...	12 54	1 11	...
44¼	Salisbury NC		*	*	...	*	*	...
47	*Kiata* ○ ES ...	*arr.*	...	...	...	...–116	...	...
	(See note, page 169)	*dep.*	3 10*	4 46*	...	1 11	1 27§	...
51¾	*Gerang Gerung* (See n'te p. 168)		*	*	...	1 20	1 35	...
		arr.	3 26	5 2	...	1 35–36, 111	1 50	...
62¼	**DIMBOOLA** ES W		—115 —71		—3	PASS. MON. TO FRI.	PASS. SAT.	
		dep.	3 28	5 4	8 0	1 50	2 0	...
67¾	Wail NC		*	*	*	*	*	...
73¼	*Pimpinio* ○ ES ...	*arr.*	...	...	...	...	...	...
	(See note, page 168)	*dep.*	3 42*	5 18*	8 13*	2 5	2 15	...
		arr.	3 53	5 29	8 24	2 16	2 26	...
					Mon. to Sat.	105, 61	–105, 61	
83¼	**HORSHAM** ES W			—59	–86			
		dep.	3 55	5 31	8 27	2 23	2 30	3 10
88¾	*Dooen* ○ ES ...	*arr.*	...	...	...—101	...	...	...
	(See note, p. 168)	*dep.*	4 1*	5 37*	8 35	2 30‡	2 37‡	3 16*
95	Jung ES	*arr.*	—59	...	...	...	2 45–25	...
	(See note, p. 168)	*dep.*	4 7*	5 43*	8 44	2 39	2 52 ●	3 23‡
		arr.	4 15 —141	5 51	8 53	2 48	3 1	...
101¾	**MURTOA** ES W ...		–130	—3		–25, 106	—142	
		dep.	4 16	5 52	9 0	2 56	3 7	3 32
		arr.	...	...–159	...	–142, 101	...	...
112	Lubeck ES	*dep.*	4 27*	6 3*	9 12	3 8§	3 19§	3 42‡
118	*Wal Wal* ○ ES ...	*arr.*	...	...	...—147	...	...	...
	(See note, p. 168)	*dep.*	4 32*	6 8*	9 21	3 15*	3 26*	3 48*
124¼	Glenorchy ES... ...	*arr.*	...—3	...	...–61	–107, 52, 66	...–107	...
		dep.	4 38*	6 14*	9 30	3 23‡	3 34‡	3 55‡
132¾	*Deep Lead* ○ ES ...	*arr.*	...	...	...	...	...	...
	(See note, p. 168)	*dep.*	4 46*	6 22*	9 40§	3 32*	3 43*	4 3*
		arr.	4 52	6 28	9 47	3 39	3 50	...
137	**STAWELL** ES W ...				–42, 85	—86		
		dep.	4 53	6 29	9 49	3 41	3 52	4 10
145¼	*Great Western* ○ ES	*arr.*	–27, 159	...	...–9	...	...–86	...
	(See note, p. 168)	*dep.*	5 5*	6 39*	10 0	3 52‡	4 3‡	4 25‡
150¼	*Armstrong* ○ ES ...	*arr.*	...	...	...	...	...	...
	(See note, p. 168)	*dep.*	5 13*	6 45*	10 8	3 58*	4 9*	4 33‡
		arr.	5 25	6 54	10 16R	4 5R	4 16R	...
156	**ARARAT** ES W ...		...—	–82wt.		—129	—129	
		dep.	5 28	6 57–	10 31	4 20	4 25	4 41
	Continued on		Page 11	Page 12	Page 12	Page 13	Page 14	Page 14
			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. **R.** Refreshments.

Up

Miles from Serviceton	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 25—	...
	dep.	...	...	...	...	5 28	...
170½	*Buangor* ○ ES ...	...	...	...	...	5 47*	...
174½	*Middle Creek* ○ ES ... arr.	...	...	...	...	...	...
	(See note, page 168) dep.	...	...	...	...	5 51*	...
184½	Beaufort ES W	...	...	...	...	6 6*	...
189½	*Trawalla* ○ ES	...	...	...	...	6 12*	...
	(See note, page 168)						
200½	*Burrumbeet* ○ ES	...	...	...	...	6 23*	...
203½	*Windermere* ○ ES ... arr.	...	...	...	...	...—9	...
	(See note, page 168) dep.	...	...	...	...	6 26*	...
210½	Linton Junct. ES † (R.M.S.P.)...	...	...	...	...	6 34*	...
211	Wendouree NC	...	...	...	...	*	...
212½	North Ballarat Junction ...	...	5 25*	...	...	6 39*	...
213½	**BALLARAT** W ... arr.	...	5 28R	...	...–10	6 45–2R	...
	dep.	...	5 40	6 10	6 50	7 5E	...
213½	*Ballarat East* ○	...	5 42*	6 13‡	6 53	7 7*	...
217½	Warrenheip ES	...	5 51*–1	6 21*	7 2	7 16*	...
219½	Dunnstown NC	...	...	6 26‡	...	*	...
223	*Bungaree* ○ ES	...	...	6 33	...	7 24*	...
225½	*Wallace*	...	...	6 38‡	...	*	...
230½	*Gordon* ○ ES ... arr.	...	...	...	...	...	...
	dep.	...	...	6 46	...	7 33*	...
237½	Ballan ES W	...	...	6 55	...	7 40*	...
246½	Bank Box Loop	...	...	7 4*	...	7 49*	...
	arr.	...		7 13	...	...	...
				PASS. MON. TO FRI. 280 H.P. D.R.C. Sat.			
255½	Bacchus Marsh ES W ...	—5					
	dep.	6 23		7 14–102		7 57*	8 15
257½	*Parwan* ○ ES	6 32–15		7 22	...	8 3*	8 23‡
263½	Melton ES	6 43–15		7 32–15	...	8 10*	8 33
268½	*Rockbank* ○ ES	6 51		7 40	...	8 15*	8 41
274	Albion Reid Pty. Ltd. Siding ... NC ES	...	...	...	...	...	...
276	*Deer Park* ○ ES ... arr.	...	...	...	...	...	...
	(See note, page 168) dep.	7 2	...	7 51	...	8 23*	8 52
						Mon. to Sat. / Sun.	
279½	Sunshine ES ... ... arr.	...	...	...	...	8 35F / ...	...
	dep.	7 11	...	7 58	...	8 40 / 8 40*	8 59
281	White City NC	*	...	*	...	* / *	*
281½	*Tottenham* ○	*	...	*	...	* / *	*
			SAT. / MON. to FRI.				
282½	West Footscray	7 17	... / ...	*	...	* / *	*
283	*Middle Footscray* ○	*	... / ...	*	...	* / *	*
283½	Footscray	7 20	7 50* / 7 54*	8 6	...	8 48* / 8 48*	9 8
284½	*South Kensington* ○	*	* / *	*	...	* / *	*
286	North Melbourne...	7 27	7 55* / 8 0*	8 12	...	8 53* / 8 53*	9 13*
287	**MELBOURNE** W (Spen. St.) arr.	7 30	7 58 / 8 5	8 18	...	8 57 / 8 57	9 17
		108	80 / 80	18	2	10 / 10	6

192, 103, 91

See page 170, re stopping at Sunshine

15, 102

16

To Geelong

From Mildura

(via North Geelong Loop)

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 or the **"Intercapital Daylight"** the same day.

R—Refreshments.

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.
	arr.	...	6 54–Pro. 160	...	10 16R
156	**ARARAT** ES W		—82wt.		
	dep.	...	—147		
			6 57	...	10 31
170½	*Buangor* ○ ES	...	7 16*	...	10 51
174½	*Middle Creek* ○ ES ... arr.	...	...	From Linton	...
	(See note, page 168) dep.	...	7 20*		10 58
184½	Beaufort ES W ... ... arr.	...	—9		...
	dep.	...	7 35*		11 14
189½	*Travalla* ○ ES	...	7 41*		11 22
	(See note, page 168)				
200½	*Burrumbeet* ○ ES	...	7 52*		11 35–82
203½	*Windermere* ○ ES ... arr.	...	...		...
	(See note, page 168) dep.	...	7 55*		11 40
210½	Linton Junction ES † (R.M.S.P.) ...	...	8 3*	8 40Z	11 50*–25
211	Wendouree NC	...	*	§	*
212½	North Ballarat Junction	...	8 7*	8 45*	11 57*
					Noon
	arr.	...	8 9R	8 48	12 0R
213½	**BALLARAT** W				p.m.
	dep.	7 25	8 29A	...	12 15
213¾	*Ballarat East* ○	7 27‡	8 31*	...	12 17*
217½	Warrenheip ES	7 35*	8 40*	...	12 24*
219½	Dunnstown NC	7 40‡	*	...	*
	arr.	...	...	...	...
223	*Bungaree* ○ ES ... ... dep.	7 47	8 48*	...	12 31*
225½	*Wallace*	7 52‡	*	...	*
	arr.	...	...	...	...
230½	*Gordon* ○ ES ... ... dep.	7 59	8 57*	...	12 39*
	arr.	...	...	...	...–129
237½	Ballan ES W ... ... dep.	8 8	9 4*	...	12 47
246½	Bank Box Loop	8 17*	9 13*	...	12 56*
	arr.	...–194	...	...	...–35, 72
255½	Bacchus Marsh ES W ... dep.	8 27	9 21*	...	1 6
	arr.	...–102	—195wt.	...	...
257½	*Parwan* ○ ES ... ... dep.	8 34‡	9 27*	...	1 12*
	arr.	...	...–102wt.	...	...
263½	Melton ES ... ... dep.	8 43	9 34*	...	1 20–109
			Sun. ‡ | Mon. to Sat. ‡		
	arr.	...	... | 9 40*	...	...
208½	*Rockbank* ○ ES		—25		
	dep.	8 51	9 39* | 9 48	...	1 25*
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	... | ...	...	...
276	*Deer Park* ○ ES ... ... arr.	...	... | ...–35wt.	...	...
	(See note, page 168) dep.	9 0	9 47* | 9 56*	...	1 32*
279½	Sunshine ES	9 6	9 52* | 10 1*–P4	...	1 40
281	White City NC	*	* | *	...	*
281½	*Tottenham* ○	*	* | *	...	*
282½	West Footscray	*	* | *	...	*
283	*Middle Footscray* ○	*	* | *	...	*
283½	Footscray	9 15	9 59* | 10 10*	...	1 48*
284½	*South Kensington* ○	*	* | *	...	*
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

105

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

Note:—When passenger traffic is not offering at Dunnstown, the speed of No. 22 may be reduced to 25 M.P.H. to permit newspapers only, to be thrown out.

R. Refreshments.

Up

Miles from Serviceton	STATIONS		30 280 h.p. Diesel Rail Car Mon to Sat.			28 Light Engine MON. TO FRI.	34 PASS. MON. TO FRI.
			P.M.			P.M.	P.M.
156	**ARARAT** ES W ...	arr.	...	...	...	...	4 5R
		dep.	...	...	...	...	4 20–129
170½	*Buangor* ○ ES ...	...	...	...	...	...	4 40–43
174½	*Middle Creek* ○ ES	arr.	...	...	...	...	...—49
	(See note, page 168)	dep.		...	...	...	4 47‡
184½	Beaufort ES W ...	arr.	...	...	...	...	...
		dep.	...	...	...	...	5 3
189½	*Trawalla* ○ ES ...	...		...	...	...	5 10F–133
	(See note, page 168)						
200½	*Burrumbeet* ○ ES	...	...	...	...	...	5 21*
203½	*Windermere* ○ ES	arr.	...	...	...	...	...
	(See note, page 168)	dep.	...	...	...	...	5 24*
210½	Linton Junction ES † (R.M.S.P.)		...	...	...	...	5 31*
211	Wendouree NC	...	...	...	...	...	*
212½	North Ballarat Junction ...	...	...	...	...	...	5 37*
213½	**BALLARAT** W ...	arr.	...	...	...	...	5 40R
		dep.	...	3 20	...	...	5 55
213¾	*Ballarat East* ○	...	...	3 23	...	...	5 57*
217½	Warrenheip ES ...	...	...	3 32–49	...	...	6 4*
219¼	Dunnstown NC ...	...	...	...	...	...	§
223	*Bungaree* ○ ES ...	...	...		...	...	6 13
225½	*Wallace*	...	...		...	...	§
230½	*Gordon* ○ ES ...	arr.	...		...	...	...
		dep.	...		...	...	6 24
237½	Ballan ES W ...	arr.	...		...	...	...
		dep.	...		...	...	6 34
246¾	Bank Box Loop ...	arr.	...		...	...	6 43*–57
		dep.	...		...	...	6 46
255½	Bacchus Marsh ...	arr.	...		...	...	6 56–139
		dep.	...		...	6 0	7 3●
257½	*Parwan* ○ ES ...	arr.	...		...	6 7	...
		dep.	...		...	6 20–57	7 9*
263¾	Melton ES ...	arr.	...		...	...	—13
		dep.	...		...	6 29	7 17●
268½	*Rockbank* ○ ES ...	arr.	...		...	6 36–139,34	...
		dep.	...		...	7 45	—7,28
							7 22*
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	...	...	...	... 13,7	...
276	*Deer Park* ○ ES	...	...	...	...	7 55	7 31*
	(See note, page 168)						
279½	Sunshine ES	...	...	...	...	8 1	7 38
281	White City NC	...	...	...	...	...	*
281¼	*Tottenham* ○	...	...	...	...	...	*
282½	West Footscray	...	...	...	...	...	*
283	*Middle Footscray* ○	...	...	...	...	...	*
283½	Footscray	...	...	...	...	8 8	7 49
284½	*South Kensington* ○	...	...	...	...	...	*
286	North Melbourne	...	...	...	...	8 15	7 54*
287	**MELBOURNE** W (Spencer St.)	arr.	...	...	...		8 0
				30		28	34

● **No. 34** (Mon. to Fri.) may depart Bacchus Marsh 6.53 p.m., Melton 7.7 p.m. **F.** Stops definitely, Friday only.

R. Refreshments.

Up

Miles from Serviceton	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 16R	...	...	...	...
		dep.	4 25–129	...	...	...	4 41
170½	*Buangor* ○ ES		4 45	...	...	...	5 0
174½	*Middle Creek* ○ ES ...	*arr.*	...–49	...	...	...	...
	(See note, page 168)	*dep.*	4 52‡	...	...	...	5 4*
184½	Beaufort ES W	*arr.*	...	...	...	...	5 18–77
		dep.	5 8	...	...	...	5 23 ●
189½	*Trawalla* ○ ES		5 15*	...	...	...	5 30 ●
	(See note, page 168)						
200½	*Burrumbeet* ○ ES	*arr.*	5 27*	...	...	...	...
		dep.	5 32–145	...	...	...	5 43 ●
203½	*Windermere* ○ ES	*arr.*	...	...	...	...	...
	(See note, page 168)	*dep.*	5 36*	...	...	...	5 47*
210½	Linton Junction ES † (R, M.S.P.)		5 44*	...	...	...	5 54*
211	Wendouree NC		*	...	...	...	*
212½	North Ballarat Junction		5 48*	...	...	...	5 57*
213½	**BALLARAT** W	*arr.*	5 50R	...	...	...	6 0
		dep.	6 0	8 55	...	9 5	6 15
213¾	*Ballarat East* ○		6 2*	8 57*	...	9 7*	6 17*
217½	Warrenheip ES		6 9*	9 3*	...	9 18	6 24*
219½	Dunnstown NC		§	*	...	...	*
223	*Bungaree* ○ ES		6 18	9 14	...	...	6 33
225½	*Wallace*		§	*	...	...	*
230½	*Gordon* ○ ES	*arr.*	...	...	...	...	...
		dep.	6 28	9 22*	...	...	6 43*
237½	Ballan ES W	*arr.*	...	...	...	...	...
		dep.	6 38	9 31	...	To Queenscliff	6 52
246¾	Bank Box Loop	*arr.*	...–139	...	...		...
		dep.	6 47*	9 40*	...		7 1*–139
255½	Bacchus Marsh ES W ...	*arr.*	...	...	...	...	...
		dep.	6 57	9 50	...	...	7 11
257¾	*Parwan* ○ ES	*arr.*	7 4‡	...	...	...	...
		dep.	7 11 ●–63	9 55*	...	...	7 17*
263¾	Melton ES	*arr.*	...	10 3–105	...	...	...
		dep.	7 20 ●	10 16 ●	...	...	7 27
268½	*Rockbank* ○ ES	*arr.*	...	...	...	...	7 35* –115
		dep.	7 25*	10 23*	...	...	7 45
274	Albion Reid Pty. Ltd, Sdg. NC ES ...		...	...	...	...	...
276	*Deer Park* ○ ES		*	*	...	...	*
	(See note, page 168)						
279½	Sunshine ES		7 38	10 35	...	...	8 0
281	White City NC		*	*	...	...	*
281½	*Tottenham* ○		*	*	...	...	*
282½	West Footscray		*	*	...	...	*
283	*Middle Footscray* ○		*	*	...	...	*
283½	Footscray		7 49	10 44	...	...	8 9
284½	*South Kensington* ○		*	*	...	...	*
286	North Melbourne		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 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., Trawalla 5.26 p.m., Burrumbeet 5.39 p.m.

R. Refreshments.

Down

Miles	STATIONS		9 Fast Goods Tue. to Sat.	9 Fast Goods Mon.	101 Light Eng. Tue., to Fri. ‡	93 Thro. Goods Tue. to Sat. ‡	1 Thro. Goods Tue. to Sat. ‡	15 Light Eng. Tue. to Fri. (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.	...	...	...	...	...	...	
2¼	*South Kensington* ○ ...	...	1 12	1 27	2 10	...	...	3 0	
2¾	Maribyrnong River Junct.	...	...	...	Via	...	...	Via	
3½	Footscray	...	1 18	1 33	Goods	...	...	Goods	
4	*Middle Footscray* ○ ...	...	...	...	Lines	...		Lines	
4½	West Footscray ...	...	...	...	...	...	...	...	
5¼	*Tottenham* ○ ...	...	...	...	...	...	...	...	
5¾	Tottenham Goods Yard W ...	arr.	...	...	2 20 Thr. Gds.	...	...	3 10 Goods	
		dep.	...	...	3 0	...	...	4 0	
7¾	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 169)	...	...	...	...	...	...	...	
11	*Deer Park* (See note, p. 168)	dep.	...	...	3 17	...	...	4 32	
13	Albion Reid Pty Ltd Sdg. NC ES		...	...	...	...	...	...	
18½	*Rockbank* ○ ES ...	arr.	...	...	...	...	...	...	
		dep.	1 50–32	2 5	3 33	...	...	4 48	
23¼	Melton ES	arr.	...	...	3 44	...	...	...	
		dep.	1 58	2 13	3 58–36	...	...	4 57	
29¼	*Parwan* ○ ES ...	arr.	2 11	...	...	...	...	...	
		dep.	2 31 134	2 24	4 13	...	...	5 8	
31½	Bacchus Marsh ES W ...	arr.	2 40	2 31	4 19	...	...	5 15	
		dep.	2 42	2 33					
40¼	Bank Box Loop ...		3 17–36	3 8	...	...	...	...	...
49¼	Ballan ES W ...	arr.	3 47	3 38	...	...	...	...	...
		dep.	3 49	3 40	...	...	...	...	...
56¾	*Gordon* ○ ES ...	...	4 8	3 59	...	...	...	...	...
61¼	*Wallace*	...	...	...	...	...	...	...	...
64	*Bungaree* ○ ES ...	arr.	4 24	...	...	...	...	...	...
		dep.	4 29	4 13	...	...	...	...	...
67¼	Dunnstown NC ...	...	...	...	...	...	...	...	31
69¼	Warrenheip ES ...	arr.	... –16	...	...	3 46	...	...	Pilot
		dep.	4 44	4 24	...	4 56	5 28	...	Mon.,
73¼	*Ballarat East* ○ ...	arr.	4 53	4 33	...	...	...	29	Wed.,
		dep.	4 56	4 36	...	5 7	5 36	Pilot	Thu.,
		arr.	5 1	4 41	...	5 10	5 39	Wed.	Fri.
73¾	**BALLARAT** W ...	dep.	5 50		...	...	...	A.M. 6 15	A.M. 8 0
74¼	Shell Oil Sdg. NC ...	...	...		...	...	...	...	...
74½	Nth. Ballarat Junct. ...	...	5 53		...	...	...	6 18	8 3
75½	White's Siding NC ...	...	...		...	...	...	...	...
76	Wendouree NC ...	...	...		...	...	...	...	...
76½	Linton Jct. ES † ...	...	5 58		...	...	...	6 25	8 10
83½	*Windermere* ○ ES ... (See note, page 168)	arr.	6 10		...	...	...	...	...
		dep.	6 29–10		...	...	...	...	...
86¾	*Burrumbeet* ○ ES ...	...	6 38		...	...	...	...	...
			Mon.	**Tue. to Sat.**					
97½	*Trawalla* ○ ES ... (See note, page 168)	arr.	...	6 57	...	...	...	...	...
		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 ... (See note, page 168)	arr.	...	...	...	...	...	...	...
		dep.	7 42	7 59	...	...	...	...	...
116½	*Buangor* ○ ES ...	arr.	...–82	8 7	...	...	...	...	...
		dep.	7 49	8 12	...	...	...	...	...
		arr.	8 15	8 42	...	...	...	...	...
131	**ARARAT** ES W ...	dep.	9 30		...	...	...	...	...
	Continued on ...	...	Page 26						
			9		101	93	1	29	31

From North Geelong

[toll. 9, 138 172]

From North Geelong

To Redan

To Redan

Note :—On Wednesdays, will arrive Melton 2.0 a.m., cross **No. 96**, depart 2.11; Parwan arrive 2.24 a.m. cross **No. 134**, depart 2.31 a.m. thence as tabled.

Miles	STATIONS		15 Goods Mon.	195 Eng. & Van Mon. to Fri. (Sat. ‡)	7 Goods Mon. (Thur. ‡)	P4 Pilot Sat. ‡	83 153 H.P. Diesel Rail Car & Trlr. (For Vangoods) Thur.
			A.M.	A.M.	A.M.	A.M.	A.M.
—	**MELBOURNE YARD**	dep.	4 45	...	...	...	...
—	**DYNON**	...	...	...	...	...	...
2¼	*South Kensington* ○	...	...	...	...	...	...
2¾	Maribyrnong River Junct.		Via	...	...	...	...
3½	Footscray		Goods	...	...	...	...
4	*Middle Footscray* ○		Lines	...	...	...	...
4½	West Footscray		...	...	...	...	...
5¼	*Tottenham* ○		...	...	...	...	...
5¾	Tottenham Goods Yard W		...	...	...	9 50	...
7¾	Sunshine ES	arr.	...	...	...	... —14	...
		dep.	5 32	...	...	10 2	...
10	Ardeer Siding Nobel (Aus.) Ltd. (See p. 169) NC ES	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
11	*Deer Park* ○ ES	arr.	...	...	...	...	...
	(See note, page 168)	dep.	...	...	...	10 12	...
13	Albion Reid Pty. Ltd. Sdg. NC ES		...	...	...	10 25	...
18¼	*Rockbank* ○ ES	arr.	5 45–130	...	...	...	...
		dep.	6 10—	...	...	...	...
23¼	Melton ES	arr.	6 21	...	...	...	...
		dep.	7 37–	...	...	...	...
29¼	*Parwan* ○ ES	arr.	7 51	...	...	...	...
		dep.	8 28–	9 20–wt14	...	...	...
31½	Bacchus Marsh ES W	arr.	8 35	9 26	...	...	...
		dep.	...	...	...	...	...
40¼	Bank Box Loop		...	...	...	...	...
49½	Ballan ES W	dep.	...	...	...	...	11 0–25
56¾	*Gordon* ○ ES	arr.	...	...	...	...	11 14
		dep.	...	...	...	...	11 27–150
61½	*Wallace*	arr.	...	...	...	...	11 37
		dep.	...	...	...	...	11 42
64	*Bungaree* ○ ES	arr.	...	...	...	...	11 46
		dep.	...	...	...	...	11 48
67½	Dunnstown NC	arr.	...	...	...	...	11 53
		dep.	...	...	...	...	11 55
69¾	Warrenheip ES	arr.	...	...	...	...	11 59
		dep.	...	...	...	...	P.M. 12 1
73¼	*Ballarat East* ○		...	...	...	...	12 7
73¾	**BALLARAT** W	arr.	...	...	...	...	12 10
		dep.	...	...	9 45	...	
74¼	Shell Oil Sdg. NC		...	...	...	...	...
74¾	Nth. Ballarat Junct.		...	...	9 48	...	...
75½	White's Siding NC		...	...	...	...	...
76	Wendouree NC		...	...	...	...	...
76½	Linton Junct. ES (R.M.S.P.)		...	...	9 57	...	...
83½	*Windermere* ○ ES	arr.	...	...	...	...	...
	(See note, page 168)	dep.	...	...	...	...	...
86¾	*Burrumbeet* ○ ES		...	...	...	...	...
97½	*Trawalla* ○ ES	arr.	...	...	...	...	...
	(See note, page 168)	dep.	...	...	...	...	...
102½	Beaufort	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
112½	*Middle Creek* ○ ES	arr.	...	...	...	...	...
	(See note, page 168)	dep.	...	...	...	...	...
116½	*Buangor* ○ ES	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
131	**ARARAT** ES W	dep.	...	...	...	...	...
			15	195	7	P4	83

To Skipton

Miles	STATIONS		35 Light Eng. Fri. (Mon. to Thur. ‡)	129 Express Goods Mon. to Sat. ‡	P10 Pilot Mon. ‡	P10 Pilot Tue. to Fri. ‡	11 Thro. Gds Mon., Tue., Wed., Fri., Sat. ‡	11 Thro. Goods Thur. ‡	17 Exp. Gds.
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
—	**MELBOURNE YARD**	dep.	8 35	..	..	..	..	..	..
—	**DYNON** ..	..	..	10 0	..	..	..	..	..
2¼	*South Kensington* ○	..	..	..	..	..	..	..	..
2¾	Maribyrnong River Junct.	..	..	..	..	..	..	..	..
3¼	Footscray	..	..	..	..	..	..	..	..
4	*Middle Footscray* ○	..	..	..	..	..	..	..	..
4¼	West Footscray ..	..	..	..	..	..	..	..	..
5¾	*Tottenham* ○ ..	..	..	..	..	..	..	..	..
5¾	Tottenham Goods Yard W	arr.	9 5	..	..	..	..	..	..
			R'dside Goods						
	" ..	dep.	9 35	..	11 10	11 10	..	..	..
7¾	Sunshine ES ..	..	9 45	10 26	11 21	11 21	..	..	..
10	Ardeer Sid. Nobel (Aus.)	arr.	..	..	..	..	..	..	..
	Ltd. (See p. 169) NC ES	dep.	..	..	..	11 31	..	..	..
11	*Deer Park* ○ ES ..	arr.	..	..	..	..	..	..	..
	(See note, page 168)	dep.	9 52	10 32	11 30	11 45	..	..	..
13	Albion Reid Pty. Ltd. Sdg. NC ES	arr.	..	..	11 45	11 58	..	..	..
18½	*Rockbank* ○ ES ..	arr.	10 8	..	..	..	..	..	..
	" ..	dep.	10 18	10 45	..	..	..	..	..
23¼	Melton ES ..	arr.	10 29	..	..	..	..	..	..
	" ..	dep.	11 25	10 52	..	..	..	..	..
29¼	*Parwan* ○ ES ..	arr.	11 40	–160	..	..	..	..	..
	" ..	dep.	11 50–8	11 2	..	..	..	..	..
31¼	Bacchus Marsh ES W	arr.	11 56	..	..	..	..	..	..
	" ..	dep.		11 8	..	..	..	..	..
				Mon. ‡ / Tue. to Sat. ‡					
40¼	Bank Box Loop ..	arr.	..	.. / 11 40	..	..	..	..	..
				–150					
	" ..	dep.	..	11 38 / 11 50	..	..	..	..	..
				p.m. / p.m.					
49¼	Ballan ES W	arr.	..	12 8 / 12 23	..	..	..	..	..
	" ..	dep.	..	12 50–24	..	..	..	..	..
56¾	*Gordon* ○ ES ..	..	..	1 6	..	..	..	..	..
61½	*Wallace*	..	..	..	..	..	..	..	..
64	*Bungaree* ○ ES ..	..	..	1 17	..	..	..	..	..
67¼	Dunnstown NC ..	..	..	..	..	..	..	..	..
69¾	Warrenheip ES ..	arr.	..	..	..	..	..	11 46	..
	" ..	dep.	..	1 24	..	..	11 46–108	11 54	1 15
								p.m.	
73¼	*Ballarat East* ○ ..	.	..	1 30	..	..	11 54	12 5	1 23
73¾	**BALLARAT W** ..	arr.	..	1 35	..	..	11 57	12 8	1 26
	" ..	dep.	..	1 40	..	..			
74¼	Shell Oil Sdg. NC ..	..	..	..	..	..	..	..	..
74½	North Ballarat Junct.	..	..	1 42	..	..	..	..	..
75½	White's Siding NC	..	..	..	..	..	..	..	..
76	Wendouree NC ..	..	..	..	..	..	..	..	..
76¼	Linton Jnc. ES † (R.M.S.P.)	..	..	1 47	..	..	..	..	..
83½	*Windermere* ○ ES ..	arr.	..	..	..	..	..	..	..
	(See note, page 168)	dep.	..	1 56	..	..	..	..	..
86¾	*Burrumbeet* ○ ES ..	..	..	2 0	..	..	..	..	..
97½	*Trawalla* ○ ES ..	arr.	..	2 17–154	..	..	..	..	..
	(See note, page 168)	dep.	..	2 57	..	..	..	..	..
102½	Beaufort ES W ..	..	..	3 6	..	..	..	..	..
112½	*Middle Creek* ○ ES	arr.	..	..	..	..	..	..	..
	(See note page 168)	dep.	..	3 24	..	..	..	..	..
116½	*Buangor* ○ ES ..	arr.	..	..	..	..	..	..	..
	" ..	dep.	..	3 29	..	..	..	..	..
131	**ARARAT** ES W ..	arr.	..	3 52	..	..	..	..	..
				Mon to Fri. ‡ / Sat. ‡					
	" ..	dep.	..	4 10 / 4 20	..	..	..	..	..
	Continued on ..	..		Pg. 36 / Pg. 36					
			35	129 / 129	P10	P10	11	11	17

Speed fifty (50) M.P.H. permissible (Maximum See Note page 20)

wt 14 129,192 102

192 Fol 83

From North Geelong

From North Geelong

From North Geelong

Down

Miles	STATIONS		43 R'side Goods Mon. to Fri.	45 Pilot Mon. to Fri.	17 Thro. Goods Tue., Wed., Fri.			67 Pilot Tues. ‡	P6 Pilot Mon.	P6 Pilot Tue. to Fri.
			P.M.	P.M.	P.M.			P.M.	A.M.	A.M.
—	**MELBOURNE YARD**	dep.	...	...	...	...	...	...	...	...
—	**DYNON**	...	...	...	...	...	...	...	...	...
2¼	*South Kensington* ○ ...	...	...	...	...	...	...	...	...	...
2¾	Maribyrnong River Junct.	...	...	...	...	...	...	...	...	...
3½	Footscray	...	...	...	...	...	...	...	...	...
4	*Middle Footscray* ○ ...	...	...	...		...	...	...	...	...
4½	West Footscray ...	...	...	...		...	...	...	...	...
5¼	*Tottenham* ○ ...	...	...	...		...	...	...	...	...
5¾	Tottenham Goods Yard W	...	...	...		...	...	...	11 30	11 30
7¾	Sunshine ES ...	arr.	...	...	From North Geelong	...	...	...	...	11 41
		dep.	...	...		...	...	...	11 41	11 51
10	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 169) ...	arr.	...	...		...	...	...	...	...
		dep.	...	...		...	...	...	...	P.M.
11	*Deer Park* ○ ES ... (See note, page 168)	arr.	...	...		...	...	...	11 50	12 3
		dep.	...	...				...		
13	Albion Reid Pty. Ltd. Sdg. NC ES ...		...	...				...	...	...
18½	*Rockbank* ○ ES		...	...	...	...	...	...	...	...
23¼	Melton ES		...	...	...	...	...	...	...	...
29½	*Parwan* ○ ES		...	...	...	...	...	...	...	...
31¾	Bacchus Marsh ES W ...		...	...	...	...	...	...	...	...
40¼	Bank Box Loop ...	arr.	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
49½	Ballan ES W ...		...	...	...	...	...	...	...	...
56½	*Gordon* ○ ES ...		...	...	...	...	...	...	...	...
61½	*Wallace*		...	...	...	...	...	...	...	...
64	*Bungaree* ○ ES ...	arr.	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
67½	Dunnstown NC ...		...	...	...	...	...	...	...	...
69¾	Warrenheip ES ...	arr.	...	...	...	...	...	...	...	...
		dep.	...	...	1 42	...	...	...	...	...
73¼	*Ballarat East* ○ ...		...	...	1 50	...	...	...	...	...
73¾	**BALLARAT** W ...	arr.	...	...	1 53	...	...	...	...	...
		dep.	12 20	1 30		...	...	3 0	...	...
74¼	Shell Oil Sdg. NC ...		...	...	...	...	...	...	...	...
74¾	North Ballarat Junct.	...	12 23	1 33		...	...	3 3	...	...
75¼	White's Siding NC ...	...	...	1 40		...	...	...	...	...
76	Wendouree NC ...	...	...			...	...	...	...	...
76½	Linton Junct. ES ...	...	12 33	...	...	...	...	3 10	...	...
83½	*Windermere* ○ ES ...	arr.	12 47	...	...	...	...	...	...	...
	(See note, page 168)	dep.	1 0	...	...	...	...	...	...	...
86¾	*Burrumbeet* ○ ES ...	arr.	1 10	...	...	...	...	...	...	...
		dep.	1 20	...	...	...	...	...	...	...
97½	*Trawalla* ○ ES ...	arr.	1 46	...	...	...	...	...	...	...
	(See note, page 168)	dep.	2 12	...	...	...	...	...	...	...
102½	Beaufort ES W ...	arr.	2 25	...	...	...	...	To Ballarat Cattle Siding	...	...
		dep.	3 30	...	...	...	...		...	...
112½	*Middle Creek* ○ ES ...	arr.	4 14	...	...	...	...		...	...
	(See note, page 168)	dep.	4 11	...	...	...	...		...	...
116½	*Buangor* ○ ES ...	arr.	4 22	...	...	...	...		...	...
		dep.	5 6	...	...	...	...		...	...
131	**ARARAT** ES W ...	arr.	5 47	...	...	...	...		...	...
		dep.		...	...	...	...		...	...
	Continued on ...	...	...	...	...	...	...		...	...
			43	45	17			67	P6	P6

129, 154 wt 129

154

49, 34

192

Miles	STATIONS	19 R'side Goods Mon., Thur.	77 Fast Goods Sun.	65 Eng. Van Fri. (Mon. to Thur. †)	133 Express Goods Mon. to Fri.	145 Express Goods Sat.	81 Thro Goods Mon. to Sat. ‡	59 Fast Goods Mon. to Fri.	137 Express Goods Sun.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE YARD** *dep.*	...	12 25	...	...	...	...	2 45	...
—	**DYNON**	...	...	...	1 30	1 40	...	...	2 50
2¼	*South Kensington* ○ ..	...	12 35	...	...	...	...	3 2	...
2¾	Maribyrnong River Junct.	...	..	...	...	...	...	...	...
3½	Footscray	...	12 40	...	...	...	...	3 7	...
4	*Middle Footscray* ○ ..	...	...	...	...	...	...	...	...
4½	West Footscray	...	...	...	...	...	...	...	...
5¼	*Tottenham* ○	...	...	...	...	...	...	...	...
5¾	Tottenham Goods Yard W	...	...	...	...	...	...	...	...
7¼	Sunshine ES ... *arr.*	...	...	...	...	...	...	...	...
	dep.	...	12 50	...	2 0	2 6	...	3 20	3 20
10	Ardeer Sdg., Nobel (Aust.) Ltd. NC ES (see page 169)	...	...	...	...	...	...	...	...
11	*Deer Park* ○ ... .. (See note, page 168)	...	12 57	...	2 6—P10	2 12	...	3 26	3 26
13	Albion Reid Pty. Ltd. .. Sdg. NC ES	From North Geelong	...	...	...	...	...	...	...
18½	*Rockbank* ○ ES ... *arr.*		...–38	...	...	...	...	...	...
	dep.		1 10	...	2 19	2 25	...	3 40	3 39
23¼	Melton ES		1 18	...	2 26	2 32	...	3 48	3 46
29¼	*Parwan* ○ ES		1 29	1 45	2 36	2 42	...	3 59	3 56
31¾	Bacchus Marsh ... *arr.*		..	1 51	...	...	...	..	...
	ES W *dep.*		1 35		2 42	2 48	...	4 5	4 2
40¼	Bank Box Loop ... *arr.*	...	2 11	...	...	...	...	...	4 35–50
	dep.	...	2 24	...	3 12–154	3 18	...	4 38	5 12
49½	Ballan ES W ... *arr.*	...	...	...	...	...	...	..	...
	dep.	...	2 55	157 Pilot Mon., Tue. Wed.	3 39	3 45	...	5 6	5 44
56¾	*Gordon* ○ ES ... *arr.*	...	...	P.M.	...	...	...	...	...
	dep.	...	3 11	...	3 53	3 59	...	5 22	5 58
61¼	*Wallace* ... ... *arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
64	*Bungaree* ○ ES ... *arr.*	...	...	...	...	...	...	...	...
	dep.	...	3 25	...	4 4	4 10	...	5 36	6 9
67½	Dunnstown NC ... *arr.*	...	...	...	...	...	...	...	...
	dep.	...	..	...	...	...	...	...	...
69¾	Warrenheip ES ... *arr.*	...	3 39–90	...	...	...	...	...	...
	dep.	3 30	3 44	...	4 11	4 17	5 57	5 47	6 16
73¼	*Ballarat East* ○	3 41	3 57	...	4 17	4 23	6 5	5 56	6 22
73¾	**BALLARAT** W *arr.*	3 44	...	...	4 19	4 25	6 8	5 59	6 24
	dep.		3 59	4 0	4 24	4 30		6 5	6 29
74¼	Shell Oil Sdg. NC ..	...	...	...	...	...	...	...	...
74½	North Ballarat Junct. ..	...	4 1	4 3	4 26	4 32	...	6 8	6 31
75¼	White's Siding NC ..	...	...	...	...	...	...	...	...
76	Wendouree NC	...	...	...	...	...	...	...	...
76¼	Linton Junction ... *arr.*	...	...	...	..	...	...	...	...
	ES † (R.M.S.P.) *dep.*	...	4 7	4 10	4 32	4 37	...	6 13	6 36
83½	*Windermere* ○ ES *arr.*	...	...	...	...	...	...	...	...
	(See note, page 168) *dep.*	...	4 17		4 39	4 46	...	6 23	6 45
86¾	*Burrumbeet* ○ ES *arr.*	...	...		...	4 52	...	...	...
	dep.	...	4 23		4 43	5 30–34	...	6 29	6 49
97¼	*Trawalla* ○ ES ... *arr.*	...	...		5 0–34	...	...	...	...
	(See note, page 168) *dep.*	...	4 40		5 15	5 47	...	6 47	7 3
102¼	Beaufort ES W ... *arr.*	...	4 50–110		...	..	...	...	...
	dep.	...	5 21		5 25	5 54	...	6 55	7 10
112¾	*Middle Creek* ○ ES *arr.*	...	...		...	...	...	..	...
	(See note, page 168) *dep.*	...	5 43		5 43	6 12	...	7 17	7 28
116¼	*Buangor* ○ ES ... *arr.*	...	...		...	...	...	...	...
	dep.	...	5 50		5 48	6 17	...	7 24	7 33
131	**ARARAT** ES W ... *arr.*	...	6 17		6 11	6 40	...	7 45	7 55
	dep.	...	6 50		6 16	6 45	...		8 0
	Continued on		Page 28		Page 28	Page 27			Page 28
		19	77	157	133	145	81	59	137

See note, page 29.

See note, page 20

From North Geelong

To Ballarat Cattle Sdg.

Maximum permissible speed fifty (50) M.P.H.

Maximum permissible speed fifty (50) M.P.H.

Maximum permissible speed fifty (50) M.P.H.

See note, page 20

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. ‡
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE YARD** ... ... dep.	...	...	...	5 45	6 20	...
—	**DYNON**	5 0	5 0	5 50	...	...	...
2½	*South Kensington* ○	...	...		6 0	6 41	...
2¾	Maribyrnong River Junction	...	...		...	...	...
3½	Footscray	...	...		6 4	6 45	...
4	*Middle Footscray* ○	...	...		...	...	...
4½	West Footscray	...	...		...	...	...
5½	*Tottenham* ○	...	...		...	...	...
5¾	Tottenham Goods Yard W ... arr.	...	...		...	...	...
	dep.	...	...		...	...	...
7¾	Sunshine ES	5 25	5 25	6 20	Via	6 55	...
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see note page 169)	...	...	...	North Geelong	...	...
11	*Deer Park* ○ ES (See note, page 168) arr.	...	...	6 26–94	Loop	7 2	...
	dep.	5 31	5 31	...	...	7 5—94	...
13	Albion Reid Pty. Ltd. Sdg. NC ES	...	...	...	...	...	...
18½	*Rockbank* ○ ES ... ... arr.	...	...	...—28	...	7 18—28	...
	dep.	5 44	5 44	6 39	...	7 27—34	...
23¼	Melton ES	5 51	5 51	6 46	...	7 37	...
29¼	*Parwan* ○ ES ... ... arr.	...	6 4	...	...	...	...
	dep.	6 1	6 7–90	6 55	...	7 47—102	...
31¾	Bacchus Marsh ES W ... ... arr.	...	...	...	...	...	...
	dep.	6 7	6 15	7 2	...	7 53	...
40¼	Bank Box Loop ... ... arr.	6 39	6 48	...	...	...	...
	dep.	6 48—34	7 3	7 32—34	...	8 23	...
49¼	Ballan ES W ... ... arr.				...	...	...
	dep.	7 18	7 33 110	7 59	...	8 50	...
56¾	*Gordon* ○ ES ... ... arr.	...	...	...	...	...	...
	dep.	7 32	7 47	8 11	...	9 2	...
61½	*Wallace*	...	...	...	...	...	...
64	*Bungaree* ○ ES	7 43	7 58	8 21	...	9 12	...
67½	Dunnstown NC	...	...	...	...	...	...
69¾	Warrenheip ES ... ... arr.	...	...	...	—152	...	...
	dep.	7 50	8 5	8 28	8 36	9 19	9 35
73½	*Ballarat East* ○	7 56	8 11	8 34	8 40	9 24	9 43
73¾	**BALLARAT** W ... ... arr.	7 58	8 13	8 36	8 43	9 27	9 46
	dep.	8 3	8 18	8 40	9 5	9 30	
74½	Shell Oil Siding NC	...	...	...	...	...	
74½	North Ballarat Junct.	8 5	8 20	8 42	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 10	8 25	8 47	...	9 37	...
83½	*Windermere* ○ ES (See note, page 168) arr.	...	...	...	...	...	...
	dep.	8 19	8 34	8 54	...	9 44	...
86¾	*Burrumbeet* ○ ES ... arr.	...	...	...	...	...	...
	dep.	8 23	8 38	8 58	...	9 48	...
97½	*Trawalla* ○ ES (See note, page 168) arr.	...	...	...	...	...	...
	dep.	8 37	8 52	9 10	...	10 0	...
102½	Beaufort ES W ... ... arr.	...	...	...	...	...	...
	dep.	8 44	8 59	9 16	...	10 6	...
112½	*Middle Creek* ○ ES (See note, page 168) arr.	...	...	...	...	...	...
	dep.	9 2	9 17	9 30	...	10 20	...
116½	*Buangor* ○ ES ... ... arr.	...	...	...	...	10 26	...
	dep.	9 17	9 22	9 34	...	10 40–36	...
131	**ARARAT** ES W ... ... arr.	9 30	9 45	9 54–36	...	11 2	...
	dep.	9 35	9 50	9 58–88	...	11 45	...
	Continued on	Page 28	Page 28	Page 28		Page 50	
		139	139	139	103	7	61

Maximum permissible speed sixty (60) M.P.H. See Note

Maximum permissible speed fifty (60) M.P.H. See Note

See note

(Maximum permissible speed sixty (60) M.P.H. From North Geelong

To Hamilton & Mt. Gambier.

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 xxix. **NEW SOUTH WALES STOCK.**— New South Wales Bogie Goods Vehicles as stated on page xxxi. **COMMONWEALTH STOCK.**—Commonwealth Bogie Goods Vehicles as stated on page xxix. **WESTERN AUSTRALIAN STOCK.**—Western Australian Bogie Goods Vehicles as stated on page xxix.

Miles	STATIONS		159 Express Goods Sat.	149 Express Goods Mon. to Fri. ‡	75 Fast Goods Mon. to Fri.	87 Thro. Goods Tue. to Sat.	95 Fast Goods Mon. to Fri.	159 Express Goods Mon. to Fri.
			p.m.	p.m.	p.m.	a.m.	p.m.	p.m.
—	**MELBOURNE YARD**	*dep.*	..	..	8 35	..	10 0	..
—	**DYNON**	..	7 45	8 25	..	..	..	10 30
2¼	*South Kensington* ○ ..	..	..	..	..	..	..	..
2¾	Maribyrnong River Junction	..	..	..	..	..	..	..
3½	Footscray	..	..	..	..	..	..	..
4	*Middle Footscray* ○ ..	..	..	..	..	..	..	..
4¼	West Footscray ..	..	..	..	..	..	..	..
5¾	*Tottenham* ○ ..	..	..	..	..	..	..	..
5¾	Tottenham Goods Yard W	*arr.*	..	..	9 5	..	10 28	..
	" ..	*dep.*	..	..	9 45	..	11 0	..
7¾	Sunshine ES ..	*arr.*	..	8 50	..	..	..	..
	"	*dep.*	8 10	9 40	9 55	..	11 10	11 0
10	Ardeer Sdg. Nobel (Aus.) Ltd. .. NC ES (see page 169)		..	..	..	..	..	..
11	*Deer Park* ○ ES .. (See note, page 168)	*arr.*	..	..	..	..	..	..
		dep.	8 16	9 46	..	..	..	11 6
13	Albion Reid Pty. Ltd. NC ES	*arr.*	..	..	..	..	..	..
18½	*Rockbank* ○ ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	8 29	9 59	10 15	..	11 30	11 19
23½	Melton ES	..	8 36	10 6	10 23	..	11 38	11 26
29¾	*Parwan* ○ ES ..	..	8 46	10 16	10 34	..	11 49	11 36
31¼	Bacchus Marsh ES W	..	8 52	10 22	10 40	..	11 55	11 42
							Wed. Th., Fr., Sat. / Tue.	Tue. to Sat.
							a.m. / a.m.	a.m.
40¼	Bank Box Loop ..	*arr.*	9 24	..	..	..	.. / 12 30–32	..
	" ..	*dep.*	10 0	10 52	11 13	..	12 28 / 1 5	12 12
49½	Ballan ES W ..	*arr.*	..	..	..	..	12 56–96 / 1 37	..
								–32
	" ..	*dep.*	10 30	11 19	11 41	..	2 4–134	12 39
56¾	*Gordon* ○ ES ..	*arr.*	..	..	..	..	2 24–36	–96
	" ..	*dep.*	10 44	11 33	11 57–32	..	2 42	12 52
61½	*Wallace*	*arr.*	..	..	Tue. to Sat.	..	2 52	..
	" ..	*dep.*	..	..	a.m.	..	3 7	..
64	*Bungaree* ○ ES ..	..	10 55	11 44	12 11–96	..	3 13	1 4
67½	Dunnstown NC ..	..	..	..	..	..	..	..
69¾	Warrenheip ES ..	..	11 2	11 51	12 22	12 59	3 24	1 11–36
73¼	*Ballarat East* ..	..	11 8	11 56	12 31	1 7	3 33	1 17
73¾	**BALLARAT** W ..	*arr.*	11 10	11 59	12 34	1 10	3 36	1 20
				Tue. to Sat. ‡	–134			–134
				a.m.				
	" ..	*dep.*	11 15	12 4	1 15			1 25
74¼	Shell Oil Siding NC ..	..	..	..	..	..	..	..
74½	North Ballarat Junction	..	11 17	12 6	1 18	..	..	1 28
75½	White's Siding NC ..	..	..	..	To	..	..	..
76	Wendouree NC ..	..	..	..	Mildura	..	..	..
76½	Linton Junct. ES † (R.M.S.P.) ..		11 22	12 11	..	..	..	1 32
83½	*Windermere* ○ ES .. (See note, page 168)	*arr.*	..	..	..	..	..	..
		dep.	11 31	12 20	..	..	..	1 41
86½	*Burrumbeet* ○ ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	11 35	12 24	..	..	..	1 45
97½	*Trawalla* ○ ES .. (See note, page 168) ..	*arr.*	..	..	..	..	..	..
		dep.	11 49	12 39	..	..	..	1 59
102½	Beaufort ES W ..	*arr.*	..–36	..	..	..	..	..
	" ..	*dep.*	11 56	12 45	..	..	..	2 6
			Sun.					
112½	*Middle Creek* ○ ES .. (See note, page 168) ..	*arr.*	a.m.	..	..	..	..	..
		dep.	12 14	1 3	..	..	..	2 24
116½	*Buangor* ○ ES ..	..	12 19	1 8	..	..	..	2 29
131	**ARARAT** ES W ..	*arr.*	12 42	1 31	..	..	..	2 52
	" ..	*dep.*	12 47	1 36	..	..	..	4 30
	Continued on		Page 22	Page 23				Page 24
			159	149	75	87	95	159

Maximum permissible speed Fifty (50) M.P.H. (See note page 20.)

See note page 20.

foll. 69, 73

wt. 71

foll. 69

From North Geelong.

162

Maximum permissible speed Fifty (50) M.P.H.

Down

Miles from Melb.	STATIONS		159 Express Goods Sun.		141 Thro. Goods Mon. to Sat. ‡	115 Thro. Goods Tue. to Sat. ‡	
			A.M.		A.M.	A.M.	
131	**ARARAT** ES W	arr.	12 42	...	...	...	
		dep.	12 47	...	12 55	...	
136¼	*Armstrong* ○ ES (See note, page 168)...		12 56	...	1 5	...	
141¼	Seppelt's Siding NC		...	...	...	...	
141¾	*Great Western* ○ ES ... ... (See note, page 168)		1 4	...	1 14	...	
150	**STAWELL** ES W	arr.	...	...	1 33—**71**	...	
		dep.	1 17	...	2 12–**59**	...	
154¾	*Deep Lead* ○ ES (See note, page 168)..		1 24	...	2 23	...	
162¼	Glenorchy ES	arr.	...	...	2 37–**140**	...	
		dep.	1 33	...	3 14	...	
169	*Wal Wal* ○ ES (See note, page 168) ..		1 41	...	3 28	...	
175	Lubeck ES	arr.	...	...	...	...	
		dep.	1 49	...	3 39	...	
184¾	Marmalake NC ES (See note, page 169)		...	...	...	...	
185¼	**MURTOA** ES W	arr.	...	...	4 0	...	
		dep.	2 2	...		...	
192	Jung ES (See note, page 168)	arr.	...	...	...	...	
		dep.	2 11	...	...	...	
198¼	*Dooen* ○ ES (See note, page 168) ..		2 19	...	...	...	
203¼	**HORSHAM** ES W	arr.	2 29	...	...	...	
		dep.	2 38–**140**	...	...	...	
209	Dahlen Siding NC		...	...	...	...	
213¼	*Pimpinio* ○ ES (See note, page 168) ...		2 51	...	...	...	
219¼	Wail NC		...	...	...	...	
224¾	**DIMBOOLA** ES W	arr.	3 6	...	...	...	
		dep.	3 33–**10**	...	...	4 0–**wt. 160**	
235¼	*Gerang Gerung* (See note, page 168) ..		...	...	...	...	
240	*Kiata* ○ ES (See note, page 169)	arr.	...	...	...	4 40—**14**	
		dep.	3 55	...	...	5 18–**150**	
242¼	Salisbury NC		...	...	...	...	
248¼	Nhill ES	arr.	...	...	...	...	
			—**12**	...			
		dep.	4 6	...	...	5 38	
255¼	Tarranginnie NC	arr.	...	...	...	...	
		dep.	...	...	...	...	
259¼	*Diapur* ○ ES W ... ... (See note, page 169)	arr.	...	...	...	...	
		dep.	4 22	...	...	6 2–**18**	
266¼	*Miram* (See note, page 168)		...	...	...	...	
						Sat. ‡	Tue. to Fri. ‡
272¼	Kaniva ES	arr.	...	...	...	...	6 31
						–**62**	
		dep.	4 42	...	...	6 30	6 46–**62**
278¾	*Lillimur* (See note, page 168)		...	...	...	...	...
287	**SERVICETON** ES W (E. S. Time)	arr.	5 2	...	...	6 59	7 15
	(C. S. Time)	arr.	4 32	...	...	...	...
		dep.	5 10	...	...	...	...
483¼	**ADELAIDE** (Mile End) ...	arr.	11 50	...	...	...	...
			159		**141**	**115**	

Down

Miles from Melb.	STATIONS		117 Goods Mon. to Sat. ‡		59 Fast Goods Mon. to Sat.	149 Express Goods Tue. to Sat. ‡	135 Thro. Goods Mon.	79 Goods Sat.
			A.M.		A.M.	A.M.	A.M.	A.M.
131	**ARARAT** ES W	*arr.*	...	...	...	1 31	...	...
		dep.	...	...	1 20	1 36	...	...
136½	*Armstrong* ○ ES (See note, page 168) ...		...	...	1 30	1 45	...	...
141½	Seppelt's Siding NC		...	...	...	...	...	...
141¾	*Great Western* ○ ES ... (See note, page 12)	*arr.*	...	...	...	...	...	...
		dep.	...	...	1 38	1 53	...	...
150	**STAWELL** ES W		...	...	1 51 wt. 149	2 6	...	...
154¾	*Deep Lead* ○ ES (See note, page 168) ...		...	...	...	2 13	...	...
162½	Glenorchy ES	*arr.*	...	...	...	...	...	...
		dep.	...	...	2 10	2 22	...	...
169	*Wal Wal* ○ ES (See note, page 168) ...		...	...	2 20	2 30	...	...
175	Lubeck ES	*arr.*	...	...	2 30	2 40–140	...	...
		dep.	...	...	3 1 140	3 1	...	...
184¾	Marmalake NC ES (See note, page 169)		...	...	...	...	...	...
185½	**MURTOA** ES W	*arr.*	...	...	...	...	...	...
		dep.	...	...	3 20	3 15	...	...
192	Jung ES ... ... (See note, page 168)	*arr.*	...	...	3 33–10	...	...	...
		dep.	...	...	4 12	3 24	...	...
198¼	*Dooen* ○ ES (See note, page 168) ...		...	...	4 25	3 32	...	...
203¾	**HORSHAM** ES W	*arr.*	...	...	4 35	3 40–10	...	...
		dep.	...	...	4 55	4 0	...	...
209	Dahlen Siding NC		...	...	...	...	...	...
213½	*Pimpinio* ○ ES ... ... (See note, page 168)	*arr.*	...	...	...	...	...	...
		dep.	...	...	5 14	4 15	...	...
219¼	Wail NC		...	...	...	...	...	...
224¾	**DIMBOOLA** ES W	*arr.*	... 150	...	5 35	4 30–160	...	...
		dep.	5 40	...		5 38–150	7 30	7 30
235¼	*Gerang Gerung* (See note, p. 168)	*arr.*	6 8	...	...	...	...	...
		dep.	6 18	...	...	...	...	...
240	*Kiata* ○ ES ... ... (See note, page 169)	*arr.*	6 36 –18	...	...	...	8 10 –150	...
		dep.	6 49	...	...	5 59	8 28	8 1
242½	Salisbury NC	*arr.*	6 57	...	...	...	...	...
		dep.	7 7	...	...	...	...	...
248½	Nhill ES	*arr.*	7 25	...	...	...	8 52 –50	8 22 –62
		dep.	...	...	...	6 10	8 57	8 42
255½	Tarranginnie NC	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
259¼	*Diapur* ○ ES W ... ... (See note, page 169)	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	6 26	9 25	9 4
266½	*Miram* (See note, page 168) ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	9 32
272½	Kaniva ES	*arr.*	...	...	...	...	...	9 47
		dep.	...	...	...	6 46	9 58	10 3 154
278¾	*Lillimur* ... ... (See note, page 168)	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
287	**SERVICETON** ES W (E. S. Time)	*arr.*	...	...	...	7 15	10 30	10 35
	(C. S. Time)	*arr.*	...	...	...	6 45	...	...
		dep.	...	...	...	...	...	...
483¾	**ADELAIDE** (Mile End) ...	*arr.*	...	...	...	...	...	...
			117		**59**	**149**	**135**	**79**

Down

Miles from Melb.	STATIONS		3 Thro. Goods Mon. to Sat.	81 Roadside Goods Tue. to Fri.	81 Roadside Goods Mon.	27 Goods Tues.	159 Express Goods Tue. to Sat.	101 Thro. Goods Tue. to Sat ‡
131	**ARARAT** ES W..	*arr.*	a.m. ..	a.m. ..	a.m. ..	a.m. ..	a.m. 2 52—	a.m. ..
	" ..	*dep.*	2 25	..	..	4 0 ⌊140	4 30	5 30
136½	*Armstrong* ○ ES ..	*arr.*	..	..	..	..	..	..
	(See note, page 168)	*dep.*	2 38	..	..	4 13 ⌊10, 159	4 39 ⌊27, 10 16, 140, 27	5 41
141¼	Seppelt's Siding NC ..		..	..	..	..	..	..
141¾	*Great Western* ○ ES	*arr.*	..	..	..	4 25 ⌊10, 159	4 50 ⌊27, 10 16, 140, 27	..
	(See note, page 168)	*dep.*	2 49	..	..	5 26	5 10	5 51
150	**STAWELL** ES W	*arr.*	3 10	..	..	5 50—	..	..
	" ..	*dep.*	3 30—140	..	..	6 35	5 25	6 10 ⌊27, wt. 160, 14
154¾	*Deep Lead* ○ ES ..	*arr.*	..	..	..	..	..	..
	(See note, page 168)	*dep.*	3 44	..	..	6 49 101, 160, 14	..	6 21
162½	Glenorchy ES ..	*arr.*	4 1	..	..	7 8	..	..
						–91,150		
	" ..	*dep.*	4 43–10	..	..	7 39	5 41	6 36
169	*Wal Wal* ○ ES ..	*arr.*	..	..	..	..	..	..
	(See note, page 168)	*dep.*	5 0	..	..	7 56–42	5 49	6 49 ⌊150, 38
175	Lubeck ES ..	*arr.*	–130	..	..	8 10	..	7 3
	" ..	*dep.*	5 14	..	..	8 40	5 57 ⌊wt. 14, 160 wt.	7 22
184¾	Marmalake NC ES ..		..	..	..	..	..	..
	(See note, page 169)		..	..	..	..	..	..
185¼	**MURTOA** ES W	*arr.*	5 41–14	..	..	..	..	..
			Mon. ‡	–fol. 159 Tue. to Sat ‡			(See note page 20)	
	" ..	*dep.*	5 45	6 20	..	..	6 10–3	7 47–42
192	Jung ES ..	*arr.*	..	6 38 ⌊150	..	..	..	..
	(See note, page 168)	*dep.*	6 0	7 0	..	..	6 19	8 3
198¼	*Dooen* ○ ES ..	*arr.*	..	..	..	..	..	8 18–24
	(See note, page 168)	*dep.*	6 12	7 12	..	..	6 27	8 40
203¼	**HORSHAM** ES W	*arr.*	..	..	..	..	.. –150	..
							–38 wt.	–86
	" ..	*dep.*	6 22	7 22	..	..	6 35	8 51
209	Dahlen Siding NC		..	..	..	..	..	..
213½	*Pimpinio* ○ ES ..	*arr.*	..	..	..	..	..	..
	(See note, page 168)	*dep.*	6 42	7 39–86	..	.. To Marnoo	6 48	9 14
219¼	Wail NC ..		..	..	..	..	..	..
224¾	**DIMBOOLA** ES W	*arr.*	7 5	7 58–24	.. –154	..	7 5–86 P.H.	9 40–142
	" ..	*dep.*		8 25	8 50	..	7 10–18 M.P.H.	9 50
235¼	*Gerang Gerung* ..	*arr.*	..	8 52	9 17	..	..	..
	(See note, page 168)	*dep.*	..	9 2 ⌊50, 62, 154	9 27	..	..	10 27
240	*Kiata* ○ ES ..	*arr.*	..	9 18	9 43	..	..	–154
	(See note, page 169)	*dep.*	..	9 33	9 58	..	7 30	10 45
242½	Salisbury NC ..	*arr.*	..	9 41	10 6	..	..	..
	" ..	*dep.*	..	9 51	10 16	..	..	..
248¼	Nhill ES ..	*arr.*	..	10 9 ⌊50, 62	10 34–62	..	..	–62
	" ..	*dep.*	..	10 31	10 54–50	..	7 43	11 7
255½	Tarranginnie NC..	*arr.*	..	10 50	11 13	..	..	..
	" ..	*dep.*	..	10 55 ⌊147, 34	11 23	..	..	..
259¼	*Diapur* ○ ES W ..	*arr.*	..	11 5	11 33	..	..	–116,81
	(See note, page 169)			p.m.	p.m.			
	"	*dep.*	..	1 5	1 16—	..	7 59	11 31
266½	*Miram*	*arr.*	..	1 26 ⌊116, 101,	1 36 ⌊34, 164, 147	..	..	..
	(See note, page 168)	*dep.*	..	1 41	1 51	..	..	..
								p.m.
272½	Kaniva ES ..	*arr.*	..	1 56 ⌊164	2 6	..	..	12 1
	" ..	*dep.*	..	2 11	2 21	..	8 19	12 16–34
278¾	*Lillimur* ..	*arr.*	..	2 25	2 35	..	..	..
	(See note, page 168)	*dep.*	..	2 35	2 45	..	..	..
287	**SERVICETON** ES W	*arr.*	..	2 55	3 5	..	8 40	12 45
	(C. S. Time) ..	*arr.*	..			..	8 10	
	"	*dep.*	..	..	..	..	8 30	..
483¼	**ADELAIDE** (Mile End)	*arr.*	..	..	..	..	p.m. 3 34 (4.11 Sat.)	..
			3	81	81	27	159	101

Maximum permissible speed fifty (50) M.P.H.

Miles from Melb.	STATIONS			91 Thro. Goods Mon. to Sat. ‡	61 R'side Goods Mon. to Sat.	147 Fast Goods Tues. to Sat.		85 Light Engine Mon. to St. ‡
131	**ARARAT** ES W ...	arr.	...	A.M. ...	A.M. –wt. 14	A.M. 5 54	...	A.M. —38
		dep.	...	5 30	6 0	7 50	...	8 40
136½	*Armstrong* ○ ES ...	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	...	5 41	6 13	8 0	...	8 50
141½	Seppelt's Siding NC	arr.	...	...	6 22	...	...	...
		dep.	...	...	6 34	...	...	...
141½	*Great Western* ○ ES	arr.	...	...	6 39	8 10–150	...	...
	(See note, page 168)	dep.	...	5 51	6 59	8 20	...	8 58
		arr.	...	6 10 –150, 14	7 23 –150	...	...	9 11
150	**STAWELL** ES W ...			Eng. & Van Tu. to Sat. ‡				
		dep.	...	7 0	7 58	8 35	...	...
154½	*Deep Lead* ○ ES ...	arr.	...	...	8 12–42,147	...	...	...
	(See note, page 168)	dep.	...	7 11	8 22 42,147	8 43	...	...
		arr.	...	7 25	8 41	–42, 61	...	...
162½	Glenorchy ES ...							
		dep.	...	...	9 35–24	9 0	...	...
169	*Wal Wal* ○ ES ...	arr.	...	...	9 52	9 12	...	...
	(See note, page 168)	dep.	...	...	10 10–154	9 26–24	...	...
		arr.	...	...	10 26 46	...	...	...
175	Lubeck ES ...				...			
		dep.	...	...	10 46	9 38	...	...
184½	Marmalake NC ES (See note, page 169)	arr.	...	... 87	... 11 10	...	...	...
				Goods	Tu. Fri.			
185½	**MURTOA** ES W ...			Mn. to Fr. ‡	P.M.			
				A.M.	–9, 86, 154	–46		
		dep.	...	10 10	12 33	9 54	...	...
192	Jung ES	arr.	...	10 30–86	12 48–142	10 7	...	...
	(See note, page 168)	dep.	...	10 45	1 8	10 19–86	...	...
198½	*Dooen* ○ ES ...	arr.	...	11 3	1 22	...	...	...
	(See note, page 168)	dep.	...	11 23–142	1 37	10 32	...	...
		arr.	...	11 38	1 49	...	...	...
203½	**HORSHAM** ES W ...			P.M. –9	–36, 25, 105			
		dep.	...	12 55	3 45	10 40	...	...
209	Dahlen Siding NC ...	arr.	...	...	3 57	...	...	...
		dep.	...	...	4 12	...	...	...
213½	*Pimpinio* ○ ES ...	arr.	...	1 23–36	4 23 164	...–142	...	...
	(See note, page 168)	dep.	...	2 36–34	4 41	10 56	...	...
		arr.	...	...	4 54	...	...	...
219½	Wail NC	dep.	...	...	5 9	...	...	...
		arr.	...	3 9—164	5 21–88	11 15	...	...
224½	**DIMBOOLA** ES W ...	dep.	...			11 30–154	...	...
235½	*Gerang Gerung* ...	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	...	...	...	... 62	...	...
240	*Kiata* ○ (See note, page 169)		...	...	...	11 53	...	...
242½	Salisbury NC		...	...	...	P.M.	...	...
248½	Nhill ES		...	...	...	12 5–116	...	...
255½	Tarraginnie NC		...	...	...	...	...	...
		arr.	...	...	...	12 24–34, 81	...	...
259½	*Diapur* ○ ES W ... (See note, page 169)					Tu. to Fr. / Sat.		
		dep.	...	...	...	12 41 / 12 57	...	...
266½	*Miram* (See note, page 168)		...	...	...	... 164 / ... 164	...	...
272½	Kaniva ES		...	...	...	1 5 / 1 21	...	...
278½	*Lillimur* (See note, page 168)		...	...	...	... / ...	...	...
287	**SERVICETON** ES W		...	...	...	... / ...	...	...
	(E. S. Time) ...	arr.	...	...	...	1 27 / 1 43	...	...
	(C. S. Time) ...	arr.	...	...	...	12 57 / 1 13	...	...
		dep.	...	...	...	2 0	...	...
						Wed. to Sun.		
483½	**ADELAIDE** (Mile End)	arr.	...	...	...	A.M. 3 55 (4 10 Sun.)	...	...
				87	61	147		85

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 42**A–82**	...	...	... **–154**		...
		dep.	9 30	...	...	11 20		...
136½	*Armstrong* ○ ES	*arr.*	...	...	...	...		...
	(See note, page 168)	*dep.*	9 40	...	...	11 32–**42**		...
141½	Seppelt's Siding NC ...	*arr.*	...	...	...	...		...
141¾	*Great Western* ○ ES	*arr.*	9 49–**24**	...	...	...		...
	(See note, page 168)	*dep.*	10 5	...	...	11 42		...
		arr.	10 20	...	...	...		...
150	**STAWELL** ES W		**–42,154**	...	...			
		dep.	10 35	...	...	11 59–**76**		...
						P.M.		
154¾	*Deep Lead* ○ ES	*arr.*	...	...	...	12 10		...
	(See note, page 168)	*dep.*	10 44	...	...	12 19–**46**		...
162½	Glenorchy ES ...	*arr.*	**–76**	...	...	12 34–**154**		...
		dep.	10 57	...	...	12 57		...
169	*Wal Wal* ○ ES ...	*arr.*	**–46**	...	...	...		...
	(See note, page 168)	*dep.*	11 7	...	...	1 8–**86**		...
175	Lubeck ES ...	*arr.*	...	...	...	...		...
		dep.	11 16	...	...	1 21–**66**		...
184¾	Marmalake NC ES ...		...	...	...	...		
	(See note, page 169)							...
185½	**MURTOA** ES W ...	*arr.*	11 34	...	...	...–**142**		...
		dep.	11 44–**86**	...	...	1 42		...
192	Jung ES ...	*arr.*	...	...	...	...		...
	(See note, page 168)	*dep.*	11 57	...	...	1 57		
			P.M.					...
198¼	*Dooen* ○ ES ...	*arr.*	...–**154**	...	...	...		...
	(See note, page 168)	*dep.*	12 7	...	...	2 9		...
		arr.	12 16–**142**	...	...	2 19		
203¾	**HORSHAM** ES W					Sat. ‡	Mon. to Fri. ‡	
		dep.	12 31–**87**	...	...	2 53	3 30	...
209	Dahlen Siding NC ...		...	...	...	...	...	...
213½	*Pimpinio* ○ ES ...	*arr.*	...	...	...	...	3 53	...
	(See note, page 168)	*dep.*	12 49	...	...	3 16	4 21–**164**	...
219¼	Wail NC ...		...	...	...	...	...	...
224¾	**DIMBOOLA** ES W	*arr.*	1 8	...–**34**	...–**34**	3 40	4 45	...
						–164		**–88**
		dep.		1 45	1 55			5 20
235½	*Gerang Gerung* ...		...	...	...	...	...	...
	(See note, page 168)							
240	*Kiata* ○ ES ...	*arr.*	...	**–164, 116**	2 34	...	...	**–120**
	(See note, page 169)	*dep.*	...	2 25	2 45–**164**	...	...	5 57
242½	Salisbury NC ...		...	...	...	...	...	...
248¼	Nhill ES ...	*arr.*	...	2 47	...	...	...	...
		dep.	...	2 58–**164**	3 9	...	...	6 17
255½	Tarranginnie NC ...		...	...	...	...	...	...
259½	*Diapur* ○ ES W	*arr.*	...	3 27	3 36	...	...	...
	(See note, page 169)							
		dep.	...	4 7–**88**		...	...	6 41
266½	*Miram* (See note, page 168)		...	...		...	...	...
272½	Kaniva ES ...	*arr.*	...	...		...	...	**–112**
		dep.	...	4 41		...	...	7 10
278	*Lillimur* (See note, page 168)		...	...		...	...	...
287¾	**SERVICETON** ES W	*arr.*	...	5 7		...	...	7 40
	(E. S. Time)							
	(C. S. Time) ...	*dep.*	...	...		...	...	...
483½	**ADELAIDE** (Mile End)	*arr.*	...	...		...	...	...
			9	**111**		**105**	**105**	**113**

A—Arrive Ararat 8.15 a.m. Monday.

Down

Miles from Melb.	STATIONS		107 Through Goods Mon. to Sat. ‡		129 Express Goods Mon. to Sat. ‡		145 Express Goods Sat.	
			P.M.		P.M.		P.M.	
		arr.	...		3 52–4		6 40	...
131	**ARARAT** ES W ...				M. to F. ‡	Sat. ‡		
		dep.	1 30		4 10	4 20	6 45	...
136½	*Armstrong* ○ ES	*arr.*	–76		...	...	...	...
	(See note, page 168)	*dep.*	1 40		4 19	4 29	6 54	...
141¼	Seppelt's Siding NC		...		...	...	...	...
141¾	*Great Western* ○ ES	*arr.*	–46		–86	–86		...
	(See note, page 168)	*dep.*	1 49		4 27	4 37	7 2–142	...
		arr.	...		–66	...		...
150	**STAWELL** ES W	*dep.*	2 8		4 40	4 50	7 15	...
154¾	*Deep Lead* ○ ES	*arr.*	2 18–86		–142	...	...	
	(See note, page 168)	*dep.*	2 45–66		4 47	4 57	7 22	
		arr.	3 0–34		4 59	...	...	...
162½	Glenorchy ES ...		–52, 66		–36, 106, 130		–164	...
			Mon. to Fri. ‡	Sat. ‡				...
		dep.	3 28–142	3 39–142	5 9		7 31	...
169	*Wat Wal* ○ ES ...	*arr.*	...	...	...		...	...
	(See note, page 168)	*dep.*	3 45	3 55	5 20		7 39	...
		arr.	...	...	...		...	
175	Lubeck ES ...		–106	–34	–52			...
		dep.	3 59	4 10	5 28		7 47	...
184¾	Marmalake NC ES ...		...	...	...		...	
	(See note, page 169)							...
		arr.	...	...	–164		8 2	...
185½	**MURTOA** ES W ...	*dep.*	4 23–36	4 34	5 41		8 6–88	...
192	Jung ES ...	*arr.*	...	4 52–164	...		...	...
	(See note, page 168)	*dep.*	4 39	5 12	5 50		8 18	...
		arr.	4 53	...	...		...	
198¼	*Dooen* ○ ES ...		–164					...
	(See note, page 168)	*dep.*	5 3	5 26	5 58		8 26	...
		arr.	...	...	...		...	...
203¼	**HORSHAM** ES W	*dep.*	5 15	5 37–164	6 5		8 33	
209	Dahlen Siding NC	...	...	...	...		...	...
213½	*Pimpinio* ○ ES ...	*arr.*	5 41–88	6 0–88	–88, 107		...	...
	(See note, page 168)	*dep.*	6 35–129	6 35–129	6 18		8 46	...
219¼	Wail NC ...	...	...	...	...		...	...
		arr.	7 0	7 0	6 33		9 1	...
224¾	**DIMBOOLA** ES W				–120		–112	
		dep.	...	...	6 38		9 21	...
235¼	*Gerang Gerung* ...	...	...	...	...		...	...
	(See note, page 168)							
240	*Kiata* ○ ES ...	*arr.*	...	...	...		...	...
	(See note, page 169)	*dep.*	...	...	7 0		9 43	...
242¼	Salisbury NC ...	...	...	...	...		...	...
248¼	Nhill ES ...	...	...	...	7 11		9 54	...
255¼	Tarranginnie NC ...	...	...	...	...		...	...
259¼	*Diapur* ○ ES W	*arr.*	...	...	–112		...	...
	(See note, page 169)	*dep.*	...	...	7 27		10 10	...
266¼	*Miram* (See note, page 168)		...	...	...		...	...
272¼	Kaniva ES ...	...	...	...	7 47–112		10 30	...
278¾	*Lillimur* (See note, page 168)		...	...	...		...	...
287	**SERVICETON** ES W	*arr.*	...	...	8 7		10 50	...
	(C. S. Time) ...	*arr.*	...	...	7 37		10 20	...
		dep.	...	...	8 25		10 45	...
							Sun.	
					Tu. to Sat	Sun.		
					A.M.	A.M.	A.M.	
483¼	**ADELAIDE** (Mile End)	*arr.*	...	...	4 28	3 23	5 23	...
			107	107	129	129	145	

Not to run when 142 runs Sat.

Maximum permissible speed (50) M.P.H. (See note page 20)

Maximum permissible speed Fifty (50) M.P.H. (See note page 20)

Down.

Miles From Melb.	STATIONS		133 Express Goods Mon. to Fri.	77 Fast Goods Sunday	137 Express Goods Sun.	139 Express Goods Sat.	139 Express Goods Sun.	139 Express Goods Mon. to Fri.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
131	**ARARAT** ES W...	arr.	6 11	6 17	7 55	9 30	9 45	9 54
		dep.	6 16	6 50	8 0	9 35	9 50	9 58
136½	*Armstrong* ○ ES	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	6 25–66	7 0	8 9	9 44	9 59	10 7
141¼	Seppelt's Siding NC		...	...	...	...	...	...
141¾	*Great Western* ○ ES	arr.	...—142	...	...	...–88	...	...
	(See note, page 168)	dep.	6 33	7 8	8 17	9 52	10 7	10 13
		arr.	6 49–106	...	...	...	...	–166
150	**STAWELL** ES W	dep.	6 54–36	7 21	8 30	10 5	10 20	10 24
154¾	*Deep Lead* ○ ES	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	7 3	7 30	8 37	10 12	10 27	10 31
162½	Glenorchy ES ...	arr.	...–164	...	...	...	...	...
169		dep.	7 10	7 40	8 46	10 21–166	10 36	10 38
	Wal Wal ○ ES	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	7 18	7 50	8 54	10 29	10 44	10 45
175	Lubeck ES ...	arr.	...	...	...	...	...	...
		dep.	7 26	7 59	9 2	10 37	10 52	10 51
184¾	Marmalake NC ES (See note, page 169)		...	...	...	...	...	...
185½	**MURTOA** ES W	arr.	7 42	...	...	...	...	...
		dep.	7 48–88	8 15	9 15	10 50	11 5	11 2
192	Jung ES ...	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	8 0	8 26	9 24	10 59	11 14	11 10
198½	*Dooen* ○ ES ...	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	8 8	8 36	9 32	11 7	11 22	11 16
203½	**HORSHAM** ES W	arr.	8 18	...	...	–199	...	...
		dep.	8 33	8 44	9 39	11 14	11 29	11 21
209	Dahlen Siding NC		...	...	...	...	...	...
213¼	*Pimpinio* ○ ES	arr.	...	...	...	...	...	...
	(See note, page 168)	dep.	8 49	9 0	9 52	11 27	11 42	11 32
219¼	Wail NC ...		...	...	...	...	...	...
224¾	**DIMBOOLA** ES W	arr.	9 4	9 20	10 7	11 42	11 57	11 45–138
							Mon. A.M.	
		dep.	9 9	9 25	10 12	11 47	12 2	11 49
235½	*Gerang Gerung* ...		...	...	...	Sun. A.M.	...	...
	(See note, page 168)							Tue. to Sat. A.M.
240	*Kiata* ○ ES ...	arr.	...	...	...	...	...	12 10
	(See note, page 169)	dep.	9 31	9 48	10 34	12 9	12 24	...
242½	Salisbury NC ...		...	...	...	...	...	12 20
248¼	Nhill ES ...		9 42–112	10 0	10 45	12 20	12 35	...
255½	Tarranginnie NC...		...	...	...	...	...	...
259½	*Diapur* ○ ES W	arr.	...	...	...	...—140	...	...
	(See note, page 169)						—140	
		dep.	9 58	10 17	11 1	12 36	12 51	12 37–140
266½	*Miram* (See note, page 168)		...	...	...	...	...	...
272½	Kaniva ES ...	arr.		...	...	...	...	...
		dep.	10 18–138	10 38	11 21	12 56	1 11	12 55
278¾	*Lillimur* (See note, page 168)		...	...	...	...	...	...
287	**SERVICETON** E. S. W.	arr.	10 48–114	11 0	11 41	1 16	1 35	1 12–10
	(E.S. Time)			–71, 14			–10,77	
		arr.	10 18	10 30 69, Fast Goods Monday A.M.	11 11	12 46	1 5	12 42
	(C.S. Time) ...							
		dep.	10 45	3 35	11 30	1 25	1 31	1 25
			Tue. to Sat. A.M.	P.M.	Mon. A.M.			
483½	**ADELAIDE** (Mile End)	arr.	5 30	1 25	6 20	7 53	8 5	8 5
			133	77	137	139	139	139

Maximum permissible speed fifty (50) M.P.H. See note, page 20

Maximum permissible speed fifty (50) M.P.H. See note, page 20

Maximum permissible speed fifty (50) M.P.H. See note, page 20

Maximum permissible speed sixty (60) M.P.H. See note, page 20

178 140, 139, 10

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 Sun. Mon.
			a.m.	p.m.	p.m.	p.m.	a.m.	a.m.
—	Dry Creek ..	dep.	..	..	..	..	..	..
—	**ADELAIDE** (Mile End) ..	..	..	..	5 5	4 15	..	..
	(C.S. Time) ..	..	..	..	..	..	..	..
—	Tailem Bend ..	..	..	8 25	..	..	..	..
196¼	**SERVICETON** ES W							
	(C. S. Time) ..	arr.	..	11 10	11 10	10 35	..	..
	(E. S. Time) ..	..		11 40—77	11 40	11 5	..	..
				Sun. to Fri.				
	(E. S. Time) ..	dep.	..	11 55		11 45	..	2 20
				Mon. to Sat.		Sun.		
				a.m.		a.m.		
8¼	*Lillimur* (See note, page 168)	..		..		..	..	..
14½	Kaniva ES ..	arr.	..	..		..	..	2 40
	" ..	dep.	..	12 13		12 6	..	3 2—69
20½	*Miram* (See note, page 168)	..				..	..	..
				Mon.	Tue. to Sat.	139		
27¾	*Diapur* ○ ES W ..	arr.	..	12 32-139	12 32-139	12 30	..	..
	(See note, page 169)	dep.	..	12 56	12 42	12 41	..	3 21
33½	Tarranginnie NC..	..	..	..	..	..	..	..
								Mon. Sun.
38¾	Nhill ES	arr.	..	..	..	..	..	3 35
	"	dep.	..	1 10	12 56	12 57	..	3 34 4 9 159
44½	Salisbury NC ..	..	..	..	..	..	..	.. ..
47	*Kiata* ○ ES ..	arr.	..	..	..	..	..	.. ..
	(See note, page 169)	dep.	..	1 22	1 8	1 10	..	3 45 4 23
51¾	*Gerang Gerung* ..	arr.	..	..	..	..	..	.. ..
	(See note, page 168)	dep.	..	..	..	..	..	.. ..
62¼	**DIMBOOLA** ES W	arr.	..	1 40	1 26	1 30	..	4 3 4 41
	" ..	dep.	2 30		2 1—69	2 1-69	..	..
67¾	Wail NC ..	..	..		..	..	..	..
73½	*Pimpinio* ○ ES ..	arr.	..		..	..	..	..
	(See note, page 168)	dep.	2 50		2 15	2 18	..	..
78	Dahlen Siding NC	..	..		..	..	..	..
83½	**HORSHAM** ES W	arr.	3 5		..	..—159	..	..
	" ..	dep.			2 26	2 34	..	..
88¾	*Dooen* ○ ES ..	arr.	..		..	..	..	..
	(See note, page 168)	dep.	..		2 32	2 43	..	..
95	Jung ES ..	arr.	..		..—71	..	..	..
	(See note, page 168)	dep.	..		2 38	2 51	..	..
101¾	**MURTOA** ES W	arr.	..		..	..	..—10	..
	" ..	dep.	..		2 45	3 0	4 35	..
102¼	Marmalake NC ES	..	..		..	..	..	..
	(See note, page 169)	..	..		..	..	..	..
112	Lubeck ES ..	arr.	..		..—59	..	4 58	..
	" ..	dep.	..		2 56	3 13	5 35—3	..
118	*Wal Wal* ○ ES ..	arr.	..		..	..	To	..
	(See note, page 168)	dep.	..		3 2	3 21	Bolan-	..
124½	Glenorchy ES ..	..	..		3 9—141	3 30	gum	..
132¼	*Deep Lead* ○ ES..	arr.	..		..	..	as	..
	(See note, page 168)	dep.	..		..	3 41	No. 131	..
137	**STAWELL** ES W	arr.	..		..—3	..	..	..
	" ..	dep.	..		3 25	3 49	..	..
145¼	*Great Western* ○ ES	arr.	..		..	..	..	..
	(See note, page 168)	dep.	..		3 37	4 3	..	..
146	Seppelt's Siding NC	..	..		..	..	..	..
150½	*Armstrong* ○ ES ..	arr.	..		..	..	..	..
	(See note, page 168)	dep.	..		3 44	4 13	..	..
156	**ARARAT** ES W..	arr.	..		3 55-27	4 24	..	..
	" ..	dep.	..		4 0	4 30	..	..
	Continued on ..	..	..		Page 38	Page 38	..	..
			168	140		140	130	12

See note page 20 — Maximum permissible speed Sixty (60) M.P.H.—See Footnote

See note page 20 — Maximum permissible speed Fifty (50) M.P.H.

See note page 65

Note:—**No. 140,** Sunday to Friday, when conveying Steel traffic is limited to a maximum permissible speed of fifty (50) miles per hour. In the event of this train conveying Steel, the Guard must specially advise the Driver accordingly.

Up

Miles	STATIONS		160 Express Goods Mon. to Fri. ‡	38 Fast Goods Sun. Mon., ‡	150 Express Goods Mon. to Fri.		
			a.m.	a.m.	p.m.		
—	Dry Creek ..	dep.	..	..	7 0		..
—	**ADELAIDE** (Mile End) (C.S. Time)	..	..	..	..		..
—	Tailem Bend ..	..	..	..	10 45 Tue. to Sat. a.m.		..
196¼	**SERVICETON** ES W (C.S. Time) ..	arr.	..	..	2 28		..
	(E.S. Time) ..	arr.	..	..	2 58		..
					(Sun. ‡)	Tue. to Sat. a.m.–69	
	(E.S. Time) ..	dep.	2 20	4 0	4 5	4 5	..
8¼	*Lillimur* (See note, page 168) ..		..	..	..	..	..
14½	Kaniva ES ..	arr.	2 43–69	..	4 28	..	..
	" ..	dep.	3 4	4 25–wt. 71	4 47–159	4 26–wt. 71	..
20½	*Miram*	arr.	..	..	..	..	..
	(See note, page 168)	dep.	..	..	..	..	..
27¾	*Diapur* ○ ES W ..	arr.	..	..	..	..	..
	(See note, page 169)	dep.	3 27	4 52	5 10	4 47	..
31½	Tarraginnie NC ..	..	..	..	..	..	..
38¾	Nhill ES	arr.	..	..	..	..	..
	" ..	dep.	3 40–wt. 14	5 11	5 23	5 0	..
44½	Sailsbury NC ..	arr.	..	..	..	..	..
	" ..	dep.	..	..	..	..	..
47	*Klata* ○ ES ..	arr.	..	..	..	–115	..
	(See note, page 169)	dep.	3 53	5 25	5 36	5 13	..
51¾	*Gerang Gerung* ..	arr.	..	..	..	..	..
	(See note, page 168)	dep.	..	..	..	..	..
62¼	**DIMBOOLA** ES W	arr.	4 13 –115 wt.	5 48 –117	5 56	5 33 –117, 59	..
	" ..	dep.	4 35	5 55	6 1	5 43	..
67¾	Wail NC		..	..	..	..	..
73½	*Pimpinio* ○ ES ..	arr.	..	..	..	..	..
	(See note, page 168)	dep.	4 52	6 16	6 18	6 0	..
78	Dahlen Siding NC ..	..	..	..	..	..	..
83½	**HORSHAM** ES W	arr.	..	–3	..	6 15–159	..
	"	dep.	5 5	6 31	6 31	6 40	..
88¾	*Doocn* ○ ES ..	arr.	..	..	..	..	..
	(See note, page 168)	dep.	5 12	6 38	6 38	6 47	..
95	Jung ES	..	5 20	6 47	6 46	6 55–3	..
101¾	**MURTOA** ES W ..	..	5 29	6 57	6 55	7 4	..
102¼	Marmalake NC ES ..	..	..	..	..	..	..
	(See note, page 169)						
112	Lubeck ES ..	..	5 42–wt. 159	7 12	7 8	7 17–101	..
118	*Wal Wal* ○ ES ..	arr.	..	..	..	..	..
	(See note, page 168)	dep.	5 50	7 21	7 16	7 25	..
124½	Glenorchy ES ..	arr.	..	..	..	..	..
				–91		91, 27	
	" ..	dep.	5 59	7 31	7 25	7 34	..
132¼	*Deep Lead* ○ ES ..	arr.	..	..	..	..	..
	(See note, page 168)	dep.	..	7 44	..	7 45	..
137	**STAWELL** ES W ..	arr.	..	–61	..	–61	..
	" ..	dep.	6 18	7 53	7 44	7 53	..
145¼	*Great Western* ○ ES	arr.	..	..	..	8 7–147	..
	(See note, page 168)	dep.	6 32	8 10	7 58	8 15	..
146	Seppelt's Siding NC ..	..	..	..	..	..	..
150½	*Armstrong* ○ ES ..	..	6 42	8 21	8 8	8 27	..
156	**ARARAT** ES W ..	arr.	6 55	8 34 —85, 9	8 19	8 40 —9	..
	" ..	dep.	7 0	9 10	8 24	8 45	..
	Continued on ..	..	Page 39	Page 41	Page 40	Page 40	
			160	38	150	150	

Maximum permissible speed fifty (50) M.P.H. See note page 20

Not to run when 150 runs

Maximum permissible speed fifty (50) M.P.H. See note page 20

Maximum permissible speed fifty (50) M.P.H. (See note page 20)

Up

Miles	STATIONS		42 Thro. Goods Mon.	42 Thro. Goods Tue. to Sat.	50 R'side Goods Mon.	18 Light Engine (Tue. to Sun. ‡)	62 Goods Sat. ‡	62 R'side Goods Tue. to Fri.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	**ADELAIDE** ... (Mile End)	*dep.*	...	...	...	...	...	...
	(C. S. Time) ...	*arr.*	...	...	...	...	...	...
	(E. S. Time) ...	*arr.*	...	...	...	...	...	...
196¼	**SERVICETON** ... ES W							
—	(E. S. Time) ...	*dep.*	...	...	4 40	5 25	5 50	5 50
8¼	*Lillimur* ...	*arr.*	...	...	4 59	...	...	6 9
	(See note, page 168)	*dep.*	...	...	5 14	...	...	6 24
14½	Kaniva ES ...	*arr.*	...	...	5 31	...	6 23–115	6 41–115 –154
		dep.	...	...	6 30	5 43	6 34	8 24
20½	*Miram*	*arr.*	...	...	6 45	...	...	8 39
	(See note, page 168)	*dep.*	...	...	7 5	...	...	8 54
27¼	*Diapur* ○ ES W	*arr.*	...	...	7 25–154	6 0–115	...	9 14
	(See note, page 169)	*dep.*	...	...	8 12	6 7	7 10–154	9 29
31½	Tarranginnie NC	*arr.*	...	...	8 24	...	...	9 42
		dep.	...	...	8 34	...	...	9 52
38¾	Nhill ES ...	*arr.*	...	...	8 49–135	...	7 34	10 11
		dep.	...	...	10 49–81	6 19	8 27	11 12
44½	Salisbury NC ...	*arr.*	...	...	11 10	...	...	...
		dep.	...	...	11 20	...	...	...
47	*Kiata* ○ ES ... (See note, page 169)	*arr.*	...	...	11 29	6 31 –117	...	11 40 –147
		dep.	...	..	11 58	6 41	8 52	11 58
					P.M.			P.M.
51¾	*Gerang Gerung* ...	*arr.*	...	...	12 13	...	...	12 13
	(See note, page 168)	*dep.*	...	...	12 28	...	...	12 28
62¼	**DIMBOOLA** ... ES W	*arr.*	...	...	12 55	7 0–159	9 25–101	12 55
		dep.	...	...				
67¾	Wail NC ...		...	...	...	...	...	...
73½	*Pimpinio* ○ ES ...	*arr.*	...	...	...	...	...	...
	(See note, page 168)	*dep.*	...	...	...	...	...	...
78	Dahlen Siding NC	...	...	...	...	...	...	...
83½	**HORSHAM** ES W	...	...	...	...	...	...	...
88¾	*Dooen* ○ ES ... (See note, page 168)	...	...	...	...	...	...	...
95	Jung ES ...	*arr.*	...	...	...	...	...	...
	(See note, page 168)	*dep.*	...	...	...	...	...	...
101¾	**MURTOA** ES W ...	*dep.*	7 0	7 50	...	...	...	...
102¼	Marmalake NC ES (See note, page 169)	...	...	...	...	...	...	...
112	Lubeck ES ...	*arr.*	...	–27	...	...	...	...
		dep.	7 29	8 19	...	...	...	...
118	*Wal Wal* ○ ES ...	*arr.*	...	...	...	...	...	...
	(See note, page 168)	*dep.*	7 40	8 30	...	...	...	...
124½	Glenorchy ES ...	*arr.*	...	8 47	...	...	...	...
		dep.	7 57	9 5	...	...	...	...
132¼	*Deep Lead* ○ ES	*arr.*	8 17–61	...	...	...	...	...
	(See note, page 168)	*dep.*	8 27	9 20				
137	**STAWELL** ES W	*arr.*	8 45	9 38	...	...	...	...
		dep.	10 45		...	...	...	...
145½	*Great Western* ○ ES	*arr.*	...		...	...	...	...
	(See note, page 168)	*dep.*	11 7		...	...	...	...
146	Seppelt's Siding NC	...	...		...	...	...	...
150½	*Armstrong* ○ ES	*arr.*	11 27–105		...	...	...	...
	(See note, page 168)	*dep.*	11 37		...	...	...	...
166	**ARARAT** ES W ...	*arr.*	11 59		...	...	...	...
	Continued on	...			...	...	...	...
			42		50	18	62	62

61, 147

85, 24, 9, 154

81, 101

79, 159

Up

Miles	STATIONS		76 Goods Mon. to Sat. ‡	46 Goods Mon. to Sat. ‡	86 Thro. Goods Tue. to Sat. (Mon. ‡)		154 Express Goods Sat.	154 Express Goods Sun.	154 Express Goods Mon. to Fri.
			a.m.	a.m.	a.m.		p.m.	p.m.	p.m.
—	**ADELAIDE** ..	dep.	..	..	..		8 50	7 0	10 45
	(Mile End) (C.S. Time) ..		..	..	..		..	..	..
							Sun.	Mon.	Tue. to Sat.
							a.m.	a.m.	a.m.
196¼	**SERVICETON** ES W								
	" (C.S. Time)..	arr.	..	..	..		4 5	5 43	6 52
	" (E.S. Time) ..	arr.	..	..	..		4 35	6 13	7 22
—	" (E.S. Time) ..	dep.	..	..	..		6 30	7 15	9 40
8¼	*Lillimur*		..	..	..		..	..	..
	(See note, page 168)						(See note page 20)	(See note page 20)	(See note page 20)
14¼	Kaniva ES		..	..	..		6 51	7 36	9 58–79
20¼	*Miram* (See note, page 168)		..	..	..		..	..	..
27¾	*Diapur* ○ ES W		..	..	..		7 12	7 57–50	10 15
	(See note, page 169)								
31¼	Tarranginnie NC.. ..		..	..	..		..	..	..
38½	Nhill ES		..	..	..		7 25	8 10	10 27–81, 62
44½	Salisbury NC		..	..	..		..	..	..
47	*Kiata* ○ ES		..	..	..		7 38	8 23	10 40–101
	(See note, page 169)							135	
51¾	*Gerang Gerung*		..	..	..		..	..	..
	(See note, page 168)								
62¼	**DIMBOOLA** ES W	arr.	..	..	..		7 58	8 43	10 58
	" ..	dep.	..	..	7 10		8 18	8 48	11 20–147
67¾	Wail NC		..	..	..		..	..	..
73½	*Pimpinio* ○ ES ..	arr.	..	..	7 33–3		..	..	..
	(See note, page 168)	dep.	..	..	7 44	24, 154	8 35	9 5	11 34–101
78	Dahlen Siding NC ..		..	..	..		..	..	..
83½	**HORSHAM** ES W	arr.	..	..	8 0		..	..	..
					Roadside Goods				—142, 87
	" ..	dep.	..	..	9 25–101		8 48	9 18	11 45
88¾	*Dooen* ○ ES ..	arr.	..	..	9 39		..	..	11 54–9
	(See note, page 168)								p.m.
	" ..	dep.	..	..	9 56	87, 147	8 55	9 25	12 12
95	Jung ES ..	arr.	..	..	10 14		..	..	..
	(See note, page 168)	dep.	..	..	10 42		9 3	9 33	12 21
101¾	**MURTOA** ES W	arr.	..	–147	10 57–61		..	..	–61
	" ..	dep.	..	10 0	11 40–9		9 12	9 42	12 28
102¼	Marmalake NC ES ..		..	..	..		..	..	..
	(See note, page 169)								
					p.m.				
112	Lubeck ES ..	arr.	..	..	12 9		..	..	..
				–61	–154				–86
	" ..	dep.	..	10 31	12 48		9 25	9 55	12 39
118	*Wal Wal* ○ ES ..	arr.	..	10 43–9	1 3–105		..	–61	..
	(See note, page 168)	dep.	..	11 12	1 13		9 33	10 3	12 45
124½	Glenorchy ES ..	arr.	..	11 30	1 31		..	..	..
			–9		–25				–105
	" ..	dep.	11 0	11 45	2 11		9 42	10 12	12 52
				p.m.					
132¼	*Deep Lead* ○ ES ..	arr.	..	–105	2 40		..	..	..
	(See note, page 168)	dep.	11 36	12 14	2 55–107		9 53	10 23	1 2
137	**STAWELL** ES W	arr.	11 51	12 26	3 7		..	..	..
			105						
					Tu. to Fri.	Sat.			
			p.m.		(Mon. ‡)	34, 129			–9
	" ..	dep.	12 11	12 45	3 55–34	3 28	10 1	10 31	1 8
145¼	*Great Western* ○ ES	arr.	..	1 7	4 17	3 50	..	..	1 22
	(See note, page 168)	dep.	12 40	1 54	4 35	4 42	10 15	10 45	1 41–25, 46
146	Seppelt's Siding NC		..	..	129	..	..	..	..
150½	*Armstrong* ○ ES ..	arr.	1 11	2 16	..	..	..	..	..
	(See note, page 168)	dep.	2 5	2 32	4 57	5 0	10 25	10 55	1 50–76
156	**ARARAT** ES W..	arr.	2 30	2 55	5 20	5 23	10 36	11 6	2 1
	" ..	dep.					10 55	11 10	2 6
	Continued on ..		..	..	..	..	Page 41	Page 41	Page 41
			76	46	86	86	154	154	154

Maximum permissible speed fifty (50) M.P.H.

Maximum permissible speed fifty (50) M.P.H.

Maximum permissible speed sixty (60) M.P.H.—See footnote

Note:— **No. 154** Express Goods, Tuesdays to Saturdays, when conveying steel traffic, is limited to a maximum permissible Speed of Fifty (50) M.P.H. In the event of this train conveying steel the Guard must specially advise the Driver accordingly.

Miles	STATIONS		66 Thro. Goods Mon.,Fri. (Tue., Wed., Thu. ‡)	142 Goods Mon. to Sat. ‡		130 Goods Mon., Thur., Fri. ‡	106 Fast Goods Wed.	
			P.M.	A.M.		P.M.	P.M.	
—	**ADELAIDE** ...	*dep.*	...	...		...	...	...
	(Mile End)		...	...		...	...	...
	(C. S. Time) ...	*arr.*	...	...		...	...	...
	(E. S. Time) ...	*arr.*	...	...		...	...	...
196¼	**SERVICETON** ESW							
—	(E. S. Time) ...	*dep.*	...	...		...	...	...
8¼	*Lillimur* (See note, p. 168)		...	...		...	...	...
14½	Kaniva ES		...	...		...	...	...
20½	*Miram* (See note, page 168)		...	...		...	...	...
27¾	*Diapur* ○ ES W	*arr.*	...	...		...	...	...
	(See note, p. 169)	*dep.*	...	...		...	...	...
31½	Tarranginnie NC ...		...	...		...	...	...
38¾	Nhill ES		...	...		...	...	...
44½	Salisbury NC		...	...		...	...	...
47	*Kiata* ○ ES ...	*arr.*	...	...		...	...	...
	(See note, p. 169)	*dep.*	...	...		...	...	...
51¾	*Gerang Gerung* ...		...	...		...	...	...
	(See note, p. 168)							
62¼	**DIMBOOLA** ES W	*dep.*	...	10 0–**101**		...	...	...
67¾	Wail NC		...	...		...	...	...
73½	*Pimpinio* ○ ES	*arr.*	...	10 28		...	...	...
	(See note, p. 168)	*dep.*	...	11 1 –**147**		...	...	...
78	Dahlen Siding NC ...		...	...		...	...	...
83½	**HORSHAM** ...	*arr.*	...	11 28–**154**		...	...	...
				P.M.				
	ES W	*dep.*	...	12 26–**9, 87**		...	...	...
88¾	*Dooen* ○ ES ...	*arr.*	...	...		...	...	...
	(See note, p. 168)	*dep.*	...	12 40		...	...	...
95	Jung ES ...	*arr.*	...	12 57–**61**		...	...	...
	(See note, p. 168)	*dep.*	...	1 13		...	...	...
		arr.	...	1 28–**105**		...	...	...
101¾	**MURTOA** ES W		–**142** –**61**				–**25,34**	
		dep.	12 45	1 48		...	3 15	...
102¼	Marnalake NC ES		...	...		...	...	...
	(See note, page 169)							
		arr.	1 14	2 16		3 5–**34**	3 44	...
112	Lubeck ES ...		–**105**					
		dep.	1 26	3 21–**25, 34**		4 4	4 4	...
118	*Wal Wal* ○ ES	*arr.*	1 42	3 39–**107**		...	...	...
	(See note, p. 168)					–**107**		
		dep.	2 20–**25**	3 50		4 19	4 16	...
		arr.	2 38	...		4 37	4 31	...
124½	Glenorchy ES ...					–**129,36**	–**129,36**	
		dep.	3 34	4 15		5 20	5 20	...
132¼	*Deep Lead* ○ ES	*arr.*	...	4 42–**129**		5 49	5 48	...
	(See note, p. 168)	*dep.*	4 3	4 52		6 7	6 7	...
		arr.	4 14	5 4–**49**		6 20	6 20	...
137	**STAWELL** ES W		–**129**			–**133**	–**133**	
		dep.	4 45	5 53–**36**		7 25	7 25	...
145¼	*Great Western* ○ ES	*arr.*	5 7–**34**	6 15		...	...	...
				Mon. to Fri. ‡	Sat. ‡			
	(See note, p. 168)	*dep.*	5 48	6 43–**133**	7 7–**145**	7 47	7 45	...
146	Seppolt's Siding NC		...	...	...	...	...	...
150½	*Armstrong* ○ ES	*arr.*	6 10	...	...	...	...	...
	(See note, p. 168)	*dep.*	6 30	7 5	7 29	8 9	8 5	...
156	**ARARAT** ES W	*arr.*	6 55	7 30–**59**	7 54	8 30	8 30	...
		dep.						
	Continued on ...		...	...	...	...	...	
			66	142	142	130	106	

Not to run when 107 or 129 runs Saturdays

From Bolangum See note page 65

Up

Miles	STATIONS		116 Goods Tue. to Sat ‡	38 Fast Goods Mon. to Fri.	52 Goods Tues.
			A.M.	P.M.	P.M.
—	**ADELAIDE** (Milo End)	*dep.*	...		...
	(C. S. Time)	*arr.*	...	...	...
	(E. S. Time)	*arr.*	...	...	...
196¼	**SERVICETON** ES W ...		–159		
	(E. S. Time)	*dep.*	9 0	...	...
8¼	*Lillimur* (See note, page 168)	...	...	...	...
14¼	Kaniva ES	*arr.*	9 33–154	...	...
		dep.	10 17	...	...
25¼	*Miram* (See note, page 168)	...	...	...	...
27¾	*Diapur* ○ ES W	*arr.*	10 50–81	...	...
	(See note, page 169) ...	*dep.*	11 36—101	...	...
31¼	Tarranginnie NC ...	...	...	...	...
		arr.	11 59	...	...
38¾	Nhill ES				
		dep.	P.M. 12 10—147	...	...
44¼	Salisbury NC	...		...	...
			Sat. ‡ / Tues. to Fri. ‡		
47	*Kiata* ○ ES	*arr.*	... / 12 43	...	...
	(See note, page 169) ...	*dep.*	12 42 / 2 30–111	...	...
51¾	*Gerang Gerung* ...	*arr.*	... / ...	...	...
	(See note, page 168) ...	*dep.*	... / ...	...	...
62¼	**DIMBOOLA** ES W ...	*arr.*	1 10 / 3 1	...	...
		dep.	... / ...	2 10	...
67¾	*Wail*	...	... / ...	...	...
73¼	*Pimpinio* ○ ES ...	*arr.*	... / ...	...—87	...
	(See note, page 168) ...	*dep.*	130 Goods Sat. ‡ P.M. / ...	2 31	...
78	Dahlen Siding NC ...	...	... / ...	...	...
83½	**HORSHAM** ES W ...	*arr.*	... / ...	2 48–61	...
		dep.	... / ...	3 45–25	...
88¾	*Dooen* ○ ES	*arr.*	... / ...	...–105	...
	(See note, page 168) ...	*dep.*	... / ...	3 54	...
95	Jung ES	*arr.*	... / ...	...	...
	(See note, page 168) ...	*dep.*	... / ...	4 3	...
101¾	**MURTOA** ES W ...	*arr.*	... / ...	4 13–107	...
		dep.	... / ...	4 28	...
102¼	Marmalake NC ES	...	... / ...	...	...
	(See note, page 169)				
112	Lubeck ES	*arr.*	3 5–49 / ...	...	4 47
		dep.	4 15–107 / ...	4 45	5 33–129
118	*Wal Wal* ○ ES ...	*arr.*	... / ...	...	...
	(See note, page 168) ...	*dep.*	4 30 / ...	4 54	5 47
124¼	Glenorchy ES	*arr.*	4 48 / ...	... –129, 130	6 4
		dep.	5 14–129 / ...	5 4	7 15–49, 133
132¼	*Deep Lead* ○ ES ...	*arr.*	5 43 / ...	...	...
	(See note, page 168)	*dep.*	5 58–49 / ...	5 17	7 44
137	**STAWELL** ES W ...	*arr.*	6 10 / ...	5 26	7 56
		dep.	7 20–145 / ...	6 59	8 14
145½	*Great Western* ○ ES ...	*arr.*	... / ...	...	...
	(See note, page 168) ...	*dep.*	7 40 / ...	7 18	8 35
146	Seppelt's Siding NC ...	...	... / ...	...	...
150½	*Armstrong* ○ ES ...	*arr.*	... / ...	...	...
	(See note, page 168) ...	*dep.*	8 2 / ...	7 30	8 55
156	**ARARAT** ES W ...	*arr.*	8 25 / ...	7 43	9 15
		dep.	... / ...	10 0	...
	Continued on		... / ...	Page 44	...

From Bolangum

From Marnoo

See note page 65

59, 139, 88

142, 49, 106, 130, 133

	130	116	36	52

Miles	STATIONS		164 Thro. Goods Mon. (Wed. to Fri. ‡)	164 Thro. Gds. Fri.	88 Fast Goods Mon. to Fri.	88 Goods Sat.
			P.M.	P.M.	P.M.	P.M.
—	**ADELAIDE** (Mile End) (C. S. Time)	*dep.*	...	7 35	7 35	...
				Sat.	Tue. to Fri.	
				A.M.	A.M.	
	(C. S. Time)	*arr.*	...	10 25	10 25	...
	(E. S. Time)	*arr.*	...	10 55	10 55	...
196¼	**SERVICETON** ES W				Tue. to Fri. (Mon. ‡)	
				Sat.		
				P.M.	P.M.	
	(E. S. Time)	*dep.*	12 15	12 35	3 10—81	3 10—81
8¼	*Lillimur* (See note, page 168)		Mon. | Wed. to Fri. ‡	...	...	...
14¼	Kaniva ES	*arr.*	... | 12 43—147	1 3—147	...	...
		dep.	12 43 | 2 5—81	1 26	3 35	3 35
20¼	*Miram* (See note, page 168)		... | ...	...	...	...
27¼	*Diapur* ○ ES W	*arr.*	...—81 | ...	...	...—111	...—111
	(See note, page 169)	*dep.*	1 11 | 2 34	1 55	4 2	4 2
31½	Tarranginnie NC	...	... | ...	...	...	...
38½	Nhill ES ...	*arr.*	... | ...—111	...	...	4 22
		dep.	1 30 | 2 53	2 14	4 21	4 43—25
44½	Salisbury NC ...	...	... | ...	...	...	...
47	*Kiata* ○ ES ...	*arr.*	1 50—111 | ...	2 34—111	4 37	...
	(See note, page 169)	*dep.*	2 30 | 3 13	2 40	4 48—25	4 59
51¾	*Gerang Gerung*	*arr.*	... | ...	...	...	...
	(See note, page 168)	*dep.*	... | ...	...	...	...
		arr.	3 1 | 3 41	3 11 —25	5 13 — 113, 61	5 22 Sat. ‡
62¼	**DIMBOOLA** ES W		—87			
		dep.	4 15—25	3 55	5 45	5 45
67¾	Wail NC ...	...	...	...	...	...
73½	*Pimpinio* ○ ES	*arr.*	...—61	4 16—61	6 6—129, 107	6 6—129
	(See note, page 168)	*dep.*	4 36	4 36	6 23	6 23
78	Dahlen Siding NC	...	...	...	...	...
83½	**HORSHAM** ES W	*arr.*	... —105	...	6 39—49	6 39
		dep.	4 51	4 51	7 10	7 0—49
88¾	*Dooen* ○ ES ...	*arr.*	...	...	...	...
	(See note, page 168)	*dep.*	4 58	4 58	7 17	7 9
95	Jung ES ...	*arr.*	...—107	...—107	...	...
	(See note, page 168)	*dep.*	5 7	5 7	7 28	7 18
101¾	**MURTOA** ES W	*arr.*	5 17—129	5 17—129	7 41	7 31—145
102¼	Marmalake NC ES (See note, page 169)	*dep.*	5 46 ...	5 46 ...	8 0—133 ...	8 10 ...
112	Lubeck ES ...	*arr.*	6 4—49	6 4	...	...
		dep.	6 29	6 29	8 15	8 25
118	*Wal Wal* ○ ES	*arr.*	...	...	...	...
	(See note, page 168)	*dep.*	6 40	6 40	8 24	8 34
124¾	Glenorchy ES ...	*arr.*	6 52 —133	6 52 —145	...	...
		dep.	7 15	7 36	8 34	8 44
132¼	*Deep Lead* ○ ES	*arr.*	...	...	...	...
	(See note, page 168)	*dep.*	7 44	8 3	...	...
137	**STAWELL** ES W	*arr.*	...	...	...	...
		dep.	7 56	8 14	8 56	9 6
145¼	*Great Western* ○ ES	*arr.*	...	...	...	9 26
	(See note, page 168)	*dep.*	8 18	8 35—199	9 13	9 57—139
146	Seppelt's Siding NC	...	...	...	...	...
150½	*Armstrong* ○ ES	*arr.*	...	...	...	...
	(See note, page 168)	*dep.*	8 38	8 55	9 24	10 9
156	**ARARAT** ES W	*arr.*	8 59	9 15	9 37—139	10 23
		dep.			10 20	
	Continued on ...	...	...	...	Page 55, 101, 134	...
			164	164	88	88

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. ‡			
			P.M.	P.M.	P.M.	P.M.	P.M.			
—	**ADELAIDE**—									
	(Mile End) ...	*dep.*	...	...	...	...	...	...	...	...
	(C. S. Time) ...	*arr.*	...	...	...	...	...	...	...	...
	(E. S. Time) ...	*arr.*	...	...	...	...	...	...	..	...
196¼	**SERVICETON** ... ES W					—25	—25			
	(E. S. Time) ...	*dep.*	...	...	...	6 5	6 30	...	...	...
8¼	*Lillimur* (See note, p. 168)		...	...	...	...	...	...	...	...
14½	Kaniva ES ...	*arr.*	...	...	...	...	7 3 —113, 129	...	...	...
		dep.	...	...	...	6 38	7 52	...	...	...
20½	*Miram* (See note, p. 168)		...	...	...	...	...	...	...	...
27¾	*Diapur* ○ ES W (See note, p. 169)	*arr.*	...	...	...	7 12 —129	...	...	...	...
		dep.	...	...	...	7 32	8 26	...	...	...
31½	Tarranginnie NC	...	...	...	...	...	...	...	...	...
38¾	Nhill ES ...	*arr.*	...	...	...	...	8 47 —133	...	...	...
		dep.	—25 5 20	...	...	7 55	9 47	...	...	...
44½	Salisbury NC ...	...	...	...	...	...	...	...	...	...
47	*Kiata* ○ ES ... (See note, p. 169)	*arr.*	5 47	...	...	...	...	...	...	...
		dep.	—113 6 2	...	...	8 20	10 14	...	...	...
51¾	*Gerang Gerung* (See note, p. 168)	...	...	...	...	... —145	...	...	...	...
62¼	**DIMBOOLA** ES W	*arr.*	6 32—129	...	...	8 52	10 45	...	...	...
		dep.	...	...	...	...	...	...	...	...
67¾	Wail NC ...	...	...	...	...	...	...	...	...	...
73½	*Pinpinio* ○ ES (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
78	Dahlen Siding NC	...	...	...	...	...	...	...	...	...
83½	**HORSHAM** ES W	*arr.*								
		dep.	...	...	...	...	...	...	...	...
88¾	*Dooen* ○ ES ... (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
95	Jung ES ... (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
101¾	**MURTOA** ES W	*arr.*	...	—133	—109	...	...	...	...	...
		dep.	...	8 30	8 30	...	...	...	...	...
102¼	Marmalake NC ES (See note, p. 169)	...	...	...	...	...	...	...	...	...
112	Lubeck ES ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	8 59	8 59	...	...	...	...	...
118	*Wal Wal* ○ ES (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	9 10	9 10 139	...	...	...	...	...
124½	Glenorchy ES ...	*arr.*	...	...	9 30	...	...	...	...	...
		dep.	...	9 28	10 26	...	...	...	...	...
132¾	*Deep Lead* ○ ES (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	9 57	10 56	...	...	...	...	...
137	**STAWELL** ES W	*arr.*	...	10 9	...	...	...	...	...	...
		dep.	...	10 29 139	11 8	...	...	...	...	...
145¼	*Great Western* ○ ES (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	10 51	11 28	...	...	...	...	...
146	Seppelt's Siding NC	...	...	...	...	...	...	...	...	...
150½	*Armstrong* ○ ES (See note, p. 168)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	11 11	11 48 Sun. ‡ A.M.	...	...	...	...	...
156	**ARARAT** ES W	*arr.*	...	11 32	12 5—69	...	...	...	...	...
		dep.	...			...	...	...	...	...
	Continued on	...	...	...	...	...	...	...	...	...
			120	166	166	112	112			

Return of 111 when terminating at Nhill.

Up

Miles from Serv.	STATIONS		134 Express Goods Tue. to Sat.	198 Fast Goods Tue. to Sat. ‡		172 Thro. Goods Mon.		172 Thro. Goods Tue. to Sat. ‡
			A.M.	A.M.		A.M.		A.M.
156	**ARARAT** ES W	arr.	...	...		...	...	...
		dep.	...	12 40–**141**		...	...	...
170½	*Buangor* ○ ES		...	1 9		...	...	...
174½	*Middle Creek* ○ ES (See note, page 168)	arr.	From Mildura See note, page 20	...		...	...	...
		dep.		1 15		...	...	...
184½	Beaufort ES W			1 37		...	...	...
189½	*Trawalla* ○ ES (See note, page 168)	arr.		1 47–**159**		...	...	...
		dep.		2 4		...	...	...
200½	*Burrumbeet* ○ ES	arr.		...		...	...	...
		dep.		2 21		...	...	...
203½	*Windermere* ○ ES (See note, page 168)	arr.		...		...	...	...
		dep.		2 27		...	...	...
210½	Linton Junct. ES †	arr.		...		...	...	...
		dep.		2 40		...	...	...
211	Wendouree NC			...		...	...	...
211½	Whites Siding NC			...		...	...	...
212½	North Ballarat Junction	arr.		...		...	...	...
		dep.	1 9**A**	2 47		2 55	...	3 5
212¾	Shell Oil Siding NC			...		...	...	...
213½	**BALLARAT** W	arr.	1 12**A**	2 50		3 0	...	3 10
		dep.	1 25	3 10		Mon. ‡ 3 30	...	3 50
213¾	*Ballarat East* ○	arr.		...		...	...	...
		dep.	1 27	3 13		3 35	...	3 55
217½	Warrenheip ES	arr.	...–**36**	...		3 56	...	4 16
		dep.	1 35	3 29		4 6	...	4 26
219½	Dunnstown NC		...	...		...	...	...
223	*Bungaree* ○ ES	arr.	...	...		...	...	...
		dep.	1 42	3 45		...	...	...
225½	*Wallace*		...	...		...	...	...
230¼	*Gordon* ○ ES	arr.	...	4 3–**9**		...	...	...
		dep.	1 51	4 13		...	...	...
237½	Ballan ES W		1 50–**95**	4 28		...	...	...
246¾	Bank Box Loop		2 10	4 44		...	...	...
255½	Bacchus Marsh ES W	arr.	...	5 0		...	...	...
		dep.	2 20	5 51–**15,16**		...	...	...
				Sat. ‡	Tue. to Fri. ‡			
257½	*Parwan* ○ ES	arr.	—**9**	...	6 0	...	...	...
		dep.	2 26	6 0	6 12–**5**	...	...	...
263½	Melton ES	arr.	...	...	...	...	...	...
		dep.	2 34	6 11	6 26	...	...	...
268½	*Rockbank* ○ ES	arr.	...	...	6 35	...	...	...
		dep.	2 40	6 18	7 25	...	...	...
274	Albion Reid Pty. Ltd. Sdg. NC ES		...	...	... **108, 140**	...	...	...
276	*Deer Park* ○ ES (See note, page 168)		...	...	7 38	...	...	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See note, page 169)		...	...	...	...	...	...
279½	Sunshine ES...		2 53	6 37	7 44	...	...	...
—	Tottenham Goods Yard W	arr.	3 3	6 50	7 55	...	...	...
		dep.	3 20	7 40	8 15	...	...	...
281¼	*Tottenham* ○		...	...	...	...	...	...
282½	West Footscray		...	...	...	...	...	...
283	*Middle Footscray* ○		...	...	...	...	...	...
283½	Footscray		...	...	...	...	...	...
—	Maribyrnong River Junct.		...	...	...	...	...	...
284¾	*South Kensington* ○		...	...	...	...	...	...
—	**DYNON**	arr.	...	...	...	...	...	...
287	**MELBOURNE YARD**	arr.	3 45	8 10	8 45	...	...	...
			134	**198**	**198**	**172**		**172**

From Maryborough

From Maryborough **138**

To North Geelong

To North Geelong

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

Miles from Serv.	STATIONS		130 Fast Goods Mon.	16 Express Goods Tue. to Sat.	140 Express Goods Mon. to Sat.	140 Express Goods Sun.	
			A.M.	A.M.	A.M.	A.M.	
156	**ARARAT** ES W	arr.	...	2 30	3 55–159	4 24	...
		dep.		3 10	4 0–27	4 30	...
170½	*Buangor* ○ ES		...	3 30	4 20	4 54	...
174½	*Middle Creek* ○ ES ... ... (See note, page 168)	arr.		...	...	...	...
		dep.		3 34	4 24	4 59	...
184½	Beaufort ES W		...	3 50	4 40	5 19	...
189½	*Trawalla* ○ ES ... ... (See note, page 168)	arr.		...	...	...	...
		dep.		3 56	4 46	5 26	...
200½	*Burrumbeet* ○ ES	arr.		...	...	...	...
		dep.		4 8	4 58	5 40	...
203½	*Windermere* ○ ES ... ... (See note, page 168)	arr.		...	...	...	...
		dep.		4 12	5 2	5 45	...
210½	Linton Junct. ES †	arr.		...	5 14	...	...
		dep.		4 22	5 34–	5 56	...
211	Wendouree NC		...	...	...	...	...
211½	Whites Siding NC		...	...	...	...	...
212½	North Ballarat Junction ...	arr.		...	...	...	...
		dep.	3 55	4 28	5 40	6 2	...
212½	Shell Oil Sdg. NC		...	...	...	...	...
213½	**BALLARAT** W	arr.	3 58	...	...	...	...
		dep.	4 5	4 30	5 44	6 5	...
213½	*Ballarat East* ○	arr.	...	4 33	5 47	6 8	...
		dep.	4 8	4 36	5 52	6 13	...
217½	Warrenheip ES	arr.	4 20–9	—9	...	...	...
		dep.	4 26	4 49	6 5	6 26	...
219½	Dunnstown NC		...	...	...	...	...
223	*Bungaree* ○ ES	arr.	...	...	...	...	...
		dep.	4 39	4 58	6 14	6 37	...
225½	*Wallace*		...	...	...	...	...
230½	*Gordon* ○ ES	arr.	...	...	...	...	...
		dep.	4 57	5 8	6 24	6 48	...
237½	Ballan ES W		5 11	5 18	6 32	6 58	...
246½	Bank Box Loop		5 27	5 30	6 44	7 12	...
255½	Bacchus Marsh ES W ...	arr.	...	...–198	...	...	...
		dep.	5 41	5 40	6 54	7 23	...
257½	*Parwan* ○ ES	arr.	...	...–15	...	...	...
		dep.	5 47	5 46	7 0	7 29	...
263½	Melton ES	arr.	—5	—5	—15	...	...
		dep.	5 58	5 54	7 8	7 38	...
268½	*Rockbank* ○ ES	arr.	...	...	—198	...	...
		dep.	6 5	5 59	7 13	7 45	...
274	Albion Reid Pty. Ltd. Sdg. NC ES ...		...	...	...	...	...
276	*Deer Park* ○ ES (See note, page 168) ...		6 18	6 6	7 20	7 54	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See note, page 169) ...		...	...	...	...	...
279½	Sunshine ES...		6 24	6 11	7 25	7 59	...
—	Tottenham Goods Yard W ...	arr.	6 40	6 20	...	...	...
		dep.	7 0	6 35	...	...	...
281½	*Tottenham* ○		...	...	...	...	...
282½	West Footscray		...	...	...	...	...
283	*Middle Footscray* ○		...	...	...	...	...
283½	Footscray		...	...	...	...	...
—	Maribyrnong River Junct.		...	...	...	...	...
284½	*South Kensington* ○		...	...	...	...	...
—	**DYNON**	arr.	...	...	7 50	8 30	...
287	**MELBOURNE YARD** ...	arr.	7 20	7 0			...
			130	**16**	**140**	**140**	

See note, page 20 — From Maryborough

From Mt. Gambier — See note, page 20

foll. 80 — See notes pages 20 and 29) — See note, page 29

Maximum permissible speed Sixty (60) M.P.H.

Maximum permissible speed Fifty (50) M.P.H. (See note page 20)

Miles from Serv.	STATIONS		106 Thro. Goods Mon. to Sat. ‡	8 Goods Tue. to Fri. (Sat. ‡)	8 Goods Mon.	192 Fast Goods Tue. to Sat.	82 R'side Goods Mon. to Fri.	160 Express Goods Mon. to Fri. ‡
			A.M.	A.M.	A.M.	A.M.	A.M.	a.m.
156	**ARARAT** ES W ...	arr.	...	...	...	3 3	...	6 55
		dep.	...	...	...	5 50	7 0	7 0
170½	*Buangor* ○ ES ...	arr.	...	...	...	...	7 43	...
		dep.	...	...	...	6 19	8 13–9	7 24
174½	*Middle Creek* ○ ES ... (See note, page 168)	arr.	...	...	...	...	8 25	...
		dep.	...	...	...	6 25	8 40	7 29
184½	Beaufort ES W ...	arr.	...	...	...	...	9 13	...
		dep.	...	...	...	6 47	9 50	7 49
189½	*Trawalla* ○ ES ... (See note, page 168)	arr.	...	...	...	6 57	10 2	...
		dep.	...	...	...	7 15–9	10 37–38	7 56
200¼	*Burrumbeet* ○ ES ...	arr.	...	...	...	...	11 6	...
		dep.	...	...	...	7 35	11 45–24	8 10
203½	*Windermere* ○ ES ... (See note, page 168)	arr.	...	...	...	...	11 56–25	...
		dep.	...	...	...	7 41	P.M. 12 15	8 15
210½	Linton Junction ES †	...	...	...	...	7 54	12 35	8 26
212½	North Ballarat Junction	...	...	...	...	8 1	12 42	8 32
212¾	Shell Oil Siding NC ...	...	...	...	...	...	...	...
213¼	**BALLARAT** W ...	arr.	...	...	...	8 4	12 45	8 35
		dep.	7 40	...	...	8 45		8 40
213¾	*Ballarat East* ○ ...	arr.	...	...	...	...	...	...
		dep.	7 45	...	...	8 48	...	8 43
217¼	Warrenheip ES ...	arr.	8 6	...	...	...	...	...
		dep.	8 16	...	...	9 2	...	8 53
219½	Drunstown NC ...	...	To North Geelong	...	...	...	...	...
223	*Bungaree* ○ ES ...	arr.		...	...	...	...	...
		dep.		...	...	9 15	...	9 4
225½	*Wallace*	arr.		...	...	...	...	...
		dep.	...	...	...	...	...	...
230¼	*Gordon* ○ ES ...	arr.	194 Goods Mon. to Fri. (Sat. ‡)	...	...	...	...	...
		dep.		...	...	9 31	...	9 15
237½	Ballan ES W ...	arr.		...	...	...	...	...
		dep.	...	...	...	9 43	...	9 25
246¼	Bank Box Loop ...	arr.	...	...	...	10 2	...	...
		dep.	A.M.	...	...	10 28–25	...	9 42
255¼	Bacchus Marsh ES W	arr.	...	...	...	...	...	9 54–25
		dep.	8 50–22	11 15–35	11 40	10 44	...	10 13
				Sat. ‡ | Tues. to Fri.				
257¾	*Parwan* ○ ES ...	arr.	9 0	... | 11 26	...	10 50	...	...
		dep.	...	11 26 | P.M. 12 17 150	11 48–35	11 7–129	...	10 25
263¾	Melton ES	arr.	...	... | ...	...	...	...	10 35 –129
		dep.	...	11 41 | 12 32	P.M. 12 3	11 20	...	10 57
268½	*Rockbank* ○ ES ...	arr.	...	... | ...	...	...	...	...
		dep.	...	11 51 | 12 42	12 16	11 28	...	11 7
274	Albion Reid Pty.Ltd. Sdg. NC ES		...	... | ...	...	...	...	...
				P.M.				
276	*Deer Park* ○ ES (See note, p. 168)		...	12 5 | 12 56	12 30	11 42 P10	...	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See note, page 169)		...	... |	—P6	...	...	...
279¼	Sunshine ES...		...	12 13 | 1 2	12 37	11 48–P6	...	11 20
						P.M.		
—	Tottenham Goods Yard W	arr.	...	12 40 | ...	...	12 1	...	...
		dep.	...	1 0 | ...	...	12 21	...	...
283½	Footscray		...	... | 1 11	12 50	...	...	
284¾	*South Kensington* ○ ...		...	... | 1 14	12 55	...	...	P.M.
—	**DYNON**	arr.	...	... | ..	...	...	...	12 20
—	North Melbourne		...	... | 1 17	...	...	...	...
—	Spencer Street ...	arr.	...	... | 1 22	1 15	...	...	...
	(No. 5 Road)	dep.	...	... | 1 28	1 28	...	...	...
287	**MELBOURNE YARD**	arr.	...	1 30 | ...	...	12 50	...	...
			194	8 | 8	8	192	82	160

From Portland

To Fairfield

To Fairfield

Maximum permissible speed Fifty (50) M.P.H. (See note page 20)

Miles from Serv.	STATIONS		150 Express Goods Tue. to Sat.	150 Express Goods Sun. ‡	4 153 H.P. D'sl Rail Car and Trailer (ForVan-goods) Thur.	8 Thro. Gds Tu. Wed. Fri., Sat. / 8 Roadside Gds. Mn., Thur. ‡	42 Pilot Wed.	P4 Pilot Sat. ‡
			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
156	**ARARAT** ES W	arr.	8 40	8 19	...	...	...	...
		dep.	8 45	8 24	...	...	...	...
170½	*Buangor* ○ ES	arr.	...	...	...	...	...	...
		dep.	9 9	8 48	...	...	...	...
174½	*Middle Creek* ○ ES ... ... (See note, page 168)	arr.	...	...	...	...	...	...
		dep.	9 14	8 53		...	...	...
184½	Beaufort ES W	arr.	...–82	...	...	...	...	...
		dep	9 34	9 13	...	...	...	...
189½	*Trawalla* ○ ES ... ... (See note, page 168)	arr.	...	...	...	...	...	...
		dep.	9 41	9 20	...	...	...	...
200½	*Burrumbeet* ○ ES	arr.	...	...	...	...	...	...
		dep.	9 55	9 34	...	...	...	...
203½	*Windermere* ○ ES ... (See note, page 168)	arr.	...	...	...	...	...	...
		dep.	10 0	9 39	...	...	...	...
210½	Linton Junction ES † (R.M.S.P.) ...		10 11	9 50	...	...	7 35	...
211	Wendouree NC		...	...	...	...	...	...
211½	White's Siding NC		...	...	...	...	...	...
212½	North Ballarat Junction		10 17	9 56	...	...	7 42	...
212½	Shell Oil Siding NC		...	...	...	...	...	...
213½	**BALLARAT** W	arr.	10 20	...	...	...	7 45	...
		dep.	10 25	9 58	9 20	10 0		...
213½	*Ballarat East* ○	arr.	...	10 1	...	...	...	...
		dep.	10 28	10 6	9 23	10 5	...	...
217½	Warrenheip ES	arr.	...	...	9 33	10 26–15	...	...
		dep.	10 40	10 18	9 35	10 41	...	...
219½	Dunnstown NC	arr.	...	...	9 39	...	...	...
		dep.	...	...	9 41	...	...	...
223	*Bungaree* ○ ES	arr.	10 52–25	...	9 48	...	...	...
		dep.	11 11	10 29	9 58	...	...	...
225½	*Wallace*	arr.	...	...	10 3	...	...	...
		dep.	...	...	10 13	...	...	...
230½	*Gordon* ○ ES	arr.	...–83	10 42	10 23	...	...	...
		dep.	11 25	11 15	10 30	...	...	...
237½	Ballan ES W	arr.	...	...	...	...	P 6	...
		dep.	11 35	11 27	10 40	...	Pilot	...
246½	Bank Box Loop	arr.	...	...		...	Mon. to	...
		dep.	11 49–25	11 41	...	...	Fri.	...
255½	Bacchus Marsh ES W ...	arr.	...	...	...	...	P.M.	...
			P.M.					
		dep.	12 0	11 52	...	...	...	...
257½	*Parwan* ○ ES		12 6	11 58	...	...	...	...
			P.M.					
263½	Melton ES		12 15	12 7	...	...	...	...
268½	*Rockbank* ○ ES		12 22	12 14	...	...	...	...
274	Albion Reid Pty. Ltd. Sdg. NC ES ...		...	...	...	...	...	12 35
276	*Deer Park* ○ ES (See note, page 168)	arr.	...	...	...	...	...	12 47
		dep.	12 31	...	...	...	12 50	12 57
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 169)	arr.	...	...	...	...	1 0	...
		dep.	...	...	...	...	2 0	...
279½	Sunshine ES		12 36	12 28	...	...	2 10	1 8
—	Tottenham Goods Yard W ...	arr.	12 46	...	...	...	...	...
		dep.	1 11	...	...	...	2 20	1 20
281½	*Tottenham* ○			...	...	...		
282½	West Footscray			...	...	...	...	...
283	*Middle Footscray* ○			...	...	...	...	...
283½	Footscray			...	...	...	...	...
—	Maribyrnong River Junction ...			...	...	...	...	...
284½	*South Kensington* ○			...	...	...	...	...
—	**DYNON** ...	arr.	1 40	1 0	...	...	...	...
287	**MELBOURNE YARD** ...	arr.	...	...	...	...	...	...
			150	150	4		P6	P4

105 Maximum permissible speed Fifty (50) M.P.H. (See note page 29)

109 Maximum permissible speed Fifty (50) M.P.H. (See note page 29)

From Ballarat Cattle Siding

To North Geelong

Miles from Serv.	STATIONS		38 Fast Goods (Sun. Mon. ‡)		108 Thro. Goods Mon to Fri. ‡	54 Pilot Mon., Wed., Th.,Fr.	154 Express Goods Sun.	154 Express Goods Mon.	154 Express Goods Tue. to Sat.	
										Sat.
				Mon. ‡ –25						Tue. to Fri.
			A.M.	Sun. ‡	A.M.	A.M.	A.M.	A.M.	P.M.	
156	**ARARAT** ES W ...	arr.	8 34–9		...	...	10 36	11 6	2 1	
		dep.	9 10		...	...	10 55	11 10	2 6	
170½	*Buangor* ○ ES ...	...	9 39		...	...	11 19	11 34	2 26	
174½	*Middle Creek* ○ ES ...	arr.	...		...	...	...	...	...	
	(See note, page 168)	dep.	9 45		...	...	11 24	11 39	2 30	
		arr.	..		...	...	11 47 –105	P.M. 12 2–25	..	
184½	Beaufort ES W ...	dep.	10 7 –82		...	...	P.M. 12 16	12 23	2 46–43	
189½	*Trawalla* ○ ES ...	arr.	...		...	...	...	...	..	
	(See note, page 168)	dep.	10 15		...	...	12 26	12 33	2 52–129	
200½	*Burrumbeet* ○ ES ...		10 32		...	...	12 40	12 47	3 6	
203½	*Windermere* ○ ES ...	arr.	...		...	...	...	...	...	
	(See note, page 168)	dep.	10 38		...	...	12 45	12 52–43	3 11	
210½	Linton Junction ES †	...	10 51		...	11 40	12 56	1 3	3 22	
211	Wendouree NC ...	...	...		...	...	...	...	...	
211½	White's Siding NC ...	...	...		...	...	...	...	...	
212½	North Ballarat Junction	...	10 58		10 41	11 47	1 2	1 9	3 29	
212¾	Shell Oil Siding NC ...	...	...		...	...	...	...	...	
213¼	**BALLARAT** W ...	arr.	11 1		10 45	11 50	...	...	3 32–49	
		dep.	11 5		11 15		1 5	1 12	3 55	
213¾	*Ballarat East* ○ ...	arr.	...		..	..	1 8	1 15	..	
		dep.	11 8		11 23	...	1 13	1 20	3 58	
217¼	Warrenheip ES ...	arr.	...	11 25 –105	11 43 –11	...	..	...	4 10 –145	Sat. ‡
		dep.	11 22	11 30	11 51	...	1 23	1 34	4 22	4 8
219½	Dumnstown NC ...	...	...	...	...	...	...	...	...	..
233	*Bungaree* ○ ES ...	...	11 37	11 43	...		1 34	1 45	4 33	..
225½	*Wallace*	...	...	...	...	...	...	...	...	..
230½	*Gordon* ○ ES ...	...	11 56	11 59	...	72 Goods	1 45	1 56	4 43	..
237¼	Ballan ES W ...	arr.	P.M. –129	P.M.	...	Fri.	..	...	...	..
246¼		dep.	12 10	12 11	...	Mon to	1 55	2 6	4 51	..
255½	Bank Box Loop ...	arr.	...	...	...	Thur.‡	2 12	2 23–133, 49	...	..
		dep.	12 26	12 27	...	P.M.	2 22–77	3 14	5 3	..
	Bacchus Marsh ES W	dep.	12 40	12 41	...	1 20	2 36	3 27	5 13	..
257¾	*Parwan* ○ ES ...	arr.	...	...	...	1 29	...	3 36–59	...	..
		dep.	12 46	12 47	...		2 42	4 4	5 19	..
263¾	Melton ES	...	12 57	12 58	...	...	2 51	4 14	5 27	..
268½	*Rockbank* ○ ES ...	arr.	...	1 5 –77	...	...	...	...	5 36 –139	..
		dep.	1 4	1 25	...	...	2 58	4 19	5 49	..
274	Albion Reid Pty. Ltd. Sdg. NCES		...	...	...	...	...	...	...	...
276	*Deer Park* ○ ES		1 17	...	...	...	3 7	4 26	5 59	...
	(See note, page 168)									
277	Ardeer Sdg. Nobel (Aust.) Ltd.NC ES (S. note,p. 169	arr.	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
279½	Sunshine ES ...	arr.	...	...	...	...	...	...	...	...
		dep.	1 23	1 46	...	...	3 12	4 31	6 4	...
—	Tottenham Goods Yd.	arr.	1 40	...	...	...	...	...	...	...
		dep.	2 0	...	...	...	...	...	...	...
281¼	*Tottenham* ○ ...	...	...	...	...	...	...	...	...	...
282½	*West Footscray*	...	...	...	...	...	...	...	...	...
283	*Middle Footscray* ○	...	...	...	...	...	...	...	...	...
283½	Footscray	...	...	2 0	...	...	...	...	...	...
—	Maribyrnong River Junct.	...	...	...	...	...	...	...	...	...
284¾	*South Kensington* ○	...	...	2 5	...	...	...	...	...	...
—	**DYNON**	arr.	...	...	...	...	3 45	5 5	6 30	9 30
—	Weighbridge Junction	..	...	...	...	...				
287	**MELBOURNE YARD**	arr.	2 30	3 0	...	...	...	...	...	...
			38	38	108	72	154	154	154	154

From Maryborough

From Redan

To North Geelong

Not to run when 150 runs

Maximum permissible speed fifty (50) M.P.H. (See note page 20)

Maximum permissible speed fifty (50) M.P.H. (See note page 20)

(60) M.P.H. See note page 20 and 29.

Maximum permissible speed sixty

Via North Geelong Loop

See Page 125

Miles from Serv.	STATIONS		22 Thro. Goods Mon. to Sat. ‡	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.	P.M.
156	**ARARAT** ES W ...	dep.	...	...	...	...	...	From Ballarat Cattle Siding	1 0
170½	*Buangor* ○ ES ...	...	...	...	...	...	...		1 29 105
174½	*Middle Creek* ○ ES (See note, page 168)	arr.	...	...	...	...	...		...
		dep.	...	...	...	...	...		1 35
184½	Beaufort ES W ...	arr.	...	...	...	...	...		...
		dep.	...	...	...	...	...		1 57
189½	*Trawalla* ○ ES ... (See note, page 168)	arr.	...	...	...	...	...		...
		dep.	...	...	...	...	...		2 5
200½	*Burrumbeet* ○ ES ...	arr.	...	...	...	...	...		...
		dep.	...	...	...	...	...		2 22
203½	*Windermere* ○ ES ... (See note, page 168)	arr.	...	...	...	...	...		...
		dep.	...	...	...	...	...		2 28
210½	Linton Jnct. ES †		...	...	...	...	...	5 6	2 41
211	Wendouree NC		..	...	...	...	...	...	...
211½	White's Siding NC		...	...	2 40	...	...	...	...
212½	North Ballarat Junct.	arr.	...	...	...	...	...	...	...
		dep.	...	...	2 47	...	...	5 12	2 47
212½	Shell Oil Siding NC ...		...	...	...	...	...	...	...
213½	**BALLARAT** W ...	arr.	...	...	...	...	...	5 15	...
		dep.	1 30	...	2 50	...	3 30		2 50
213½	*Ballarat East* ○		1 35	...	...	...	3 35 133	...	2 53
217½	Warrenheip ES ...	arr.	1 56	...	...	...	3 56	...	3 7
		dep.	2 16	...	...	...	4 6	...	4 10–77
219½	Dunnstown NC		...	...	...	...	...	...	...
223	*Bungaree* ○ ES ...	arr.	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	4 26
225½	*Wallace*		...	...	...	...	...	...	...
230½	*Gordon* ○ ES		...	...	...	...	...	...	4 42
237½	Ballan ES W ...	arr.	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	4 54
246½	Bank Box Loop ...	arr.	..	...	...	...	...	...	... 137
		dep.	..	...	...	...	...	...	5 10
255½	Bacchus Marsh ES W	arr.	...	...	...	...–59	...	...	...
		dep.	...	...	...	4 10	...	...	5 24
257½	*Parwan* ○ ES ...	arr.	...	...	...	4 21	...	...	5 33
		dep.	...	...	...	4 36	...	...	6 12 139
263½	Melton ES	arr.	...	...	...	4 51	...	...	...
		dep.	...	...	...	5 15–53	...	...	6 26
268½	*Rockbank* ○ ES ...	arr.	...	...	...	5 30–57	...	...	...
		dep.	...	...	...	6 6	...	...	6 33
274	Albion Roid Pty. Ltd. Sdg. NC ES		...	2 15	...	...	...	...	...
276	*Deer Park* ○ ES ... (See note, page 168)	arr.	...	...	...	6 21	...	...	6 40
		dep.	...	2 30	...	7 10	...	...	...
277	Ardeer Siding Nobel (Aust) Ltd. NC ES (See note, page 168)		...	...	...	... 7,139,13	...	...	...
279½	Sunshine ES		...	2 40	...	7 20	...	...	6 45
—	Tottenham Gds. Yd. W	arr.	...	2 50	...	7 30	...	...	...
		dep.	...		...	7 50	...	...	...
281½	*Tottenham* ○		...	...	...	...	...	...	...
282½	West Footscray		...	...	...	Via	...	...	...
283	*Middle Footscray* ○ ...		...	...	...	Goods	...	...	...
283½	Footscray		...	...	...	Lines	...	...	6 55
—	Maribyrnong River Junction		...	...	...	...	...	...	...
284½	*South Kensington* ○ ...		...	...	...	...	...	...	6 59
—	North Melbourne		...	...	...	...	...	...	...
—	**DYNON**	arr.	...	...	...	...	...	...	...
287	**MELBOURNE YARD**	arr.	...	...	...	8 20	...	...	7 15
			22	P10	60	94	26	104	90

To North Geelong

To North Geelong

Up

Miles From Serv.	STATIONS		98 Pilot Mon., Tue., Wed.	102 Thro. Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	114 Goods Mon. (Thur. ‡)	44 Goods Mon.	
			P.M.	P.M.	P.M.	P.M.	P.M.	
156	**ARARAT** ES W ...	arr.	From Ballarat Cattle Siding	...	...	...	...	...
		dep.		...	...	...	...	...
170½	*Buangor* ○ ES ...	arr.		...	...	...	...	...
		dep.		...	...	From Skipton	From Maryborough	...
174½	*Middle Creek* ○ ES (See note, page 168)	arr.		...	...			...
		dep.		...	...			...
184½	Beaufort ES W ...	arr.		...	...			...
		dep.		...	...			...
189½	*Trawalla* ○ ES ... (See note, page 168)	arr.		...	...			...
		dep.		...	...			...
200½	*Burrumbeet* ○ ES...	arr.		...	...			...
		dep.		...	...	...		...
203½	*Windermere* ○ ES (See note, page 168)	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	6 27	...
212½	Shell Oil Siding NC ...		...	...	...	...	...	...
213½	**BALLARAT** W ...	arr.	6 15	...	...	8 35	6 30	...
		dep.		...	8 15		7 0	...
213½	*Ballarat East* ○ ...		...	...	8 20	...	...	...
217½	Warrenheip ES ...	arr.	...	...	8 41	...	...	...
		dep.	...	...	8 51–103	...	...	...
219½	Dunnstown NC ...		...	...	...	...	...	...
223	*Bungaree* ○ ES ...	arr.	...	...	...	...	...	...
		dep.	...	...	Via North Geelong Loop and Brooklyn.	...	...	...
225½	*Wallace*		...	...		...	...	...
230½	*Gordon* ○ ES ...	arr.	...	...		...	...	...
		dep.	...	...		...		...
237½	Ballan ES W ...	arr.	...	...		...		...
		dep.	...	... 139, 34		...		...
246½	Bank Box Loop ...		...	...		...		...
255½	Bacchus Marsh ES W ...	arr.	...	...		...		...
		dep.	...	7 15		...		...
257½	*Parwan* ○ ES ...	arr.	...	7 26–13		...		...
		dep.	...	7 52—7		...		...
263½	Melton ES ...	arr.	...	..		...		...
		dep.	...	8 7		...		...
268½	*Rockbank* ○ ES ...	arr.	...	..		...	To North Geelong	...
					Tue. to Sat.			
		dep.	...	8 22	A.M.	...		...
274	Albion Reid Pty. Ltd. Sdg. NC ES ..		...	...	...	...	...	...
276	*Deer Park* ○ ES (See note, page 168)		...	8 39	...	...	...	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 169)		...	...	...	...	...	...
279½	Sunshine ES ...	arr.	...	...	...	...	...	...
		dep.	...	8 47	...	...	...	...
-	Tottenham Goods Yard W ...	arr.	...	8 57	2 35	...	...	...
		dep.	...	9 17	2 50	...	...	...
281½	*Tottenham* ○		...	...	...	...	...	...
282½	West Footscray		...	Via	...	...	...	...
283	*Middle Footscray* ○ ...		...	Goods	...	...	...	...
283½	Footscray		...	Lines	...	...	...	...
—	Maribyrnong River Junction		...	...	...	...	...	...
284½	*South Kensington* ○ ...		...	...	3 5	...	...	...
—	**DYNON**	arr.	...	...	...	...	...	...
287	**MELBOURNE YARD** ...	arr.	...	9 40	3 25	...	...	...
			98	102	152	114	44	

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.	
			P.M.	P.M.	P.M.	P.M.	P.M.	
156	**ARARAT** ES W	arr.	...	...	...	...	7 43	...
		dep.	...	...	...	...	10 0 59,139	...
170½	*Buangor* ○ ES ...	arr.	...	...	...	...	10 30	...
		dep.	...	...	...	...	10 35–7	...
174½	*Middle Creek* ○ ES (See note, page 168)		...	...	...	...	10 43	...
184½	Beaufort ES W	arr.	...	...	...	...	11 7–69	...
		dep.	...	...	...	...	11 36	...
189½	*Trawalla* ○ ES (See note, page 168)		...	...	...	...	11 47	...
							Tue. to Sat.	
200¼	*Burrumbeet* ○ ES	arr.	...	...	...	...	A.M. 12 4	...
		dep.	...	...	...	...	12 10 wt. 71	...
203½	*Windermere* ○ ES (See note, page 168)		...	...	...	...	12 23	...
210½	Linton Junct. ES †		...	...	10 25	...	...	...
211	Wendouree NC ...		...	...	...	...	...	...
211½	White's Siding NC		...	...	...	...	...	...
212½	North Ballarat Junct.		...	9 5	10 32	...	12 30	...
212¾	Shell Oil Sdg. NC		...	...	...	...	...	...
213½	**BALLARAT** W ...	arr.	...	9 10	10 35	...	12 33	...
		dep.	9 20	9 55	11 0	11 45	12 40	...
213¾	*Ballarat East* ○		9 25	9 58	11 3	11 50	12 45	...
						Tu. to Sat.‡		
						A.M.		
217¼	Warrenheip ES	arr.	9 46	10 14–69	11 18–73	12 11— 36,	12 59–159	...
		dep.	10 6	10 41	11 27	1 16	1 42–134	...
219½	Dunnstown NC ...		...	...	...	...	...	...
223	*Bungaree* ○ ES	arr.	...	10 58–73	11 43—75	... 87, 75,	...	...
					Wed.			
					A.M.			
		dep.	...	11 19	12 16	...	1 56	...
225½	*Wallace* ...	arr.	...	...	...	...	2 3	...
		dep.	...	...	...	...	2 18	...
230¼	*Gordon* ○ ES	arr.	...	11 39–75	12 37	...	2 27	...
				Tue.	—159		—95	...
				A.M.				
		dep.	...	12 2	12 57	...	2 32	...
237½	Ballan ES W ...	arr.	...	12 20–159	...	...	...	...
		dep.	...	12 44	1 13–95	...	2 45	...
246¾	Bank Box Loop	arr.	...	...	...	...	3 3	...
		dep.	...	1 4–95	1 32	...	3 19—9	...
255½	Bacchus Marsh ES W		...	1 18	1 46	...	3 36	...
257¾	*Parwan* ○ ES ...		...	1 24	1 52	...	3 42	...
263¾	Melton ES ...	arr.	...	...	...	...	...	...
		dep.	...	1 35	2 6–9	...	3 53—101	...
268½	*Rockbank* ○ ES	arr.	...	1 44	...	...	...	...
		dep.	...	1 55–9	2 16	...	4 0	...
274	Albion Reid Pty. Ltd. Sdg. NC ES		...	...	...	...	...	...
276	*Deer Park* ○ ES (See note, P.168)		...	...	...	...	...	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 169)		...	...	...	...	...	...
279¼	Sunshine ES ...		...	2 17	2 35	...	4 19—15	...
—	Tottenham Goods Yard W ...	arr.	...	2 25	2 47	...	4 29	...
		dep.	...	2 40	3 10	...	4 49	...
281¼	*Tottenham* ○ ...		...	...	...	...	...	...
282½	West Footscray ...		...	...	...	...	...	...
283	*Middle Footscray* ○		...	...	...	...	...	...
283½	Footscray ...		...	...	...	...	...	...
—	Maribyrnong River Junction		...	...	...	...	...	...
284¾	*South Kensington*		...	...	...	...	...	...
—	**DYNON** ...	arr.	...	...	...	...	...	...
287	**MELBOURNE YARD**	arr.	...	3 10	3 40	...	5 20	...
			158	32	96	162	36	

To North Geelong

From Ballarat Cattle Siding

From Ouyen

To North Geelong

BALLARAT–BALLARAT RACECOURSE PLATFORM

Down			Up		
Miles from Melbourne	STATIONS		Miles	STATIONS	
73¾	**BALLARAT** W..	..	—	**BALLARAT RACECOURSE PLATFORM** NC	.. ..
74¼	Nth. Ballarat Junction ES	.. ..	1¾	Waubra Junction NC ES † ..	.. ..
75¼	State Electric Com. Siding NC ES (See footnote)	.. ..		(See footnote) ..	.. ..
79¾	Waubra Junction NC ES † (See footnote)	.. ..	6½	State Electric Com. Siding NC ES (See footnote)	.. ..
81½	**BALLARAT RACECOURSE PLATFORM** NC	.. ..	7	North Ballarat Junction ES ..	.. ..
			7¾	**BALLARAT** W	.. ..

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 Gds. Wed.	31 Gds. Mon. to Fri. ‡	Miles	STATIONS		2 Gds. Wed.	4 Gds. Wed ‡ See note)	32 Goods Tue. to Sat. ‡
			a.m.	p.m.				a.m.	a.m.	a.m.
112	**MARYBOROUGH** † W ..	dep.	6 0	11 30	—	**ARARAT** † W	dep.	..	..	4 0
				Tue to Sat. ‡ a.m.	21¾	Elmhurst NC	arr.	..	..	..
							dep.	..	8 40	..
119½	Bung Bong Ballast Siding NC ..		..	..			arr.	..	9 30	6 5
					39½	Avoca † W ○				Tue., Thur. to Sat. ‡ / Wed ‡
127	Avoca † W ○	arr.	7 0	12 20			dep.	8 0	10 0	6 10 / 7 5
	"	dep.	Wed ‡ 7 30	12 25	47	Bung Bong Ballast Siding NC	..	..	..	.. ..
144¾	Elmhurst NC	arr.	8 20	..	54½	**MARYBOROUGH** † W ..	arr.	9 0	11 0	7 0 / 7 55
	" ..	dep.		..						
166½	**ARARAT** † W	arr.	..	2 40						

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

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

BALLARAT–EUREKA

Down					Up				
Miles	STATIONS				Miles	STATIONS			
—	**BALLARAT** W	...	...	...	—	Eureka NC †	...	...	...	...
¾	*Ballarat East* † ○	...	...	...	1¼	*Ballarat East* † ○	...	...	...	...
1¾	Eureka NC †	...	...	...	1¾	**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.

BALLARAT–REDAN–BALLARAT CATTLE SIDING.

Down

Miles from Melb.	STATIONS	29 Pilot Wed.	31 Pilot Mon., Wed. 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.
73¾	**BALLARAT** W ... *dep.*	5 15	8 0	...	...	1 30	3 0	4 0
74¼	Shell Oil Siding NC ...	...	...	...	...	...	...	...
74¼	North Ballarat Junct. ...	5 18	8 3	...	...	1 33	3 3	4 3
75½	White's Siding NC ...	...	...	...	...	1 40	...	...
76	Wendouree NC	...	...	...	...		...	...
76½	Linton Junct. ES † ...	5 25	8 10	...	...	...	3 10	4 10
77	Martin Stoneware Siding NC	...	...	...	...	...	...	...
79	Redan NC ... ... *arr.*	...	9 10	...	...	...	...	...
						...	...	...
79½	B.P. & Ampol Siding N C ...	...	...	...	...	...	3 30	4 30
79½	Ballarat Cattle Siding NC † *arr.*	5 45	...	...	...	...		

Up

BALLARAT CATTLE SIDING–REDAN–BALLARAT.

Miles from Redan	STATIONS	42 Pilot Wed.	54 Pilot Mon. Wed. Thu , Fri.		60 Pilot Mon. to Fri.	104 Pilot (Tue ‡)	98 Pilot Mon. Tue. Wed.		96 Fast Goods Tues.	
		A.M.	A.M.		P.M.	P.M.	P.M.		P.M.	
—	Ballarat Cattle Sdg. NC† *dep.*	7 0	...	...	...	4 30	5 30	...	10 15	
—	B.P. & Ampol Siding NC ...	...	...	...	...	...	...	...	...	
—	Redan NC	...	10 35	...	...	...	...	...	...	
2	Martin Stoneware Sdg. NC ...	...	...	...	...	...	...	...	...	
2½	Linton Junction ES † ...	7 35	11 40	...	...	5 5	6 5	...	10 25	To Melb. Yard.
3	Wendouree NC	...	...	...	...	...	...	...	...	
3½	White's Siding NC ...	...	...	...	2 40	...	...	...	...	
4½	North Ballarat Junction ...	7 42	11 47	...	2 47	5 12	6 12	...	10 32	
4¾	Shell Oil Siding NC ...	...	...	...	...	...	...	...	...	
5¼	**BALLARAT** W ... *arr.*	7 45	11 50	...	2 50	5 15	6 15	...	10 35	

Down — **BALLARAT–SKIPTON.**

Miles	STATIONS	11 PASS MON. TO FRI.	7 Goods Mon. (Thur. ‡)	
		P.M.	A.M.	
—	**MELBOURNE** W ... ... *dep.*	1 30	...	...
	... ... *arr.*	3 31	...	...
73¾	**BALLARAT** W	**153 H.P. D.R.C. & Trl. Mon. to Fri.**		
	dep.	4 20	9 45	...
74¼	Nth. Ballarat Junction	4 22*	9 48	...
76	Wendouree NC	§	...	...
76½	Linton Junction † NC (R. M. Stop. Place)	4 29Z	9 57	...
80½	Rail Motor Stop. Place, No. 47 NC ...	Z	...	...
82	Kopke NC (Rail Motor Stop. Place,) ...	Z	...	...
84¼	Haddon NC ... ... *arr.*	...	10 20	...
	dep.	§	10 30	...
88½	Smythesdale NC ... ... *arr.*	...	10 43	...
	dep	§	10 53	...
89¼	Rail Motor Stop. Place, No. 48 NC ...	Z	...	...
90	Rail Motor Stop. Place, No. 49 NC ...	Z	...	...
90¾	Scarsdale NC ... ... *arr.*	...	11 2	...
	dep.	§	11 12	...
92	Rail Motor Stop. Place, No. 50 NC ...	Z	...	...
92¼	Rail Motor Stop. Place, No. 51 NC ...	Z	...	...
92¾	Newtown NC	6 9§	...	...
98¼	Rail Motor Stop. Place, No. 53 NC ...	Z	...	...
	arr	5 26	11 58	...
98¾	**LINTON** †	**—114**	P.M.	
	dep.		12 45	...
104¼	Pittong NC ... ... *arr.*	...	1 15	...
	dep.	...	1 30	...
111¼	**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. ‡)
		A.M.	P.M.
—	**SKIPTON** NC † ... ... *dep.*	...	3 45
7¼	Pittong NC ... ... *arr.*	...	4 25
	dep.	...	4 40
12¾	**LINTON** † ... ... *arr.*	...	5 12—11
	dep.	7 40	5 55
13	R.M. Stopping Place No. 53 NC ...	Z	...
18¾	Newtown NC	7 55§	...
19¼	R.M. Stopping Place, No. 51 NC ...	Z	...
19¾	R.M. Stopping Place, No. 50 NC ...	Z	...
20¼	Scarsdale NC ... ... *arr.*	...	6 44
	dep.	§	6 59
21½	R.M. Stopping Place, No. 49 NC ...	Z	...
22¼	R.M. Stopping Place, No. 48 NC ...	Z	...
23	Smythesdale NC ... ... *arr.*	...	7 7
	dep.	§	7 22
27¼	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	...
35	Linton Junction † NC (R M Stop. Place)	8 40Z	8 25
35½	Wendouree NC	§	...
37	North Ballarat Junction ...	8 45*	8 32
	arr.	8 48	8 35
37¾	**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."

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.	
			A.M.	A.M.	P.M.	
—	**MELBOURNE** W ...	*dep.*	...	9 10	1 30	...
				P.M.		
		arr.	...	1 0	5 15	...
				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.**	
131	**ARARAT** ES W ...					
		dep.	9 25—163	1 20	5 40	...
136½	Langi Logan NC ES ... (See footnote)	*arr.*	...	...	...	...
		dep.	*	*	*	...
		arr.	9 44–6	...	...	...
144½	Maroona ES	*dep.*	9 54 ●	1 43	6 2	...
150½	Calvert NC		*	*	*	...
154½	Willaura ES ...	*arr.*	...	...—14	...	...
		dep.	10 13	1 59	6 20	...
162	Stavely NC		*	*	*	...
167½	Glen Thompson ES ...	*arr.*	...—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 ... ... (See footnote)	*arr.*	...	...	...	...
		dep.	*	*	*	...
189½	R.M. Stop. Pl. No. 75 NC ...		Z	*	Z	...
192	Strathkellar NC ... (See footnote)	*arr.*	...	...	...	...
		dep.	11 19§	3 6§ ●	7 20§	...
		arr.	11 35	3 17—44,40	7 35—54	...
				280 H.P. Diesel Rail Car Mon. to Sat.		
197½	**HAMILTON** ES ...					
		dep.	...	3 27	...	...
198½	Coleraine Junction ...		...	3 29*	...	...
213½	Branxholme ES † W ...	*arr.*	...	...	...	...
		dep.	...	3 50	...	...
221½	*Condah* ○ † W ...	*arr.*	...	...	...	...
		dep.	...	4 2	...	...
224½	Myamyn NC		...	4 8§	...	...
235½	Heywood † W	*arr.*	...	4 24	...	...
		dep.	...	4 29 ●	...	...
249½	Portland Freezing Coy's. Sdg. NC		...	...	...	...
249¾	Wool Growers' Co-op Siding NC		...	...	...	...
249¾	Portland Harbour Exc. and Sorting Siding ...	*arr.*	...	...	...	...
		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. **Langi Logan, Moutajup** and **Strathkellar,** may be opened as Intermediate Block Posts as required. See General Appendix for instructions. **Langi Logan** will be switched in as 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

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.	
			A.M.	P.M.	P.M.	
—	**PORTLAND** † W	*dep.*	6 50	...	...	...
¾	Portland Harbour Exc. ... ... and Sorting Siding ...	*arr.*	...	...	...	...
		dep.	...	...	...	...
¾	Wool Growers' Co-op. Sdg. NC		...	...	...	...
1¼	Portland Freezing Coy's. Siding ... NC	*arr.*	...	...	...	...
		dep.	...	...	...	...
15¼	Heywood † W	*arr.*	...	...	...	...
		dep.	7 15	...	...	...
26	Myamyn NC	*arr.*	...	...	...	...
		dep.	7 34§	...	...	...
29¼	*Condah* ○ † W	*arr.*	...	...	...	...
			—13			
		dep.	7 41	...	...	...
37¾	Branxholme † ES W	*arr.*	...	...	...	...
		dep.	7 53	...	...	...
52¼	Coleraine Junction		8 13*	...	...	...
		arr.	8 20	...	...	...
			—84w			
53	**HAMILTON** ES		280 H.P. D.R.C. and Trailer Mon. to Fri. 280 H.P. D.R.C. Sat.			
		dep.	8 30	2 10	4 25	...
58¼	Strathkellar NC (See note, page 48) ...		*	2 21	4 36§	...
61¼	R.M. Stop. Place, No. 75 NC		*	Z	Z	...
65¼	Montajup NC (See note, page 48)	*arr.*	...	...	...	...
		dep.	*	*	*	...
		arr.	...	...	...	...
72	Dunkeld ES			—27		
		dep.	8 59	2 45	5 0	...
		arr.	...	...	...	...
83¼	Glen Thompson ES ...	*dep.*	9 17—41	3 4	5 20	...
88¼	Stavely		*	*	*	...
		arr.	...—61	...	...	...
96	Willaura ES	*dep.*	9 36	3 25	5 39—63	...
100¼	Calvert NC		*	*	*	...
		arr.	...	...	5 56	...
106¼	Maroona ES		—23	—3G, 63	—44,48G,39	
		dep.	9 52	3 44	6 5●	...
113¾	Langi Logan NC ES (See note, page 48)	*arr.*	...	...	...	...
		dep.	*	*	*	...
		arr.	10 15—47	4 10—46G	6 30—9	...
119¼	**ARARAT** ES W		PASS. MON. TO SAT.	PASS. MON. TO FRI. / SAT.		
		dep.	10 31	4 20 / 4 25	...	...
			P.M.			
250¼	**MELBOURNE** W	*arr.*	2 0	8 0 / 8 0	...	...
			6	22	34	

● No. 34 may depart Maroona 5.57 p.m.

Down

Miles from Melb.	STATIONS		1 Thro. Goods Mon. to Sat. ‡	7 Express Goods Mon. to Thur. (Fri. ‡) (See note page 20)	103 Goods Tue. to Fri. (Mon. ‡		29 Goods Mon., Wed., Fri. (Tue. Thur. Sat. ‡)		17 Thro. Goods Tue. to Sat. ‡	
131	**ARARAT** ES W	*dep.*	A.M. ...	P.M. 11 45–54	A.M. ...	...	A.M. ...	...	A.M. 1 20	...
136¼	Langi Logan NC	*arr.*	...	...	...	...	...	...	...	...
	ES (See nte, p.48)	*dep.*	...	11 57	...	...	...	...	1 37	...
		arr.	...	...	...	...	...	...	1 56	...
144½	Maroona ES			**Tue. to Fri.** (Sat. ‡) A.M.						
		dep.	...	12 10	...	...	...	...	2 35	...
150¾	Calvert NC ...		...	...	...	...	...	...	...	...
154½	Willaura ES	*arr.*	...	–192	...	...	...	...	...	...
		dep.	...	12 28	...	...	...	...	2 59	...
162	Stavely NC ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
167¼	Glen Thompson ES	*arr.*	...	12 54	...	...	...	...	...	...
		dep.	...	1 20–16	...	...	...	...	3 29	...
178½	Dunkeld ES	*arr.*	...	...	...	...	...	...	4 4	...
		dep.	...	1 44	...	...	...	...	5 13	...
184¾	Montajup NC (See note, p. 48)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
192	Strathkellar NC (See note, p. 48)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
		arr.	...	2 16–1	...	...	...	...	5 50–13	...
197½	**HAMILTON** ES		—7	**Thro. Goods Mon. to Sat.** A.M.–196						
		dep.	2 30	3 15	...	...	4 30	...	...	...
198¾	Coleraine Junct.	...	2 35	3 20	...	...	4 35	...	...	...
213¾	Branxholme ES † W	*arr.*	3 10	3 55	...	...	5 10	...	...	...
		dep.	3 15	4 0	...	...	6 0	...	...	...
221¼	*Condah* ○ † W	*arr.*	3 34	4 19	...	...	...	...	...	...
		dep.	3 39	4 24	...	...	...	...	...	...
224½	Myamyn NC	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
235¼	Heywood † W	*arr.*	4 17 —104	5 2–104	...	...	...	...	...	...
		dep.	4 50	5 52	6 10	...	...	...	...	...
249½	Portland Freezing Co'y's Siding NC		...	...	...	...	...	...	...	...
249¾	Wool Grower's Co-op. Siding NC		...	...	...	...	...	...	...	...
249¾	Portland Harb'r Exchange and Sorting Sidings	*arr.*	5 15	...	...	...	...	...	...	...
		dep.	6 15	...	...	...	...	...	...	...
250½	**PORTLAND** † W	*arr.*	6 30–6	...	6 42–6	...	...	...	...	...
			1	7	103		29		17	

From Melb. Yard

To Mt. Gambier 104

To Casterton

57G

196, 4

16,101G

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. ‡)			41 R'side Goods Mon. to Sat.
			A.M.	A.M.	A.M.			A.M.
131	**ARARAT** ES W ...	*dep.*	...	...	...	...	...	4 40
136¾	Langi Logan NC ES (See note, page 48)	*arr.*	...	...	...	...	...	—157G
		dep.	...	...	...	...	...	4 51
		arr.	...	...	...	...	...	5 7
144½	Maroona ES ...							—196, 147G
		dep.	...	...	...	...	...	6 30
150¼	Calvert NC ...	*arr.*	...	...	...	...	...	6 44
		dep.	...	...	...	...	...	6 54
154½	Willaura ES ...	*arr.*	...	...	...	...	...	7 6
		dep.	...	...	...	...	...	7 36–4
162	Stavely NC ...	*arr.*	...	...	...	...	...	7 52
		dep.	...	...	...	...	...	8 2
167½	Glen Thompson ES	*arr.*	...	...	...	...	...	8 18
		dep.	...	...	...	...	...	9 22–6
178½	Dunkeld ES ...	*arr.*	...	...	...	...	...	9 47
								—14, 23
		dep.	...	...	...	...	...	11 24
184¾	Moutajup NC ... (See note, page 48)	*arr.*	...	...	...	...	...	11 38
		dep.	...	...	...	...	...	11 48
192	Strathkellar NC ... (See note, page 48)	*arr.*	...	...	...	...	...	P.M. 12 4
		dep.	...	...	...	...	...	12 6
197½	**HAMILTON** ES ...	*arr.*	...	...	...	...	...	12 20
		dep.	6 0	7 0	8 30	...	...	
198¼	Coleraine Junction ...	...	6 5	7 5	8 35	...	...	...
213¾	Branxholme ES W †	*arr.*	6 40	...	...	...	...	...
		dep.	7 10	... To Coleraine	... To Warrnambool	...	...	...
221¾	*Condah* ○ † W ...	*arr.*	7 29–6	...	...	...	...	...
		dep.	7 59	...	...	...	...	...
224½	Myamyn NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
235¼	Heywood † W ...	*arr.*	8 36	...	...	...	...	...
			—30					
		dep.	9 29	...	...	...	...	...
249¼	Portland Freezing Coy's Siding NC ...		...	...	...	...	...	...
249¾	Wool Growers' Co-op. Siding NC		...	...	...	...	...	...
249¾	Portland Harbour Exchange and Sorting Siding	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
260½	**PORTLAND** † W ...	*arr.*	10 18— W68	...	...	...	...	...
			13	17	84W			41

Down.

Miles	STATIONS		116G R'side Goods Mon. to Sat.	61 Thro. Goods Mon. to Sat. ‡			47 Thro. Goods Mon to Sat. ‡	20G Thro. Goods Mon to Sat. ‡	132G Thro. Goods Mon to Sat. ‡	42G Thro. Goods Mon. to Sat.
			A.M.	A.M.			A.M.	A.M.	P.M.	P.M.
131	**ARARAT** ES W ...	*dep.*	6 30	7 25	...	...	10 20	11 0	12 45	1 55
136¾	Langi Logan NC ES (See note, page 48)	*arr.*	...	...	...	...	...	...	...	...
		dep.	6 46	7 41	...	...	10 36	11 16	1 1	2 11
144¼	Maroona ES ...	*arr.*	7 6	7 59	...	...	...	11 32	1 20	2 27
				163G, 4						–14,
								P.M.	– 27	–63,
		dep.	7 11	9 2	...	...	10 52	12 0	2 2	3 30
150¼	Calvert NC ...		...	...	...	...	...	...	...	...
154¼	Willaura ES ...	*arr.*	...	9 26	...	...	...	...	...	...
				–6						
		dep.	...	9 39	...	...	11 13	...		...
162	Stavely NC ...	*arr.*	...	...	...	...	...	...		...
		dep.	...	...	...	...	...	...		...
		arr.	...	10 11	...	...	11 45	...		...
167¼	Glen Thompson ES			–23	...	...	–14			
							P.M.			
		dep.	...	11 35–14	...	...	12 0	...		...
				P.M.						
178¼	Dunkeld ES ...	*arr.*	...	12 0	...	...	12 25	...	...	...
							Fol. 61			
		dep.	...	12 10	...	...	1 1	...		...
184¾	Montajup NC (See note, page 48) ...	*arr.*	...	...	...	...	...	...	19	...
		dep.	...	...	...	...	...	...	Goods	...
192	Strathkellar NC (See note page 48) ...	*arr.*	...	12 40	...	...	...	...	Mn.	...
									Wed.	
		dep.	...	12 42	...	...	...	...	Fri ‡	...
197½	**HAMILTON** ES	*arr.*	...	12 56–30	...	...	1 40	...	P.M.	...
		dep.	...		...	...		...	1 30	...
198¾	Coleraine Junction		...	...	...	...	...	...	1 35	...
213¼	Branxholme ES † W	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
221¼	*Condah* ○ † W	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
224¼	Myamyn NC ...		...	...	...	...	...	...	...	...
235¼	Heywood † W ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
249¼	Portland Freezing Coy's Siding NC		...	...	...	...	...	...	...	...
249¾	Wool Growers Co-op Sdg. NC		...	...	...	...	...	...	...	...
249¾	Portland Har. Exc. and Sorting Sidings	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
250¼	**PORTLAND** † W		...	...	...	...	...	...	...	...
			116G	61			47	20G	19	42G

To North Geelong

To North Geelong

To North Geelong

To Coleraine

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. ‡			181 Thro. Goods Sat. ‡
			P.M.	P.M.	P.M.	P.M.			P.M.
131	**ARARAT** ES W ...	*dep.*	...	...	...	2 15		...	4 20–22
136¾	Langi Logan NC ES	*arr.*	...	...	...	...		...	...–3G
	(See note, page 48)	*dep.*	...	...	...	2 31		...	4 36
		arr.	...	...	...	2 47—14 —3G, 22, —42G		...	...
144½	Maroona ES ...								...
		dep.	...	...	...	3 49		...	4 52
150¼	Calvert NC ...	...	...	...	...	...		...	...
						Sat. ‡	Mon. to Fri. ‡		
		arr.	...		...		4 13	...	5 14 —44
154½	Willaura ES ...	*dep.*	...		...	4 13	5 44–44, 34	...	5 24
162	Stavely NC ...	*arr.*	...		...	...	...	...	...
		dep.	...		...	...	...	...	...
167¼	Glen Thompson ES	*arr.*	...		...	4 43 —44	6 14–39, 50	...	...
		dep.	...		...	4 53	7 0–50 / 7 36–98	...	5 56
178½	Dunkeld ES ...	*arr.*	...		...	...	... / ...	...	...
		dep.	...		...	5 19	7 25 / 8 1	...	6 20
184¾	Moutajup NC ...	*arr.*	...		...	...	... / ...	...	...
	(See note, page 48)	*dep.*	...		...	...	... / ...	...	...
192	Strathkellar NC ...	*arr.*	...		...	...	... / ...	...	...
	(See note, page 48)	*dep.*	...		...	...	... / ...	...	...
		arr.	...		...	...	... / ...	...	...
197½	**HAMILTON** ES	*dep.*	3 35	4 30	5 15	5 58	8 4 / 8 38	...	6 57
198¼	Coleraine Junction ...		3 40	4 35	5 20			...	7 50
213¼	Branxholme ES † W	*arr.*				...	... / ...	...	7 55
		dep.	90M Goods Mon. to Fri. P.M.	5 9	5 43	...	... / ...	...	8 30
221¼	*Condah* ○ † W ...	*arr.*		...	...	...	... / ...	...	9 30
		dep.		5 27	5 58	...	... / ...	...	9 49
224½	Myamyn NC ...	...		...	...	...	... / ...	...	9 54
		arr.	...	6 3	6 24	...	... / ...	...	...
235¼	Heywood † W ...		–192, –75	—192	—192				
		dep.	5 5	6 36	6 35	...	... / ...	...	10 32
249¼	Portland Freezing Coy's. Siding NC	...	...	...		...	... / ...	...	...
249¾	Wool Growers' Co-op. Sdg. NC		...	...		...	... / ...	...	...
249¾	Portland Harbour Exc. and Sorting Sidings	*arr.*	...	7 10	To Dartmoor	...	... / ...	...	11 7
		dep.	...	8 0		...	... / ...	...	11 50
									Sun. ‡ A.M.
250¼	**PORTLAND** † W ...	*arr.*	5 37	8 15	...	...	... / ...	...	12 5
			90M	75	73	63	63 / 63		181

From Mount Gambier. — 192

To Warrnambool — Not to run when 42 runs

Not to run when 98 runs — Not to run when 98 or 54 runs — Not to run when 54 runs — 192

Not to run when 46G runs — 110

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. ‡)
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
131	**ARARAT** ES W ...	*dep.*	4 20–22	4 25–22	...	...	5 5-3G	5 5	6 35–34
136¾	Langi Logan NC ES ...	*arr.*	—3G	—3G	...	...	5 21-5G	5 21	—44
	(See note, page 48) ...	*dep.*	4 36	4 41	...	...	5 31	5 26-5G	6 51
		arr.	...	...	...	...	5 50	5 45	7 7
							-39, 34		-21G
144¼	Maroona ES ...						—44	—44	-35G
									-50
		dep.	4 52	4 57	...		6 10	6 10	8 10
150¼	Calvert NC		...	...	...	...	...	...	...
		arr.	...	...	...	...	...	...	...
154¼	Willaura ES ...								—98
		dep.			...	...		...	8 34
162	Stavely NC	*arr.*			...	...		...	...
		dep.			...	...		...	...
167¼	Glen Thompson ES	*arr.*			...	...		...	...–54
		dep.			...	...		...	9 4
178¼	Dunkeld ES... ...	*arr.*			...	...		...	...
		dep.			...	...		...	9 25
184¾	Moutajup NC ...	*arr.*			...	...			...
	(See note, page 48) ...	*dep.*			...	...			...
192	Strathkellar NC ...	*arr.*			...	...			...
	(See note, page 48)	*dep.*			...	...			...
		arr.			...	...			10 0
197¼	**HAMILTON** ES ...								Tue. to Fri. ‡ A.M.
		dep.			7 30	...			12 10–16
198¼	Coleraine Junct. ...				7 35	...			12 15
213¼	Branxholme ES † W ...	*arr.*			...	...			12 50
									–110
		dep.				...			1 14
221¼	*Condah* ○ † W ...	*arr.*				...			1 33
		dep.				...			1 38
224¼	Myamyn NC ...					...			...
235¼	Heywood † W ...	*arr.*				...			...
		dep.				10 30			2 16
249¼	Portland Freezing Coy's Siding NC					...			...
249¾	Wool Growers' Co-op. Siding NC					...			...
249¾	Portland Harbour Exc. and Sorting Sidings	*arr.*	...	...	...	...	...	...	2 52
		dep.	...	...	...	...	...	...	3 40
250¼	**PORTLAND** † W ...	*arr.*	...	...	...	11 2	...	...	3 55
			46G	46G	118W	105	48G	48G	9

To North Geelong. Not to run when 181 runs.

To North Geelong

To North Geelong

To Warrnambool

192.

Down.

Miles	STATIONS		156G Thro. Goods Mon. to Fri.	160G Thro. Goods Mon. to Fri. ‡	88G Fast. Goods Tue. to Fri.	88G Fast Goods Mon.	13 Thro. Goods Sun.	13 Thro. Goods Mon. to Thur. (Fri. ‡)
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
131	**ARARAT** ES W	*dep.*	7 30–44	9 35	10 20—98	Formed by	11 0	11 5
136¼	Langi Logan NC ES	*arr.*	... –21G	9 51–93		No 54 ex.	...	–54
	(See note, page 48)	*dep.*	7 46	10 4	10 34	Hamilton	11 16	11 21
		arr.	8 2	10 20	...	10 4	11 32	11 37
			—50,	-53,54,7,57				–57G, 7,53G
			—35G		—54	—54		–192,
144½	Maroona ES ...		—98	Tue to Sat ‡ A.M.			Mon. A.M.	Tue. to Fri. (Sat. ‡) A.M.
		dep.	9 20	12 40	10 48	10 45	12 35	1 7
150¼	Calvert NC ...		...	...	...	...	...	...
154½	Willaura ES ...	*arr.*	To Melbourne Yard via North Geelong	To North Geelong	To Melbourne Yard via North Geelong	To Melbourne Yard via North Geelong	12 59	1 31 —16
		dep.			From Adelaide		1 2	1 47
162	Stavely NC ...	*arr.*					...	...
		dep.					...	...
167¼	Glen Thompson ES	*arr.*					1 34	...
		dep.					1 37	2 19
178½	Dunkeld ES ...	*arr.*					2 2	...
		dep.					2 5	2 43
184¾	Moutajup NC ...	*arr.*					...	...
	(See note, page 48)	*dep.*					...	...
192	Strathkellar NC ...	*arr.*					...	...
	(See note, page 48)	*dep.*					...	...
		arr.					2 44	3 20
197½	**HAMILTON** ES							—196
		dep.						
198¼	Coleraine Junct.	...					...	...
213½	Branxholme ES † W	*arr.*					...	...
		dep.					...	...
221¼	*Condah* ○ † W ...	*arr.*					...	...
		dep.					...	...
224½	Myamyn NC ...	...					...	...
235½	Heywood † W ...	*arr.*					...	...
		dep.					...	...
249¼	Portland Freezing Coy's Siding NC		...	...	...	...	...	...
249¾	Wool Growers' Co-op. Siding NC		...	...	...	...	...	...
249¾	Portland Harbour Exchange and Sorting Sidings	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
250½	**PORTLAND** † W	*arr.*	...	...	...	...	...	...
			156G	160	88G	88G	13	13

Up

Miles	STATIONS			157G Thro. Goods Tue. to Sat. ‡	147 Fast Goods Tue. to Sat.	196 Goods Mon.	196 Thro. Goods Tue. to Sat. ‡	163G Thro. Goods Tue. to Sat. ‡		4 Roadside Goods Tue. to Sat. (Mon., ‡)
—	**PORTLAND** † W	*dep.*	...	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	...	...	...	...	...	...	...	...	...
1½	Portland Freezing Coy's Siding NC	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
15½	Heywood † W	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
26	Myamyn NC ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
29½	*Condah* ○ † W	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
37½	Branxholme ... † ES W	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
52½	Coloraine Junct.	...	...	...	...	...	...	...	...	...
53	**HAMILTON** ... ES	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	3 25	3 25 13, 7	...	...	4 0
58½	Strathkellar NC (See note, p. 48)	*arr.*	...	...	...	...	...	...	...	4 18
		dep.	...	...	...	...	...	...	...	4 23
65½	Moutajup NC (See note, p. 48)	*arr.*	...	...	...	...	...	...	...	4 43
		dep.	...	...	...	...	...	...	...	4 48
72	Dunkeld ES ...	*arr.*	...	...	...	4 12	...	...	...	5 8
		dep.	...	...	...	4 15	4 18–17	...	...	5 38–17
83½	Glen Thompson ES	*arr.*	...	...	...	4 40	...	...	...	6 6
		dep.	...	...	...	4 43	4 46	...	...	6 31
88½	Stavely NC ...	*arr.*	...	...	...	...	...	...	...	6 43
		dep.	...	...	...	...	...	...	...	6 53
96	Willaura ES	*arr.*	...	...	...	...	...	...	...	7 12–41
		dep.	...	...	...	5 10	5 14	...	...	7 31
100½	Calvert NC ...	*arr.*	...	...	...	...	...	...	...	7 43
		dep.	...	...	...	...	...	...	...	7 53
106¼	Maroona ES ...	*arr.*	...	3 51	...	...	5 41	7 57	...	8 10
					–41	–41	–41	–61G	...	–163,61
		dep.	...	4 17	5 21	5 37	6 9	8 37		9 2
113¾	Langi Logan ... NC ES	*arr.*	...	4 41	...	...	6 33	...		9 24
			...	–157		...	–116			–23
	(See note, p. 48)	*dep.*	...	5 1	5 40	5 59	6 52	9 1	...	9 40
119½	**ARARAT** ES W	*arr.*	...	5 20	5 54	6 15	7 10	9 17–23	...	9 55
				157G	147	196	196	163G		4

From North Geelong

From Melbourne Yard Via North Geelong

To Adelaide 116

From North Geelong

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

Miles	STATIONS			104 Goods Tue. to Fri. (Mon. ‡)	14 Roadside Goods Mon., to Sat. ‡	3G Goods Mon. to Sat.		26 Goods Tue., Thur. (Mon., Wed., Fri., Sat. ‡)	1W Goods Wed. (Mon., Tue., Thur. Fri. Sat. ‡)
				A.M.	A.M.	P.M.		P.M.	P.M.
—	**PORTLAND** †	*dep.*		4 10	...	...		...	...
¾	Portland Harbour Exchange and Sorting Sidings	*arr.*		...	...	...		...	...
		dep.		...	...	...		...	...
¾	Wool Growers' Co-op. Siding NC	...	...	...	...	...		...	...
1¼	Portland Freezing Coy's Siding NC	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
15¼	Heywood † W	*arr.*		4 45—1	...	...		...	...
		dep.	...		...	...		...	...
26	Myamyn NC ...	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
29¼	*Condah* ○ † W	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
37¼	Branxholme † ES W	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
52¼	Coleraine Junction	...	...	...	...	...		12 35	12 45
53	**HAMILTON** ES	*arr.*	...	...	...	...		12 40–41	12 50–41
		dep.	...	...	9 10	...		...	...
58½	Strathkellar NC (See note, p. 48)	*arr.*	...	...	9 28	...		...	...
		dep.	...	...	9 38	...		...	...
65¾	Moutajup NC (See note, p. 48)	*arr.*	...	...	9 53	...		...	...
		dep.	...	...	9 58	...		...	...
72	Dunkeld ES ...	*arr.*	...	...	10 18 —41	...		...	...
		dep.	...	...	11 1–23	...		...	...
83¼	Glen Thompson ES	*arr.*	...	...	11 30–61 P.M.	...		...	...
		dep.	...	...	12 5–47	...		...	...
88½	Stavely NC ...	*arr.*	...	...	12 17	...		...	...
		dep.	...	...	12 32	...		...	...
96	Willaura ES	*arr.*	...	...	12 51	...		...	...
		dep.	...	...	2 4–27	...		...	...
100½	Calvert NC ...	*arr.*	...	...	2 16	...		...	...
		dep.	...	...	2 26	...		...	...
106¼	Maroona ES ...	*arr.*	...	...	2 43 -42G -3G,63	2 45 -42G,63 -22,14		...	...
		dep.	...	...	3 12	4 1		...	...
113¾	Langi Logan NC ES (See note, p. 48)	*arr.*	...	...	...	4 23–46G		...	...
						Sat. —181	**Mon. to Fri.**		
		dep.	...	...	3 36	4 41	4 45	...	...
119½	**ARARAT** ES W	*arr.*	...	...	3 52	4 57 -48G	5 1 -48G	...	...
				104	**14**	**3G**	**3G**	**26**	**1W**

From Coleraine

From Warrnambo

From North Coolong

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 Mon. to Sat.	44 Thro. Goods Mon., Wed. (Tue., Thur., Fri. ‡)	44 Thro. Goods Sat. ‡	21G Through 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	...	...	...	...	...	...	...
¾	Wool Grower's Co-op. Siding NC		...	...	From Castorton	...	...	...	...	...
1¼	Portland Freezing Coy's Siding NC	*arr.*	...	...		...	...	...	...	...
		dep.	...	...		...	...	...	...	...
		arr.	9 25	8 35		11 5	11 49	...	...	...
							—89			
15¼	Heywood † W					P.M.				
			–13			–40	P.M.			
		dep.	10 3		...	12 5	12 30	...	...	...
26	Myamyn NC ...	*arr.*	...		...	...	...	...	...	...
		dep.	...		...		...	...	...	...
29¼	*Condah* ○ W †	*arr.*	10 53		...		1 22	...	...	...
		dep.	11 8		...		1 32	...	...	...
		arr.	11 27		12 30		1 53	...	...	...
37¼	Branxholme † ES W	*dep.*	11 52		12 50		2 30	...	...	
			P.M.							
52¼	Coleraine Junction ...		12 20		1 18		...	...	...	
53	**HAMILTON** ES	*arr.*	12 25–41, 61		1 23–61	To Mount Gambier	3 13	—27	—27	From North Geelong
		dep.					—27	3 25	3 25	
58¼	Strathkellar NC ... (See note, page 48)		...		...	...	...	...	...	...
65¾	Mountajup NC (See note, page 48)	*arr.*	...		...	...	...	...	...	...
		dep.	...		...	...	...	...	...	...
72	Dunkeld ES ...	...	...		...	...	...	4 12	4 18	...
83¼	Glen Thompson ES	*arr.*	...		...	...	...	...	—63	...
		dep.	...		...	...	...	4 36	4 46	...
88½	Stavely NC ...	...	...		...	...	...	...	...	...
96	Willaura ES	*arr.*	...		...	...	...	...	5 14	...
		dep.	...		...	...	...	5 2–63	5 29	...
100¼	Calvert NC ...	...	...		...	...	...	...	...	...
		arr.	...		...	...	...	5 24	5 57	6 5
										–9, 44
									–48G	
106¼	Maroona ES ...							–39, 34 –48G		
		dep.	...		...	...	...	6 22	6 15	7 12
113¾	Langi Logan ... NC ES (See note, p. 48)	*arr.*	...		...	...	...	6 46 —9	6 39 —9	...
		dep.	...		...	...	...	6 56	6 56	7 36
119¼	**ARARAT** ES W	*arr.*	...		...	...	...	7 14	7 14	7 52
			30A–30		18	89M	40	44	44	21G

Limited to a 3/5ths Ruling Grade load.

181

Up

Miles	STATIONS		21G Thro. Goods Mn. to Fri. ‡		35G Thro. Goods Sat. ‡	35G Thro. Goods Mon. to Fri. ‡	50 Thro. Goods **Mon. to Fri.**				98 Thro. Goods Mon. to Fri. ‡
—	**PORTLAND** †	*dep.*	P.M. ...	...	P.M. ...	P.M. ...	P.M. ...	...		...	P.M. ...
¾	Portland Harbour Exchange and Sorting Sidings	*arr.*	...	...	...	...	...	...		...	...
		dep.	...	...	...	...	...	...		...	...
¾	Wool Grower's Co-op. Sdg. NC	...	...	...	...	...	...	...	...	...	...
1¼	Portland Freezing Coy's. Sdg. NC	*arr.*	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...	...
15½	Heywood † W	*arr.*	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...	...
26	Myamyn NC ...	*arr.*	...	...	...	...	...	...	...	...	...
		dep.		...			...	...	...	...	...
29¼	*Condah* ○ † W	*arr.*		...			...	...	...	...	...
		dep.		...			...	...	...	...	...
37½	Branxholme † ES W	*arr.*		...			...	...	...	...	...
		dep.		...			...	...	...	...	...
52½	Coleraine Junct.	...		...			...	...	...	...	...
53	**HAMILTON** ES	*arr.*		...			...	...	...	...	...
		dep.		...			5 5	...	...	...	6 0
58½	Strathkellar NC (See note, page 48)	...	From North Coburg	...	From North Geelong	From North Geelong	...	...	...	...	...
65½	Moutajup NC (See note, p. 48)	*arr.*		...			...	...	...	...	...
		dep.		...			...	...	...	...	...
72	Dunkeld ES ...	*arr.*		...			...	...	...	...	6 51
		dep.		...			5 58	...	...	...	7 2–39
83½	Glen Thompson ES	*arr.*		...			6 26–63	...	...	...	...
		dep.		...			6 45–39	...	...	...	7 31–63
88½	Stavely NC ...	...		...			...	...	...	...	...
96	Willaura ES	*arr.*		...			...	...	...	...	7 59–9
		dep.		...			7 14	...	...	...	8 39
100¼	Calvert NC ...	...		...			...	...	...	...	...
106¼	Maroona ES ...	*arr.*	6 5 –9, 34 –44 –48G	...	7 14 –9	7 14 –156G,9	7 42 35G,9 156G	...	...	...	9 7 –156G
		dep.	7 12	...	7 55	8 36	8 7	...	...	...	9 35
113¾	Langi Logan NC ES (See note, page 48)	*arr.*	7 36 –156G	...	...	...	...	...	...	...	... –160
		dep.	7 51	...	8 19	8 52	8 31	...	...	...	9 59
119½	**ARARAT** ES W	*arr.*	8 9	...	8 35	9 14	8 47	...	...	...	10 15 –88G
			21G		**35G**	**35G**	**50**				**98**

Up

Miles	STATIONS		53G Thro. Goods Sat. ‡	115W Goods Mon. to Sat. ‡	32 Goods Mon. Wed., Fri. ‡		54 Thro. Goods Mon.			
—	**PORTLAND** †	*dep.*	P.M. ...	P.M. ...	P.M. ...	...	P.M. ...			...
¾	Portland Harbour Exchange and Sorting Sidings	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
¾	Wool Growers' Co-op. Siding NC	...	...	...	...	...	...			...
1¼	Portland Freezing Coy's. Sdg. NC	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
15¼	Heywood † W	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
26	Myamyn NC ...	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
29¼	*Condah* ○ † W	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
37¼	Branxholme † ES W	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
52¼	Coleraine Junct.	...	...	6 5	6 56	...	7 30			...
53	**HAMILTON** ES	*arr.*	...	6 10	7 2	...	7 35			...
		dep.	...	...	...	...	**Mon.** (Tue. to Sat. ‡) 7 40–39			...
58¼	Strathkellar NC (See note, page 48)	...	...	...	...	...	...			...
65¼	Moutajup NC (See note, p. 48)	*arr.*	...	...	...	...	...			...
		dep.	...	**53G** Thro. Goods Mon. to Fri. ‡ P.M. ...	...	...	...			...
72	Dunkeld ES ...	*arr.*	...		...	...	...			...
		dep.	...		...	...	8 29			...
83¼	Glen Thompson ES	*arr.*	...		...	...	8 56			...
		dep.	...		...	...	9 9–9			...
88¼	Stavely NC ...	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	...			...
96	Willaura ES	*arr.*	...	...	...	...	...			...
		dep.	...	...	...	...	9 38			...
100¼	Calvert NC ...	...	...	...	...	...	...			...
		arr.	9 48	10 4	...	...	10 4			...
106¼	Maroona ES ...			**–160, 54, 88G**			Sat. ‡	**Mon.**	Mon. to Fri ‡	
		dep.	10 1	10 53	...	...	10 30	10 45	10 53	...
113¼	Langi Logan NC ES (See note page 48)	*arr.*	...	11 17	...	...	...	To Melb. Yard as **No. 88** Fast Gds. via Cressy	11 17	...
				–13					**–13**	
		dep.	10 25	11 26B	...	...	10 54		11 26B	...
119¼	**ARARAT** ES W	*arr.*	10 41	11 42 **–7**	...	...	11 10		11 42 **–7**	...
			53G	**53G**	**32**		**54**	**54**	**54**	

From North Geelong

From Warrnambool

From Coleraine

From Hamilton Stock Siding

Not to run when **63** runs.

88G,65

B. Nos. **53G/54,** when **13** does not run to depart Langi Logan 11.17 p.m. Ararat arrive 11.33 p.m.

Up

Miles	STATIONS		117W Goods Tue. to Sat. ‡	57G Thro. Goods Sat. ‡	57G Thro. Goods Mon. to Fri.	192 Goods Sat. ‡	192 Thro. Goods Mon. to Fri.
—	**PORTLAND** † W ...	*dep.*	P.M. ...	P.M. ...	P.M. ...	P.M. 5 10–27	P.M. 5 45–27, 90M
¾	Portland Harbour Exchange and Sorting Sidings ...	*arr.*	...	...	...	5 25–75	...
		dep.	...	...	...	7 15	...
¾	Wool Growers' Co-op. Siding NC	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
1¼	Portland Freezing Coy's Siding NC	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
15¼	Heywood † W ...	*arr.*	...	...	...	...	6 24 –75, 73
		dep.	...	...	...	7 59	7 0
26	Myamyn NC ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
29¼	*Condah* ○ † W ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	8 48	7 52
37¼	Branxholme † ES W	*arr.*	...	...	...	9 7	...
		dep.	...	...	...	9 12–181	8 11
52¼	Coleraine Junct. ...		9 55	...	...	9 50	8 52
53	**HAMILTON** ES	*arr.*	10 0	...	...	9 55	8 57–63
		dep.	...	...	...	...	10 30–9
58½	Strathkellar NC ... (See note, page 48)		...	...	...	...	...
65¾	Moutajup NC ... (See note, page 48)	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
72	Dunkeld ES ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	11 23
83¼	Glen Thompson ES	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	11 51
88½	Stavely NC ...	*arr.*	...	...	...	...	A.M. ...
		dep.	...	...	...	...	...
96	Willaura ES ...	*arr.*	...	...	...	...	12 19
		dep.	...	...	...	...	12 34–7
100½	Calvert NC ...		...	...	...	...	...
106¼	Maroona ES ...	*arr.*	...	11 8 –92 Sun. ‡ A.M.	11 33–13 –7 Tue. to Sat. A.M.	...	1 2 –16 –13 –17, 101
		dep.	...	12 7	12 15	...	2 23
113¾	Langi Logan NC ... ES (See note, p. 48)	*arr.*	...	...	...	...	...
		dep.	...	12 31	12 39	...	2 47
119½	**ARARAT** ES W ...	*arr.*	...	12 47	12 55	...	3 3
			117W	57G	57G	192	192

From Warrnambool

From North Geelong

From North Geelong

On Tues. to Sat., depart Ararat 5.50 a.m., arrive Melbourne Yard 12.50 p.m.

Up

Miles	STATIONS		106 Goods Mon. to Fri.		16 Express Goods Mon. to Fri. (See note page 20)	16 Express Goods Sat. (See note page 20)	110 Thro. Goods Mon. to Sat. ‡
—	**PORTLAND** † W ...	*dep.*	P.M. 8 30–75	...	P.M. ...	P.M. ...	P.M. 9 0
¾	Portland Harbour Exchange and Sorting Sidings ...	*arr.*	...	...	...	...	9 15
		dep.	...	...	...	...	11 10
¾	Wool Growers' Co-op. Siding NC	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
1¼	Portland Freezing Coy's Siding NC	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
15¼	Heywood † W ...	*arr.*	9 5	...	9 31 From Mt. Gambier	10 46 From Mt. Gambier	...
		dep.	...	...	10 15	10 51	—53 11 54
26	Myamyn NC ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
							Tue. to Sun. ‡
							A.M.
29¼	*Condah* ○ † W ...	*arr.*	...	...	10 55	...	12 43
		dep.	...	...	11 0	11 30	12 48
37¼	Branxholme † ES W	*arr.*	...	...	...	...	—9
		dep.	...	...	11 17	11 44	1 9
						Sun.	
52¼	Coleraine Junct. ...	...	101G	...	11 47	A.M. 12 18	1 46
		arr.	Thro. Goods Tue. to Sat.	...	11 51—9 Tue. to Sat.		1 51
53	**HAMILTON** ES				A.M.		
		dep.	A.M.	...	12 5	1 15	...
58¼	Strathkellar NC (See note, page 48)	...	...	...	...	...	...
65¾	Moutajup NC ...	*arr.*	...	...	...	...	...
	(See note, page 48)	*dep.*	...	...	...	...	...
72	Dunkeld ES ...	*arr.*	...	...	...	...	...
		dep.	...	...	12 47	1 57	...
83¼	Glen Thompson ES	*arr.*	...	...	1 10	...	...
		dep.	...	...	1 15—7	2 18	...
88½	Stavely NC ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
96	Willaura ES ...	*arr.*	...	...	—13	...	...
		dep.	...	...	1 42	2 40	...
100¼	Calvert NC ...	...	...	...	...	...	...
		arr.	1 36 —17 –13,16 –192	...	... –101G –17,192	...	...
106¼	Maroona ES ...						
		dep.	2 52	...	2 2	3 0	...
113¾	Langi Logan NC ... ES (See note, p. 48)	*arr.*	...	...	...	...	...
		dep.	3 16	...	2 18	3 16	...
119¼	**ARARAT** ES W ...	*arr.*	3 32	...	2 30	3 30	...
			101G		16	16	110

From Melbourne Yard

On Tues. to Sats. departs Ararat 3.10 a.m., arrive Melbourne Yard 7.0 a.m.

Connects with **No. 90** to Melbourne

HAMILTON–COLERAINE.

Down

Miles from Melb.	STATIONS		17 Goods Tue. Thurs. (Mon. Wed. Fri. Sat. ‡)	19 Goods Mon. Wed. Fri. ‡
			A.M.	P.M.
197½	**HAMILTON** ES W	*dep.*	7 0	1 30
198¼	Coleraine Junction †	...	7 5	1 35
199½	Hamilton Live Stk. Sg. NC		...	...
205	Bochara NC ...	*arr.*	7 21	1 51
		dep.	7 31	2 1
210½	Wannon NC ...	*arr.*	7 45	2 16
	(See note) ...	*dep.*	8 5	2 36
215¾	Parkwood NC ...	*arr.*	8 24	...
		dep.	8 29	...
221¼	**COLERAINE** † W	*arr.*	8 44	3 11

Up

Mls.	STATIONS		26 Goods Tue., Thurs. (Mon. Wed. Fri. Sat. ‡)	32 Goods Mon. Wed. Fri. ‡	54 Thro. Goods Mon.
			A.M.	P.M.	P.M.
—	**COLERAINE** † W	*dep.*	10 40	5 0	...
5¼	Parkwood NC ...	*arr.*	11 4	5 24	...
		dep.	11 14	5 34	...
10¾	Wannon NC (See nte)	*arr.*	11 27	5 48	...
		dep.	11 52	6 13	...
			P.M.		
16¼	Bochara NC ...	*arr.*	12 7	6 28	...
		dep.	12 17	6 38	...
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

Miles from Melb.	STATIONS		29 Goods Mon., Wed., Fri. (Tue., Thur. Sat. ‡)	
			A.M.	
197½	**HAMILTON** ES W	*dep.*	4 30	...
213¼	**BRANXHOLME** E S † W	*arr.*	5 10	...
		dep.	6 0	...
223¾	*Grassdale* (See note)	*arr.*	6 30	...
		dep.	6 40	...
231¼	*Merino* ○ † ...	*arr.*	7 5	...
		dep.	7 40	...
236¾	Henty NC (See note)	*arr.*	7 55	...
		dep.	8 0	...
242½	*Sandford* (See note)	*arr.*	8 17	...
		dep.	8 37	...
245¼	**CASTERTON** † W	*arr.*	8 45	...

Up

Mls.	STATIONS		18 Goods Mon., Wed., Fri. (Tue. Thur. Sat. ‡)		
			A.M.		
—	**CASTERTON** † W	*dep.*	9 45	...	...
2¾	*Sandford* ...	*arr.*	9 53	...	...
		dep.	10 8	...	...
9	Henty NC (See note)	*arr.*	10 26	...	...
		dep.	10 31	...	...
14	*Merino* ○ † ...	*arr.*	10 48	...	...
		dep.	11 13	...	...
22¼	*Grassdale* (See note)	*arr.*	11 46	...	...
			P.M.		
		dep.	12 1	...	...
32	**BRANXHOLME** † ES W	*arr.*	12 30	...	...
		dep.	12 50	...	...
47¾	**HAMILTON** ES W	*arr.*	1 23	...	...

—61

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 Mlb.	STATIONS	7 Thro' Goods Mon. to Sat.	89 R'side Gds. Mon. to Fri.	73 Light Eng. Mon. to Fri.
	Up	a.m.	a.m.	p.m.
—	**PORTLAND** dep.	From Hamilton	10 30	From Hamilton
	† W			
235¼	**HEYWOOD** † W arr.	5 2	11 5	6 24
	" .. dep.	5 52	p.m. 12 5	6 35
	Down			
241	Sinclair Siding arr.	..	12 22	..
	NC dep.	..	12 27	
248	Lyons NC .. arr.	..	12 47	..
	" dep.	..	12 57	..
	Mileage 252 M54C dep.	..	..	..
254	Greenwald NC arr.	..	1 18	..
	" dep.	..	1 28	..
258	Winnap NC arr.	..	1 40	.. 16
	" dep.	..	1 50	..
261¼	*Dartmoor* ○ † W arr.	7 16	2 1	7 55
			—90	
	" dep.	7 21	3 0	
267	Marp NC .. arr.	..	3 18	
	" dep.	..	3 23	
274	Puralka NC .. arr.	..	3 45	
	" .. dep.	..	3 50	
279½	Rennick NC arr.	..	4 7	
	" .. dep.	..	4 12	
284	KromeliteNC(S.A.) arr.	..	4 28	
	" .. dep.	..	4 33	
287¾	MurrawaNC(S.A.) arr.	8 43	4 47	
	" dep.	8 45	4 49	
291¾	**MT. GAMBIER** † W (S.A.) (E.S.T.) arr.	9 0	5 3	
	(C.S.T.) .. arr.	8 30	4 33	

Bank locomotive for No. 16.

MOUNT GAMBIER-HEYWOOD

Mls.	STATIONS	90 R'side Gds. Mon. to Fri.	16 Express Goods Mon. to Fri.	16 Express Goods Sat.
	Up	p.m.	p.m.	p.m.
—	**MT. GAMBIER** † W (S.A.) (E.S.T.) dep.	12 45	6 25	7 45
4	Murrawa NC (S.A.) arr.	12 59	..	..
	" dep.	1 1	..	..
7¾	Kromelite NC (S.A.)	..	..	..
12¼	Rennick NC arr.	1 29	..	..
	" dep.	1 39	..	..
17¾	Puralka NC arr.	1 56	..	..
	dep.	2 6	..	..
	"			
24¼	Marp NC .. arr.	..	..	..
	" dep.	..	..	..
30¼	*Dartmoor* ○ † W arr.	2 46	8 0	..
		—89	—73	
	" .. dep.	3 20	8 5	9 20
33¾	Winnap NC.. arr.	3 29	..	..
	" dep.	3 39	..	..
37¾	Greenwald NC arr.	3 54	..	..
	" dep.	3 59	..	..
43¾	Lyons NC .. arr.	4 15	..	..
	" .. dep.	4 20	..	..
50¾	Sinclair Sdg. NC arr.	4 30	..	..
	" dep.	4 40	..	..
56½	**HEYWOOD** † W arr.	4 56	9 31	10 46
	" .. dep.	5 5	10 15	10 51
	Down	—192		
71¾	**PORTLAND** † W arr.	5 37	..	..
			To Melb. Yard arr. 7.0 a.m. Tue. to Sat.	To Ararat (Connect No. 90 to Melb.)

See notes pages 20, 205 also footnote "A".

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.

Down

Miles from Melb.	STATIONS		131 Goods Mon., Thur., Fri., Sat. ‡	27 Goods Tues.			
			A.M.	A.M.			
131	**ARARAT** ES W	*dep.*	...	4 0	...	...	...
		arr.	From Murtoa as No. 130	5 50	...	...	...
150	**STAWELL** ES W			—101, 14 —160			
		dep.	...	6 35	...	...	...
175	**LUBECK** ES †	*arr.*	4 58	8 10	...	...	...
		dep.	5 35	8 40	...	...	...
180¾	Jackson NC ...	*arr.*	...	9 5	...	...	...
		dep.	...	9 15	...	...	...
184¾	*Rupanyup* ○ † W	*arr.*	6 20	9 35	...	...	...
		dep.	6 50	10 35	...	...	...
190½	Burrum NC ...	*arr.*	...	11 1	...	...	...
		dep.	...	11 16	...	...	...
194½	Banyena NC	*arr.*	...	11 34	...	...	...
				P.M.			
		dep.	...	12 1	...	...	...
200	*Marnoo* W	*arr.*	8 0	12 25	...	...	...
		dep.	8 30	...	...	...	...
206½	**BOLANGUM** NC †	*arr.*	9 35	...	...	...	...

See Footnote

Up

Miles	STATIONS			130 Goods Mon., Thur. Fri., Sat. ‡	52 Goods Tues.		
				A.M.	P.M.		
...	**BOLANGUM** NC †	*dep.*	...	10 35	...	...	...
		arr.	...	11 40	...	...	
6½	*Marnoo* W ...			P.M.			
		dep.	...	12 15	1 30	...	...
12	Banyena NC ...	*arr.*	...	...	1 57	...	...
		dep.	...	...	2 9	...	...
16	Burrum NC	*arr.*	...	...	2 37	...	...
		dep.	...	...	2 49	...	...
21¼	*Rupanyup* ○ † W	*arr.*	...	1 35	3 15	...	...
		dep.	...	2 15	3 50	...	...
26¼	Jackson NC ...	*arr.*	...	...	4 10	...	...
			...				
		dep.	...	...	4 22	...	...
31½	**LUBECK** ES †	*arr.*	...	3 5	4 47	...	
		dep.	...	4 4A	5 33	...	...
56½	**STAWELL** E S W	*arr.*	...	6 20	7 56	...	...
		dep.	...	7 25	8 14	...	...
75½	**ARARAT** ES W	*arr.*	...	8 30A	9 15	...	...

See Footnote

A. Depart Lubeck 4.15 p.m. arrive Ararat 8.25 p.m. Saturday.

Note:—During the period 1st June to 30th November of each year, the section of the line MARNOO to BOLANGUM will be closed for all traffic (Secty's 69/4399).

Down — **HORSHAM–BALMORAL–HAMILTON**

Miles from Melb.	STATIONS		9 Goods Tue., Thur. to Sat. ‡	5 Goods Road-side Wed.	29 Goods Sat. ‡	7 Goods Tue., Fri., Sat. ‡	27 Goods Mon. ‡	3 Goods Wed. ‡	1 Goods 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	Not to run when **2** runs.	9 2	...	...
223½	Noradjuha NC ...	*arr.*	...	5 36	...		...	...	...
		dep.	...	5 56	...		...	...	...
230½	Jallumba NC ...	*arr.*	...	6 16	...		...	...	
		dep.	...	6 26	...		...	...	...
234½	Toolondo NC ...	*arr.*	...	6 39	...		...	...	...
		dep.	...	6 54	...		...	...	...
240½	Joffries NC ...	*arr.*	...	7 14	...		...	...	...
		dep.	...	7 24	...		...	...	...
245½	Kanagulk NC ...	*arr.*	...	7 42	...		...	...	...
		dep.	...	7 52	...		P.M.	...	...
253½	**BALMORAL** † W ...	*arr.*	...	8 17	...	...	12 45	...	...
		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	Not to run when **23** runs.	2 15	...	...	...
				P.M.					
		dep.	11 45	12 15		2 30	...	4 45	...
283	Kyup NC	*arr.*	...	12 29		...	...	...	...
		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 Goods Tue., Fri., Sat. ‡	30 Goods Sat. ‡	12 Road-side Goods Thur.	28 Goods Mon. ‡	8 Goods Tue., Thur. to Sat. ‡	2 Goods Mon., Fri. ‡	6 Goods 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.*	...	...	8 21	...	...	...	...
		dep.	...		8 26		...	...	...
209	Kyup NC	*arr.*	...		8 44		...	...	...
		dep.	...		8 49		...	...	...
213½	*Cavendish*	*arr.*	8 42	Not to run when **24** runs.	9 2	Not to run when **6** runs.	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		...	...	...
238½	**BALMORAL** † W ...	*arr.*	10 30	...	11 22	...	...	4 0	...
					P.M.				
		dep.	...	11 30	12 22	2 30	...	...	...
246½	Kanagulk NC ...	*arr.*	...	...	12 46	...	...	...	...
		dep.	...	...	1 6	...	...	...	...
251½	Joffries NC ...	*arr.*	...	...	1 24	...	...	...	...
		dep.	...	...	1 29	...	...	...	...
257½	Toolondo NC ...	*arr.*	...	...	1 49	...	...	...	...
		dep.	...	...	2 4	...	...	...	...
261½	Jallumba NC ...	*arr.*	...	...	2 16	...	...	...	...
		dep.	...	...	2 31	...	...	...	...
268½	Noradjuha NC ...	*arr.*	...	...	2 48	...	...	...	...
		dep.	...	P.M.	3 3	...	...	...	...
275	East Natimuk † NC ...	*arr.*	...	2 0	3 19	5 5	...	Not to run when **7** runs.	...
		dep.	...	2 15	4 15	5 20	...		...
288½	**HORSHAM** W † ...	*arr.*	...	3 10	4 55	6 0	...	...	...

For full service between Horsham and East Natimuk, see pages 70 and 71.

MURTOA–HOPETOUN–PATCHEWOLLOCK

Passenger Service

Down

Miles	STATIONS		11 PASS. MON., WED., FRI., SAT.	15 PASS. TUES., THUR.
			A.M.	P.M.
—	**MELBOURNE** W	*dep.*	9 10	1 30
			P.M.	
		arr.	2 34	6 35
			Diesel Elec. Rail Motor & "C" Brakevan Mon., Wed., Fri., Sat.	**Dsl. Elec. Rail Mtr. & "C" B'kevan Tues., Thur.**
185½	**MURTOA** ES W			
		dep.	3 5	6 50
190¾	Coromby NC	*arr.*	...	...
	(See footnote)	*dep.*	3 14	6 59
		arr.	3 25	7 10
198¼	Minyip ES ...			
		dep.	3 27	7 13
202½	Nullan NC ...	*arr.*	...	...
		dep.	3 35	7 21
		arr.	3 41	7 27
206¾	*Sheephills* ○ ES...			
		dep.	3 43	7 30
		arr.	3 58	7 45
			Diesel Elec. Rail Motor	**Dsl. Elec. Rail Mtr.**
			Mon., Wed., Fri. / **Sat.**	
216½	**WARRACKNA-BEAL** ES W			
		dep.	4 3 / 4 8	7 50
217	B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC		... / ...	...
217½	Warracksde NC ...		... / ...	...
221¼	Batchica Siding NC	*arr.*	... / ...	...
		dep.	... / ...	...
		arr.	... / ...	...
225¼	Lah NC ...			
		dep.	4 18 / 4 23	8 5
229	Brim ES † ...	*arr.*	4 24 / 4 29	8 11
		dep.	4 26 / 4 31	8 14
234¾	*Galaquil*	*arr.*	... / ...	...
		dep.	4 37 / 4 42	8 25
238¾	Boulah † ...	*arr.*	4 44 / 4 49	8 32
		dep.	4 46 / 4 51	8 35
239	Thomas' Siding NC	...	... / ...	...
246	*Rosebery*	*arr.*	... / ...	...
	(See footnote)	*dep.*	4 59 / 5 4	8 48
249	Goyura NC	*arr.*	... / ...	...
		dep.	... / ...	...
		arr.	5 15 / 5 20	9 5
254½	**HOPETOUN** † W			—5
		dep.	... / ...	...
271¾	Yarto NC	*arr.*	... / ...	...
		dep.	... / ...	...
281½	*PATCHEWOLLOCK*† W	*arr.*	... / ...	...

Up

Miles			6 Dsl. Elec. Rail Mtr. Tues., Thurs., Sat.	8 Dsl. Elect. Rail Mr. Mon., Wed., Fri.
			A.M.	P.M.
—	*PATCHEWOL-LOCK* †W ...	*dep.*	...	...
9¾	Yarto NC	*arr.*	...	...
		dep.	...	...
27	**HOPETOUN** † W	*arr.*	...	...
		dep.	6 35	12 25
32½	Goyura NC	*arr.*	...	...
		dep.	...	...
35½	*Rosebery* ...	*arr.*	...	...
	(See footnote)	*dep.*	6 50§	12 40
42½	Thomas' Siding NC ...		...	...
42¾	Boulah † ...	*arr.*	...	...
		dep.	7 3	12 53
46¾	*Galaquil* ...	*arr.*	...	...
		dep.	§	1 1
52½	Brim † ES ...	*arr.*	...	...
		dep	7 22	1 12
56¼	Lah NC ...	*arr.*	...	...
		dep.	§	1 19
60¼	Batchica Siding NC		...	...
64	Warracksde NC ...		...	...
64½	B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC		...	...
		arr.	7 45	1 35
			Dsl. Elec. Rail Mtr. & "C" B'kevan	**Dsl. Elec. Rail Mtr. & "C" B'kevan**
65	**WARRACKNA-BEAL** ES W	*dep.*	7 50—10	1 40
		arr.	...	...
75	*Sheephills* ○ ES			—9
		dep.	8 6	1 56
79	Nullan NC	*arr.*	...	...
		dep.	§	§
		arr.	...	...
83¼	Minyip ES ...		—5	
		dep.	8 21	2 11
90¾	Coromby NC	*arr.*	...	...
	(See footnote)	*dep.*	§	2 23
		arr.	8 45—1	2 35
			PASS. TUES., THURS., SAT.	**PASS. MON., WED., FRI.**
96¼	**MURTOA** ES W			
		dep.	P.M. 9 0	2 56
281½	**MELBOURNE** W	*arr.*	2 0	8 0

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 Wed., Fri. (Mon., Thurs., Sat. ‡)		7 Goods (Mon. ‡)	1 Goods Tue. (Thur., Sat. ‡)	9 Goods Mon. (Wed. to Sat ‡)
				A.M.		A.M.	A.M.	A.M.
185¼	**MURTOA** ES W ...	*dep.*	...	7 15	...	8 0	9 0	11 10–10
190¾	Coromby NC ...	*arr.*	...	7 29	...	8 14	9 14	...
	(See note, page 67)	*dep.*	...	7 39	...	8 24	9 24	...
		arr.	...	7 57—2	...	8 42	9 42	11 40–4
198¼	Minyip ES					—2	–10	P.M.
		dep.	...	8 26	...	9 22	10 7	12 26
202¼	Nullan NC	*arr.*	...	8 41	...	9 34	10 19	...
		dep.	...	8 51	...	9 44	10 29	...
206¼	*Sheephills* ○ ES ...	*arr.*	...	9 4	...	9 55	10 40A	12 50
				—10			—4	—3
		dep.	...	9 19	...	10 30	11 0	2 1
216¼	**WARRACKNABEAL** ES W ...	*arr.*	...	9 44–4	...	10 55–4	11 25	2 30
				Wed., Fri.				
		dep.	...	10 40	...	...	...	...
217	B.P., H. C. Sleigh and Mobil Oil Coy.'s Sdg. NC ...		...	...	...	...	...	...
217¼	Warracknabeal NC		...	...	...	...	...	...
221¼	Batchica Siding NC ...		...	...	...	...	...	...
225¼	Lah NC	*arr.*	...	11 3	...	...	...	...
		dep.	...	11 13	...	...	...	...
229	Brim ES † ...	*arr.*	...	11 25	...	...	...	...
		dep.	...	11 45	...	...	...	...
234¼				P.M.				
	Galaquil	*arr.*	...	12 2	...	...	...	...
		dep.	...	12 12	...	...	...	...
238¾	Beulah †	*arr.*	...	12 22	...	...	...	...
				–8				
239		*dep.*	...	1 22	...	...	...	...
246	Thomas' Siding NC ...		...	...	...	...	...	...
	Rosebery	*arr.*	...	1 45	...	...	...	...
249	(See note, page 67)	*dep.*	...	1 55	...	...	...	...
	Goyura NC ...	*arr.*	...	2 4	...	...	...	...
		dep.	...	2 14	...	...	...	...
254¼		*arr.*	...	2 30	...	...	...	...
	HOPETOUN † W ...			Wed.				
271¾		*dep.*	...	3 30	...	...	...	...
	Yarto NC	*arr.*	...	4 29	...	...	...	...
281¼		*dep.*	...	4 39	...	...	...	...
	PATCHEWOLLOCK † W	*arr.*	...	5 10	...	...	...	...

A. No. 1 when **No. 4** runs, departs Sheephills 11.30 a.m.; arrive Warracknabeal 11.55 a.m.

For running of additional goods services between Murtoa and Patchewollock during the Wheat season, see pages 138 and 139.

Goods Service.

Up

Miles	STATIONS		2 Goods Mon., Fri. (Wed. ‡)	10 Goods Tues. (Wed. to Sat. ‡)	4 Goods Wed.	26 Goods Fri.		
			A.M.	A.M.	P.M.	P.M.		
—	*PATCHEWOLLOCK* † W ...	*dep.*	...	...	6 20	...	...	...
		arr.	...	...	6 50	...	...	...
9¼	Yarto NC	*dep.*	...	...	7 0	...	...	...
		arr.	...	...	7 45	...	...	...
					Thur.			
27	**HOPETOUN** † W				A.M.			
		dep.	...	...	7 10	5 25	...	...
		arr.	...	...	...	5 42	...	...
32½	Goyura NC	*dep.*	...	...	...	5 52	...	...
35½	*Rosebery*	*arr.*	...	...	...	6 2	...	...
	(See note, page 67) ...	*dep.*	...	...	...	6 12	...	...
42½	Thomas' Siding NC		...	...	...	...	...	...
42¾	Beulah †	*arr.*	...	...	7 54	6 32	...	...
		dep.	...	...	8 14	6 52	...	...
46¼	*Galaquil*	*arr.*	...	...	...	7 5	...	...
		dep.	...	...	8 27	7 15	...	...
52½	Brim † ES	*arr.*	...	...	8 43	7 31	...	...
		dep.	...	...	9 3	8 0	...	...
56½	Lah NC	*arr.*	...	...	9 14	8 11	...	...
		dep.	...	...	9 29	8 21	...	...
60½	Batchica Siding NC		...	...	...	...	...	...
64	Warracknabeal NC		...	...	...	...	...	...
64½	B.P., H. C. Sleigh and Mobil Oil Coy's. Sdg. NC		...	...	...	...	...	...
		arr.	...	...	9 55–**5, 7**	8 45	...	...
					Thur.			
65	**WARRACKNABEAL** ES W				(Mon., Wed., Fri., Sat. ‡) a.m.			
		dep.	6 50	8 15	11 0–**7**	...	...	...
		arr.	7 15	8 40	11 25	...	...	...
75	*Sheephills* ○ ES			—**5**	—**1**			
		dep.	7 35	9 10	11 45	...	...	...
79	Nullan NC	*arr.*	7 47	...	...	...	...	...
		dep.	7 57	...	11 57	...	...	...
					P.M.			
		arr.	8 9	9 33	12 10	...	...	...
83¼	Minyip ES		—**7, 5**	—**1**	—**9**			
		dep.	8 49	10 15	12 45	...	...	...
90¾	Coromby NC	*arr.*	9 8	...	...	...	...	...
	(See note, page 67)	*dep.*	9 18	10 34	1 4	...	...	...
96¼	**MURTOA** ES W	*arr.*	9 35—**9**	10 50—**9**	1 20	...	...	...

For running of additional goods services between Murtoa and Patchewollock during the Wheat season, see pages 138 and 139.

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., Wed., Thur., Fri. ‡
			A.M.	A.M.	A.M.	A.M.	A.M.		A.M.	P.M.
—	**MELBOURNE** W	*dep.*	...	...	...	...	...	...	...	...
		arr.	...	...	...	...	...	...	...	...
203¼	**HORSHAM** ES W †									
		dep.	2 0	4 10	6 0	6 0	8 15	...	7 0	1 10
208	Remlaw Siding NC	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	7 14	...
211¼	Vectis NC ... ... (See note)	*arr.*	...	...	...	...	...	...	7 23	...
		dep.	...	...	...	...	...	...	7 33	...
214	Quantong NC ... (See note)	*arr.*	...	4 39	...	...	...	...	7 41	...
		dep.	...	4 49	...	...	...	...	7 51	...
217	East Natimuk † NC	*arr.*	2 40	4 59	6 37	6 37	8 52	...	8 1	1 55
		dep.	2 45	5 19	6 45	6 47	9 2	...	8 16	2 10
		arr.	2 52	...	6 53	...	...	...	8 23	2 18
218¼	Natimuk † W ...									—24, 6
		dep.	3 7	...	7 30	...	...	...	9 10	2 58
223¼	Arapiles NC ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	9 24	...
227¼	Mitre NC (See note)	*arr.*	...	...	...	...	...	...	9 36	...
		dep.	...	...	...	...	...	...	9 51	...
232¼	Duffholme NC ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	10 8	...
238¼	*Gymbowen* (See note)	*arr.*	...	...	...	...	...	...	10 25	...
		dep.	...	...	...	...	...	...	10 40	...
		arr.	4 50	To Hamilton	10 30	To Balmoral	To Balmoral	...	11 0	4 30
245¼	**GOROKE** †								**Tues.** (Mon., Wed., Fri. ‡)	
		dep.	5 50	...	...	...	...	...	11 45	...
251¼	*Mortat*	*arr.*	...	...	...	...	...	...	...	...
									P.M.	
		dep.	...	...	...	...	...	...	12 3	...
254¼	**CARPOLAC** NC † ...	*arr.*	6 25	...	...	...	...	...	12 15	...
			21	**5**	**23**	**29**	**27**		**9**	**15**

Not to run when 29, 22 or 9 runs.

Not to run when 23 runs.

Not to run when 22 runs.

Vectis or Quantong, Mitre or Gymbowen may be opened as an Intermediate Block Post as required ; see General Appendix for Instructions.

Up — Goods Service

Miles	STATIONS		22 Goods Mon. ‡	30 Goods Sat. ‡	24 Goods Mon., Sat. ‡	6 Roadside Goods Thur.	12 Road-side Goods Thur.	6 Roadside Goods Tues., (Mon., Wed., Fri. ‡)	28 Goods Mon. ‡	18 Goods Mon., Wed., Thur., Fri. ‡
—	**CARPOLAC** NC † ...	*dep.*	A.M. 6 55	P.M.	Noon	P.M.	P.M.	P.M. 12 40	P.M.	P.M.
3¼	*Mortat*	*arr.*	7 7	Not to run when 23 or 9 runs	...	...	...	12 52	...	...
		dep.	7 17	From Balmoral	...	...	...	1 2	...	...
9	**GOROKE** † ...	*arr.*	7 39	Not to run when 24 runs	...	...	...	1 24	...	...
		dep.	8 10		12 0	12 15	...	1 55		5 40
15¾	*Gymbowen* (See note, page 70)	*arr.*	...		...	12 35		2 14		...
		dep.	...		P.M.	1 0		2 39		...
21¼	Duffholme NC ...	*arr.*	...		...	1 18		2 57		...
		dep.	...		...	1 28		3 7		...
26¼	Mitre (See note, page 70)	*arr.*	...		...	1 42		3 21		...
		dep.	...		...	1 52		3 31		...
			...		...	...				...
30¾	Arapiles NC ...	*arr.*	...		...	...		...		...
		dep.	...		...	2 4		3 43		...
35¾	Natimuk † W ...	*arr.*	10 10		2 0	2 18		3 57		7 15
		dep.	10 30		2 35–15	3 3–15		4 42		7 40
37½	East Natimuk NC †	*arr.*	10 40	2 0	...	3 11	3 19	4 50	5 5	7 50
		dep.	10 55	2 15	2 45	3 26	4 15	5 5	5 20	7 53
40½	Quantong NC (See note, page 70)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	3 36	...	5 15	...	...
43¼	Vectis NC (See note, page 70)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	3 45	...	5 24	...	...
		arr.	...	...	...	...	...	...	...	...
46½	Remlaw Siding NC	*dep.*	...	...	...	3 54	...	5 33	...	...
51½	**HORSHAM** ES W ...	*arr.*	11 50	3 10	3 45	4 10	4 55	5 50	6 0	8 40
		dep.	...	...	...	...	...	...	...	...
254½	**MELBOURNE** W ...	*arr.*	...	...	...	...	...	...	...	...
			22	30	24	6	12	6	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. ‡		
			A.M.	A.M.	A.M.	A.M.	A.M.		
224¾	**DIMBOOLA** † W	dep.	4 0	4 0	4 0	6 30	8 30	...	...
231¼	Arkona NC	arr.	...	...	...	...	...	...	...
		dep.	...	4 30	...	...	...	...	...
235¾	*Antwerp*	arr.	...	...	...	...	...	...	...
		dep.	...	4 47	...	...	...	...	...
242	*Tarranyurk*	arr.	...	...	...	...	...	...	...
		dep.	...	5 11	...	...	...	...	...
247¾	**JEPARIT** † W	arr.	5 28	5 33	5 28	7 41	9 58	...	...
		dep.	5 43	6 3	6 13	8 12–6	10 38	...	...
255	Ellam NC	arr.	To	...	...	...	To	...	...
		dep.	Yanac	6 37	...	...	Yanac	...	...
259	Pullut NC	arr.	...	...	...	...	...	...	...
		dep.	...	6 56	...	...	...	...	...
266¼	**RAINBOW** †	arr.	...	7 20	7 26	9 13	...	...	...
		dep.	...	...	7 56	9 58	...	...	...
272¼	Albacutya NC	arr.	...	...	8 21	10 12	...	...	...
		dep.	...	...	8 36	10 27	...	...	...
276¾	*YAAPEET* †	arr.	...	...	8 55	10 46	...	...	...

Not to run when 2 runs.

Miles	STATIONS		6 Goods Mon.	4 Goods Wed.	2 Goods Thur. (Tue., Fri., Sat. ‡)	12 Goods Wed., Fri. ‡	14 Goods Fri. ‡	
	Up		A.M.	A.M.	A.M.	P.M.	P.M.	
—	*YAAPEET* † ...	dep.	...	...	10 30	12 30	...	...
4½	Albacutya NC ...	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
10½	**RAINBOW** † ...	arr.	...	From	11 16	1 16	...	...
		dep.	9 0	Yanac	11 50	1 46	...	...
					P.M.		From	
17¾	Pullut NC ...	arr.	...	...	...	...	Yanac	...
		dep.	9 28	...	...	...	...	...
21¾	Ellam NC ...	arr.	...	...	...	...	...	...
		dep.	9 43	...	...	...	...	...
29	**JEPARIT** † W ...	arr.	10 10	11 0	12 57	3 8	5 14	...
		dep.	10 35	11 20	1 22	3 33	5 35	...
34¾	*Tarranyurk* ...	arr.	...	...	...	...	...	...
		dep.	10 56	11 41	...	...	...	...
				P.M.				
41½	*Antwerp* ...	arr.	...	...	...	...	...	...
		dep.	11 17	12 2	...	...	...	...
45½	Arkona NC ...	arr.	...	...	...	...	...	...
		dep.	11 32	12 19	...	...	...	...
52	**DIMBOOLA** † W ...	arr.	11 57	12 45	2 45	4 55	7 0	...

Not to run when 11 runs.

Down — **JEPARIT–YANAC.** — **Up**

Miles from Melb.	STATIONS		7 Goods Wed.	13 Goods Fri. ‡	Miles	STATIONS		4 Goods Wed.	14 Goods Fri. ‡
			A.M.	A.M.				A.M.	P.M.
224¾	**DIMBOOLA** † W ...	dep.	4 0	8 30	—	*YANAC* † W ...	dep.	9 0	2 45
247¾	**JEPARIT** † W ...	arr.	5 28	9 58	12¼	*Netherby* ...	arr.	9 39	3 24
		dep.	5 43	10 38			dep.	9 54	3 39
255½	Dotpa NC	arr.	...	11 11	18¼	*Lorquon* ...	arr.	...	3 58
		dep.	6 16	11 26			dep.	10 13	4 13
				P.M.	24¼	Dotpa NC ...	arr.	...	4 33
261½	*Lorquon*	arr.	...	12 7			dep.	10 33	4 48
		dep.	6 47	12 22	32	**JEPARIT** † W ...	arr.	11 0	5 14
267½	*Netherby*	arr.	7 12	12 47			dep.	11 20	5 35
		dep.	7 27	1 2				P.M.	
279¾	*YANAC* † W ...	arr.	8 10	1 47	55	**DIMBOOLA** † W ...	arr.	12 45	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*
2¼	*South Kensington* ○ ...		...	*	*	...	...	*	*
3¼	Footscray		...	6 17	6 40	...	...	7 14	7 39
4	*Seddon* ○		...	*	*	...	...	*	*
4¾	Yarraville		...	*	*	...	...	*	*
5¾	Spotswood		...	*	*	...	...	*	*
6½	Newport ...	*arr.*	...	...	...	...	...	...	...
		dep.	...	6 24	6 48	6 48F	...	7 21	7 47
8¼	Altona Junction ...		...	6 27*	6 51*	6 58*	...	7 24*	7 50*
8¾	Paisley NC		...	*	6 55	*	...	7 27	*
11¼	Galvin NC		...	*	7 0	*	...	7 32	7 56
13	*Laverton* ○		...	6 38	7 4	7 8*	...	7 36	8 0
13¾	Aircraft NC		...	6 42	7 7	*	...	7 39	8 3
19¾	**WERRIBEE** W	*arr.*	...	6 52–15	7 17	7 18–80	From Ballarat	7 50	8 15–14
		dep.	...	...	...	...		8 0 ● –28	...
21	Werribee Racecourse NC		...	...	...	...		...	...
24¾	*Manor* ○ ...	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		8 7‡	...
29½	*Little River* ○	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		8 15–15	...
35¾	Lara ...	*arr.*	...	...	...	...	...	...—2, 24	...
		dep.	...	...	...	...	...	8 24	...
39¾	Corio ...	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	8 31	...
41¾	*North Shore*		...	...	...	...	...	8 37	...
—	North Geelong "A" Box		...	...	...	...	...	...	...
43½	North Geelong ...		...	...	...	...	8 20	8 42	...
45	**GEELONG** ES W	*arr.*	...	...	...	...	8 25	8 46	...
		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.

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	*dep.*	...	...	...	9 15	...	...
	(Spencer St.) W	*dep.*	7 33	7 57	8 25	9 18	9 36	9 36
1	North Melbourne...	...	7 36*	8 0*	8 28*	9 21	9 39*	9 39*
2½	*South Kensington* ○	...	*	*	*	*	*	*
3½	Footscray ...	...	7 42	8 6	8 33*	9 26	9 45*	9 45*
4	*Seddon* ○ ...	...	*	*	*	9 28	*	*
4¾	Yarraville ...	...	*	*	*	9 30	*	*
5¾	Spotswood ...	...	*	*	*	9 32	*	*
6½	Newport ...	*arr.*	...	...	...	9 34c 280 HP Diesel Rail Car	...	...
		dep.	7 49	8 14	8 38*	9 38	9 51	9 53
8½	Altona Junction ...	...	7 52*	8 17*	8 41*	9 41*	9 54*	9 56*
8¾	Paisley NC ...	...	7 55	8 20	*	9 44	*	*
11¼	Galvin NC ...	...	8 1	8 26	*	9 50	*	*
13	*Laverton* ○ ...	...	8 5	8 30	8 46*	9 54	10 1*	10 5
13¾	Aircraft NC ...	...	8 8	8 33	*	9 57	*	10 8
19¼	**WERRIBEE** W ...	*arr.*	8 18	8 43–35	...	10 7–39	...—21	10 19
		dep.			8 52*–33		10 13	...
21	Werribee Racecourse NC ...		...	...	...	...	...	...
24¾	*Manor* ○ ...	*arr.*	...	...	...	...	...—24	...—24
		dep.	...	...	8 57*	...	10 21*	10 25*
29½	*Little River* ○ ...	*arr.*	...	...	...–15, 2 –32	...	... –164	... –164
		dep.	...	...	9 1*	...	10 28*	10 30*
35¼	Lara	*arr.*	...	...	... —24	...	... —15	...
		dep.	...	...	9 7*	...	10 37	10 38
39¼	Corio	*arr.*	...	...	...	...	...	...
		dep.	...	...	9 10*	...	10 43*	10 45
41¾	*North Shore* ...	...	...	...	*	...	*	*
—	North Geelong "A" Box ...		...	...	...	...	...	...
43½	North Geelong ...	...	...	...	9 15*	...	10 49*	10 53*
45	**GEELONG** ES W	*arr.*	...	...	9 20R PASS.	...	10 53	10 57
		dep.	...	...	9 35	...	...	...
	Continued on ...	...	...	...	Page 79	...	...	...
			19	33	35	21	39	37

c—Change trains. R—Refreshments

Monday to Saturday

Down

Miles	STATIONS		43 Diesel Elec. Rail Motor & Trailer Mon. to Fri.	45 EXPRESS 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*
2¼	*South Kensington* ○ ...	...	*	*	*	12 33	*
3½	Footscray	...	11 8*	12 23*	12 31*	12 36	12 58*
4	*Seddon* ○	...	*	*	*	12 38	*
4¾	Yarraville	...	*	*	*	12 40	*
5¾	Spotswood	...	*	*	*	12 42	*
		arr.	...	...	...	12 44c	...
6½	Newport					**280 H.P. Diesel Rail Car**	
		dep.	11 15	12 28*	12 38	12 49	1 5
8¼	Altona Junction ...	...	11 18*	12 31*	12 41*	12 52*	1 8*
8¾	Paisley NC	...	*	*	12 44	12 55	*
11¼	Galvin NC	...	*	*	12 49	1 1	*
13	*Laverton* ○	...	11 29	12 37*	12 53	1 5	1 13*
13¾	Aircraft NC	...	*	*	12 56	1 8	*
		arr.	...	...	...	1 18–**112**	...—**85**
19¾	**WERRIBEE** W ...						
		dep.	11 43	12 46*	1 7	...	1 23
21	Werribee Racecourse NC	...	...	...	...	...	...
		arr.	...	12 52*	...	...	...
24¾	*Manor* ○			—**44**			
		dep.	11 51*	12 55	1 14*	...	1 29*
		arr.	...	...	...	...	...
29¼	*Little River* ○ ...			—**89**	—**89**		—**86**
		dep.	11 58*	1 3*	1 23	...	1 37
			P.M.				
		arr.	...	...	...	...	...
35¼	Lara		–**42**		—**86**		—**40**
		dep.	12 6*	1 9*	1 33	...	1 46
		arr.		...	...	...	...
39¾	Corio	*dep.*	12 12*	1 13*	1 40	...	1 53
41¾	*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.

Monday to Saturday

Down

Miles	STATIONS		201 PASS. SAT.	57 280 H.P. Diesel Rail Car and Trailer Mon. to Thur. Two 280 H.P. D.R.C. Fri.	93 280 H.P. Diesel Rail Car Mon. to 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*	...
2¼	*South Kensington* ○		*	*	*	*	...
3¼	Footscray		2 13*	2 29	3 9	3 53	...
4	*Seddon* ○		*	*	*	*	...
4¾	Yarraville		*	*	*	*	...
5¾	Spotswood		*	*	*	*	...
6½	Newport	*arr.*	...	...	...	...	...
		dep.	2 19	2 36	3 16	4 1	...
8¼	Altona Junction		2 22*	2 39*	3 19*	4 4*	...
8¾	Paisley NC		*	2 42	3 22	4 7	...
11¼	Galvin NC		*	2 46	3 27	4 12	...
13	*Laverton* ○		2 29	2 50	3 31	4 16	...
13¾	Aircraft NC		*	2 53	3 34	4 19	...
19¼	**WERRIBEE** W ...	*arr.*	... —169 —51	... —86	3 42	4 28—63	...
		dep.	2 38	3 3	...	...	...
21	Werribee Racecourse NC ...		...	...	...	...	...
24¾	*Manor* ○	*arr.*	...	...	...	...	...
		dep.	2 45*	3 10	...	...	From Ballarat
29½	*Little River* ○ ...	*arr.*	...—49 —188	...	...	...	
		dep.	2 50*	3 18	...	...	
35¾	Lara	*arr.*	...	...	...	...	
		dep.	2 57*	3 28	...	...	...
39¾	Corio	*arr.*	...	...	...	...	...
		dep.	3 2*	3 35	...	...	...
41¾	*North Shore*		*	3 40	...	...	...
—	North Geelong "A" Box ...		...	...	...	...	...
43½	North Geelong		3 8	3 45	...	...	4 48
45	**GEELONG** ES W ...	*arr.*	3 15	3 50	...	...	4 52
		dep.	...	...	...	...	...
	Continued on		...	...	...	...	...
			201	57	93	61	30B

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. & Trailer Sat.		73 EXPRESS 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* ○	*	*	*	*	*	...	*
3½	Footscray	4 9*	4 36	5 18*	5 29	5 29	...	6 1*
4	*Seddon* ○	*	*	*	*	*	...	*
4½	Yarraville	*	*	*	*	*	...	*
5¾	Spotswood	*	*	*	*	*	...	*
	arr.	...	...	...	...	...	...	...
6½	Newport ... ... *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*
8¾	Paisley NC	*	4 53	*	5 45	5 43	...	*
11½	Galvin NC	*	5 0	*	5 50	5 48	...	*
13	*Laverton* ○	4 26*	5 5	5 34*	5 54	5 52	...	6 15*
13¾	Aircraft NC	*	5 8	*	5 57	5 55	...	*
	arr.	...	5 19	...	6 7	6 5	...	...
19¾	**WERRIBEE** W ...	**–61, 54**		**—56**				
	dep.	4 36		5 41*			...	6 22*
21	Werribee Racecourse NC ...	...	...	...	...	...	...	...
	arr.	...	...	...	...	...	...	...
24¾	*Manor* ○							
	dep.	4 42*	...	5 46*	...	...	...	6 27*
	arr.	...	...	...	...	...	...	...
29½	*Little River* ○ ...	**—74**					...	**—66**
	dep.	4 49	...	5 50*	...	...	...	6 32*
	arr.	...	...	...	...	...	...	...
35¾	Lara							
	dep.	4 58	...	5 56*	...	...	...	6 38*
	arr.	...	...	...	...	...	...	**—70**
39¾	Corio							
	dep.	5 5	...	5 59*	...	...	...	6 41*
41¾	*North Shore*	5 10	...	*	...	...	...	*
—	North Geelong "A" Box ...	...	...	...	...	...	...	...
43½	North Geelong	5 15	...	6 6	...	...	...	6 48
	arr.	5 19	...	6 10	...	...	...	6 55R
45	**GEELONG** ES W ...							**PASS.**
	dep.	...	...	6 12	...	...	...	7 10
	arr.	...	...	6 16	...	...	...	...
46¼	South Geelong ...							
	dep.	...	...		...	...	...	7 14
	Continued on...	...	...	...	...	...		Page 79
		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.

R—Refreshments

Monday to Saturday.

Down

Miles	STATIONS	79 PASS. MON. TO FRI.	73 EXPRESS SAT.	83 PASS. SAT.	95 Diesel Electric Rail Motor 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 20
	(Spencer St.) W *dep.*	6 5	6 10	6 15	8 5	9 25	11 24
1	North Melbourne... ...	6 8*	6 13*	6 18*	8 8*	9 28	11 28
2¼	*South Kensington* ○ ...	*	*	*	*	*	*
3¼	Footscray	6 14	6 18*	6 24	8 14	9 34	11 33
4	*Seddon* ○	*	*	*	*	*	*
4¾	Yarraville	*	*	*	*	*	*
5¾	Spotswood	*	*	*	*	*	*
6½	Newport ... *arr.*	...	...	...	...	...	...
	dep.	6 22	6 23*	6 31	8 21	9 41	11 40
8¼	Altona Junction	6 25*	6 26*	6 34*	8 24*	9 44*	11 43*
8¾	Paisley NC	6 28	*	6 37	8 27	9 47	11 45
11¼	Galvin NC	6 33	*	6 42	8 31	9 52	11 49
13	*Laverton* ○	6 37	6 31*	6 46	8 35	9 56	11 53
13¾	Aircraft NC	6 40	*	6 49	8 38	9 59	11 56
19¼	**WERRIBEE** W ... *arr.*	...	...	...	8 47–68	... —91 —149	... —163, 123 Tue. to Sun.
	dep.	6 50	6 38*	6 59	...	10 8	A.M. 12 6
21	Werribee Racecourse NC	..	...	...	...	...	...
24¾	*Manor* ○ ... *arr.*	6 57§–90	...	...	...	...—92	...—149
	dep.	7 3 ●	6 43*–84	7 7§	...	10 14*	12 12*
29½	*Little River* ○ ... *arr.*	...		7 14–90	...	...–100, 55	...
	dep.	7 11 ●	6 47*	7 23 ●	...	10 20*	12 17*–132
35¾	Lara ... ... *arr.*	...	...	...	...	...–170	—152, 91
	dep.	7 20 ●	6 53*	7 32 ●	...	10 27‡	12 24§
39¾	Corio ... ... *arr.*	...–68	—68	...–88	...	...	...–184
	dep.	7 27 ●	6 57*	7 39 ●	...	10 32*	12 31§
41¾	*North Shore*	7 33 ●	*	7 45 ●	...	10 36	12 37§
—	North Geelong "A" Box	...	...	...	...	...	...
43¾	North Geelong	7 38 ●	7 2*	7 50 ●	...	10 41	12 42§
45	**GEELONG** ES W *arr.*	7 43	7 8R	7 54	...	10 46	12 46
	dep.	...	PASS. 7 20	...	...	...	...
	Continued on	...	Page 79	...	...	...	...
		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.

R—Refreshments

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 AUTHORISED)	145 PASS. SUN.
			A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
—	**MELBOURNE** (Flin. St.)	*dep.*	...	...	...	...	...	...	7 32
	(Spencer St.)	*dep.*	...	8 25	5 10	5 52	6 10	...	7 37
45	**GEELONG** ES W	*arr.*	...	9 20R	6 10	6 55R	7 8R	...	8 55
		dep.	6 45B	9 35	6 12	7 10	7 20	11 0	9 5
46¼	South Geelong ES ...	*arr.*	6 50	...	6 16–90	...	...	...	...
		dep.		9 40		7 14	7 24*	11 5‡	9 9*
47¾	Geelong Racecourse Plat. NC		...	...	...	...	...	...	...
54½	Waurn Ponds		...	...	...	...–100	...	...	...
	(Victorian Portland Cement Coy Sdg) NC ES (See note page 169)								
60	*Moriac* ○ ES ...	*arr.*	...	9 57	...	...	...	...	...
			...	—38	...				
		dep.	...	10 10 ●	...	7 32‡	7 42‡		9 27‡
70¾	*Winchelsea* ES W ○	*arr.*	...	...	...	...—120	...—74		...
	(See note, page 169)	*dep.*	...	10 24	...	7 46	7 56		9 41
83½	Birregurra ES ...	*arr.*	...	...	...	...	...		...
			...	—68	...	—90	—82		
		dep.	...	10 40	...	8 2	8 12		9 57
95¼	**COLAC** ES W ...	*arr.*	...	10 54	...	8 16	8 26	...	...
			...	—72	...	—94	—42	...	
		dep.	...	10 59	...	8 22	8 28	...	10 12
104½	*Pirron Yallock* ○ ES ...		...	11 10§	...	8 34‡–42	8 40‡	...	10 24‡
	(See note, page 169)								
113¾	Pomborneit NC		...	11 19§	...	8 44§	8 50‡	...	10 35‡
117¾	Weerite NC (See note, page 169)		...	...	...	...	...	...	...
123¼	**CAMPERDOWN** ES W	*arr.*	...	11 29R 37	...	8 55R	9 1	...	...
		dep.	...	11 39	...	9 5–96	9 4	...	10 47
127¼	Timboon Junction NC ES (See note, page 169)		...	...	...	...	...	...	...
131½	*Boorcan*		...	11 48§	...	*	*	...	10 56*
137½	**TERANG** ES W ...	*arr.*	...	11 55–21	...	9 23	...	...	...
				—120					
		dep.	...	11 58	...	9 28	9 20	...	11 3
				P.M.					
138¼	Mortlake Junct. NC ES ... (See note, page 169)		...	...	...	...	...	...	...
150¾	*Panmure* ○ ES (See page 169)		...	12 14§–120	...	9 46‡	9 37‡	...	11 19‡
159	Allansford ES (See page 169)		...	12 24	...	9 58‡	9 47‡	...	11 29‡
166	**WARRNAMBOOL** ...	*arr.*	...	12 33	...	10 10	10 0	...	11 40
	ES W	*dep.*	...	12 43A	...	...	...	...	...
169	Dennington ES NC ... ... (See page 169)		...	...	...	...	...	...	...
172	*Illowa*		...	12 52§	...	...	...	...	...
175½	Koroit ES W ...	*arr.*	...	...	...	...	...	...	...
			...	–108					
		dep.	...	12 59	...	...	...	...	...
186½	**PORT FAIRY** ES	*arr.*	...	1 20	...	...	...	...	...
			179	35	69	73	73	121	145

To Queenscliff (See page 135)

● **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 12.43 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.

R—Refreshments

Up.

Miles	STATIONS	28 PASS. MON. TO FRI.	38 PASS. MON. TO SAT.	90 PASS. MON. TO THUR.	90 PASS. SAT.	178 Empty Carriages MON. TO FRI.	90 PASS. FRI.	232 PASS. (SUN. WHEN AUTHORISED)	238 PASS. SUN.
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**PORT FAIRY** ES dep.	...	...	3 0A	3 30A	...	5 10A	...	...
11	Koroit ES W ... arr.	...	...	...	...	...	...	...	...
	dep.	...	...	3 18	3 48	...	5 28	...	...
14½	*Illowa*	...	...	3 24§	3 54‡	...	5 34§	...	...
17½	Dennington NC ES (See p. 169)	...	...	...	...	...	...	...	...
20½	**WARRNAMBOOL** arr.	...	...	3 33	4 3	...	5 45	...	...
	ES W ... dep.	...	7 45–5	3 43	4 8	...	5 55–96	...	5 55
27½	Allansford ES (See page 169)	...	7 56§	3 54	4 19	...	6 6	...	6 5*
35½	*Panmure* ○ ES (See page 169)	...	8 8§	4 5§	4 30‡	...	6 17§	...	6 15*
48½	Mortlake Junction NC ES (See page 169)	...	...	...	...	...	...	From Queenscliff (See page 135)	...
49½	**TERANG** ES W ... arr.	...	—7	4 21	...	...	...		...
	dep.	...	8 26	4 24	4 48	...	6 35		6 33
55½	*Boorcan*	...	*	4 32§	4 56‡	...	6 43§		*
59½	Timboon Junction NC ES (See page 169)	...	...	...	...	...	...		...
63½	**CAMPERDOWN** ES W arr.	...	8 43	4 42R	5 7R	...	6 54R		...
	dep.	...	—21 8 48	4 52	—82 5 17	...	7 4–42		6 50
68½	Weerite NC (See page 169) ...	...	...	...	...	...	...		...
72½	Pomborneit NC	...	8 59§	5 3	5 28	...	7 15		7 0*
82	*Pirron Yallock* ○ ES ... (See page 169)	...	9 10‡	5 13§	5 38	...	7 25§		7 10
91½	**COLAC** ES W arr.	...	9 21	5 23	5 48	...	7 35–94		...
	dep.	...	9 24	5 28	5 51	...	7 40		7 22
103	Birregurra ES ... arr.	...	...	...	...	...	7 55		...
	dep.	...	9 40	5 43	6 6	...	—73 8 4●		7 38
115½	*Winchelsea* ○ ES W arr.	...	...	...	...	...	...		...
	(See page 169) dep.	...	9 56	5 58	6 21	...	—120 8 19		7 54
126½	*Moriac* ○ ES ... arr.	...	...	...	...	...	...		...
	dep.	...	—35 10 8§	6 8*	6 31	...	8 32		8 7
132	Waurn Ponds (Vic. Portland Cement Coy. Sdg.) NC ES (See page 169)	...	...	—100	—100	...	...		...
138½	Geelong Racecourse Plat. NC	...	...	...	...	...	...		...
140½	South Geelong ES arr.	...	...	...	...	...	...		...
	dep.	7 20	10 23*	6 23	6 46	6 45B	8 49	6 16‡	8 24
	arr.	7 24	10 29R	6 28R	6 51R	6 50	8 54	6 22	8 30
141½	**GEELONG** ES W							PASS. SUN.	
	dep.	7 26	10 45K	6 41	7 5	...	9 5	6 40	8 35
186½	**MELBOURNE** arr.	8 37	11 45	7 45	8 5	...	10 5	...	9 37
	(Spencer St.) dep.				8 10	...		7 58	9 39
187½	(Flinders St.) arr.	...	...	...	8 14	...	...	8 3	9 43
		28	38	90	90	178	90	232	238

(See Note K) 87, 72 21 120 74

● **No. 90** On Friday may depart Birregurra 7.56 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.

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

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.

R—Refreshments

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		4 280 H.P. D.R.C. & Trailer 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.	
141¼	**GEELONG** ES W ...	*arr.*	...	...	...	...	...
		dep.	...	...	6 0	...	...
143	North Geelong		...	...	6 5	...	...
—	North Geelong "A" Box ...		...	...	...	...	...
144¾	*North Shore*		...	...	6 9	...	...
146¾	Corio	*arr.*	...	...	...	...	...
		dep.	...	...	6 14	...	...
150¾	Lara	*arr.*	...	...	...	...	...
					—15		
		dep.	...	...	6 20	...	...
157	*Little River* ○ ...	*arr.*	...	...	...	...	...
		dep.	...	...	6 28	...	...
161¾	*Manor* ○	*arr.*	...	...	...—75	...	...
		dep.	...	...	6 34*	...	...
165½	Werribee Racecourse NC		...	...	...	...	...
166¾	**WERRIBEE** W ...	*arr.*	...	...	...	...	...
					—15		
		dep.	6 10	6 18	6 41	7 9	...
172¾	Aircraft NC		6 21	6 28	6 49	7 18	...
173¾	*Laverton* ○		6 25	6 31	6 52	7 21	...
175¼	Galvin NC		6 30	6 35	6 56	7 25	...
177¼	Paisley NC		6 36	6 40	7 1	7 29	...
178¼	Altona Junction		6 38*	6 43*	7 3*	7 32*	...
180	Newport	*arr.*	...	6 46C F Electric	...	...	...
		dep.	6 42	6 55	7 7	7 36	...
180¾	Spotswood		6 45	6 57	*	*	...
181¾	Yarraville		*	6 59	*	*	...
182⅛	*Seddon* ○		*	7 1	*	*	...
183	Footscray		6 53	7 3	7 14	7 44	...
184⅛	*South Kensington* ○		*	7 6	*	*	...
185½	North Melbourne		6 59	7 9	7 20*	7 50	...
186½	**MELBOURNE** ...	*arr.*	7 3	...	7 23	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.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		80 PASS. MON. TO SAT.	12 PASS. MON. TO FRI.	22 280 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*	...	...	...
144¾	*North Shore*		7 0††	7 7*	...	...
146¾	Corio	*arr.*	...	...—24	...	...
		dep.	7 5*	7 10*	...	...
150¾	Lara	*arr.*	...	...	...	...
			–15, 75	–15, 75		
		dep.	7 9*	7 14*	...	...
157	*Little River* ○ ...	*arr.*	...	...	...	...
		dep.	7 15*	7 20*	...	...
161¾	*Manor* ○	*arr.*	...	...	...	...
			—15	—15		
		dep.	7 21*	7 26*	...	...
165½	Werribee Racecourse NC ...		...	...	...	...
166¾	**WERRIBEE** W ...	*arr.*	—27	...	...	...
		dep.	7 26*	7 34	7 36	7 38
172¾	Aircraft NC		*	*	7 47	7 48
173½	*Laverton* ○		7 33*	7 45	7 51	7 51
175½	Galvin NC		*	*	7 56	7 55
177¾	Paisley NC		*	*	8 2	8 0
178½	Altona Junction		7 40*	7 52*	8 4*	8 3*
180	Newport	*arr.*	SAT. / MON. TO FRI.	...	...	...
		dep.	7 43†† / 7 43††	7 56	8 8	8 8
180¾	Spotswood		* / *	*	*	*
181¾	Yarraville		* / *	*	*	*
182½	*Seddon* ○		* / *	*	*	*
183	Footscray		7 50* / 7 54*	8 2*	8 16	8 16
184½	*South Kensington* ○		* / *	*	*	*
185½	North Melbourne		7 55* / 8 0*	8 8*	8 22	8 22
186½	**MELBOURNE** ...	*arr.*	7 58 / 8 5	8 12	8 26	8 25
	(Spencer Street) W ...	*dep.*				
	(Flinders Street) W ...	*arr.*	... / ...	...	...	...
			80	12	22	22

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	7 31	...	...	8 30	9 5	...
—	North Geelong "A" Box	...	...	...	...	...	...	...
144¾	*North Shore*	*	*	...	...	8 35	...	...
146¾	Corio ... arr.	—24	...	...	...	...	...	...
	dep.	7 37*	7 38	...	...	8 41	...	...
150¾	Lara ... ... arr.	...	...	...	...	...	...	...
						—24		
	dep.	7 41*	7 43*	...	...	8 48	...	...
157	*Little River* ○ arr.	...	...	...	...	8 56	...	...
		—15				–35,15,2		
	dep.	7 47*	7 49*	...	...	9 1 ●	...	...
161¾	*Manor* ○ ... arr.	...	...	...	...	...	...	...
	dep.	7 52*	7 53*	...	...	9 7*	...	...
165½	Werribee Racecourse NC	...	...	...	...	...	...	...
166¾	**WERRIBEE** W arr.	...	...	...	...	–157	...	...
		—31	—31			—30		
	dep.	8 0	8 0	8 28	8 35	9 16	...	9 20
172¾	Aircraft NC	*	*	8 38	8 45	*	...	9 30
173½	*Laverton* ○ ...	8 8*	8 8*	8 41	8 48	9 24*	...	9 33
176½	Galvin NC	*	*	8 45	8 52	*	...	9 38
177¾	Paisley NC	*	*	8 50	8 57	*	...	9 43
178¼	Altona Junction ...	8 15*	8 15*	8 53*	9 2*	9 30*	...	9 46*
180	Newport ... arr.	...	...	...	9 6C	...	...	...
					Electric			
	dep.	8 20	8 20	8 57	9 9	9 34	...	9 50
180¾	Spotswood	*	*	*	9 11	*	...	*
181¼	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

See footnote re stopping at North Geelong

See footnote re stopping at North Geelong

To Ballarat

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.

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 29R	...	...	...	...
		dep.	9 5	...	10 45	11 38	12 15	...	1 50
143	North Geelong ...		9 10	...	10 49*	11 43	12 20	...	1 55
—	North Geelong "A" Box		...	...	...	...	...	...	...
144¾	*North Shore*		9 15	...	*	11 48§	12 25§	...	*
146¾	Corio ...	*arr.*	...	...	...	...	...	...	...
		dep.	9 21	...	10 53*	11 53	12 31	...	2 3
150¾	Lara	*arr.*	...	...	...	11 59	...	...	...
						P.M.			
					—15	–43	–171		
		dep.	9 28	...	10 57*	12 6●	12 38	...	2 9
157	*Little River* ○ ...	*arr.*	...	...	...	...	...	...	...
						–173			
		dep.	9 37	...	11 3*	12 16●	12 47–89	...	2 18*
161¾	*Manor* ○ ...	*arr.*	...	...	–171	...	...	...	...
			–157		–164		–45		–49, 86
		dep.	9 43*	...	11 7*	12 23*	12 55*	...	2 25*
165½	Werribee Racecourse NC		...	...	...	...	...	...	...
166¾	**WERRIBEE** W	*arr.*	...	...	–171	...	...	...	...
				–171	–24	–89		–47	–169
		dep.	9 50	10 35	11 14	12 31	1 3	1 30	2 33
172¾	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	*
177¾	Paisley NC ...		10 11	10 57	*	*	*	1 52	*
178¾	Altona Junction		10 13*	11 0*	11 28*	12 50*	1 20*	1 55*	2 53*
		arr.	...	11 3C	...	...	...	...	...
180	Newport ...			Electric					
		dep.	10 17	11 7	11 31*	12 54	1 24	1 59	2 56
180¾	Spotswood ...		*	11 9	*	*	*	*	*
181¾	Yarraville ...		*	11 11	*	*	*	*	*
182¼	*Seddon* ○ ...		*	11 13	*	*	*	*	*
183	Footscray ...		10 25	11 15	11 37*K	12 59*	1 31*	2 8	3 2*
184¼	*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

Pre 164 | Pre 40

● **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. **R**—Refreshments

Mondays to Saturday

Up

Miles from Port Fairy	STATIONS		202 PASS. SAT.	114 280 H.P. Diesel Rail Car Mon. to Fri.	54 PASS. MON. TO FRI.	74 280 H.P. Diesel Rail Car Mon. to Fri.	56 "THE FLIER" MON. TO SAT.		62 PASS. MON. FRI. TO
			P.M.	P.M.	P.M.	P.M.	P.M.		P.M.
141½	**GEELONG** 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*		...
150¾	Lara	*arr.*	...	...	...	...	...		...
		dep.	3 47*	...	...	4 35	5 24*		...
157	*Little River* ○ ...	*arr.*	... —51	...	...	4 43 —63	...		...
		dep.	3 54*	...	...	4 49 ●	5 30*		...
161¾	*Manor* ○ ...	*arr.*	...–169	...	...	...	...		...
		dep.	3 59*	...	...	4 57 ●	5 34*		...
165½	Werribee Racecourse NC ...		...	...	...	...			...
166¾	**WERRIBEE** W ...	*arr.*	... –26, 173	...	...	...	Sat.	Mon. to Fri.	...
		dep.	4 6	4 2	4 45–63	5 6	5 39*	5 41	6 0
172¾	Aircraft NC		*	4 11	4 53	5 15	*	*	6 11
173½	*Laverton* ○		4 15	4 14	4 56	5 18	5 47*	5 52	6 14
175½	Galvin NC		*	4 18	5 0	5 22	*	*	*
177¾	Paisley NC		*	4 23	5 4	5 27	*	*	*
178½	Altona Junction		4 23*	4 26*	5 7*	5 32*	5 54*	6 0*	6 24*
180	Newport ...	*arr.*	...	...	...	...	...	...	...
		dep.	4 26	4 30	5 10	5 36	5 57*	6 5	6 28
180¾	Spotswood		*	*	*	*	*	*	*
181¾	Yarraville		*	*	*	*	*	*	*
182½	*Seddon* ○		*	*	*	*	*	*	*
183	Footscray		4 32*	4 37	5 17	5 44	6 2*	6 12*	6 36*
184½	*South Kensington* ○ ...		*	*	*	*	*	*	*
185½	North Melbourne... ...		4 37*	4 42*	5 23	5 49*	6 6*	6 17*	6 41*
186½	**MELBOURNE** ...	*arr.*	4 40	4 46	5 27	...	6 10	6 20	6 45
	(Spencer St.) W	*dep.*	...	...	...	5 53	6 13	6 22	...
	(Flinders St.) W	*arr.*	...	...	...	5 57	6 17	6 26	...
			202	114	54	74	56	56	62

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

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.*	...	...	...	...	...
		dep.	5 20	...	5 45	5 55	6 0
143	North Geelong		5 25	...	5 50	6 0	6 4*
—	North Geelong "A" Box ...		...	...	...	...	...
144½	*North Shore*		To Ballarat	...	To Ballarat	6 5	6 9
146½	Corio	*arr.*		...		...	...
		dep.		...		6 11	6 15
150½	Lara	*arr.*		...		...	...
		dep.		...		6 18	6 22
157	*Little River* ○ ...	*arr.*		...		6 26–73	...
		dep.		...		6 33 ●	6 31
161¾	*Manor* ○	*arr.*	...	...	...	...	6 38*
						—103	—73
		dep.	...	...		6 41 ●	6 43
165½	Werribee Racecourse NC ...		...	...		...	...
166½	**WERRIBEE** W ...	*arr.*	...	...		...	...
						—79	
		dep.	...	6 25		6 49	6 51 ●
172½	Aircraft NC		...	6 35	...	*	*
173½	*Laverton* ○		...	6 38	...	6 59	7 0*
175½	Galvin NC		...	6 42	...	7 3	*
177½	Paisley NC		...	6 47	...	*	*
178½	Altona Junction ...		...	6 50*	...	7 9*	7 7*
180	Newport	*arr.*	...	6 53 C	...	...	...
				Electric			
		dep.	...	6 59		7 13	7 11
180½	Spotswood		...	7 1	...	*	*
181½	Yarraville		...	7 3	...	*	*
182½	*Seddon* ○		...	7 5	...	*	*
183	Footscray		...	7 7	...	7 20*	7 17*
184½	*South Kensington* ○ ...		...	7 10	...	*	*
185½	North Melbourne		...	7 13	...	7 26*	7 22
186½	**MELBOURNE** ...	*arr.*	...	...	...	7 30	...
	(Spencer Street) W ...	*dep.*	...	7 16	...		7 26
	(Flinders Street) W...	*arr.*	...	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.
C. Passengers change trains.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		70 280 H.P. Diesel Rail Car Fri.	90 PASS. MON. TO THUR.	72 PASS. MON. TO FRI.	90 PASS. SAT.	90 PASS. FRI.	94 Diesel Elec. Rail Motor Mon. to Fri.	120 280 H.P. Diesel Rail Car & Trailer Mon. to Th. 280 H.P. Diesel Rail Car Fri.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
141½	**GEELONG** ES W	*arr.*	...	6 28R	...	6 51R	8 54	...	...
		dep.	6 25	6 41	...	7 5	9 5	...	11 10
143	North Geelong ...		6 29*	6 45*	...	7 9*	9 9*	...	11 14‡
—	North Geelong "A" Box		...	...	...	...	...	...	...
144¾	*North Shore*		6 34	S	...	S	S	...	11 19‡
146¼	Corio ...	*arr.*	6 39*	...	...	—68	—92	...	—152
		dep.	6 41–73	6 49S	...	7 13S	9 13S	...	11 24‡
150¼	Lara	*arr.*	...	...	...	...	...	...	–132, 55
		dep.	6 46*	6 53S	...	7 17S	9 17S	...	11 31‡
157	*Little River* ○	*arr.*	–103	—103	...	—83	–159, 78	...	—91
		dep.	6 53*	6 59S	...	7 23S	9 23S	...	11 41‡
161¾	*Manor* ○ ...	*arr.*	6 59D	...	...	...	...	...	...
			—79	—79			—76		—149
		dep.	7 2	7 3*	...	7 27*	9 27*	...	11 48‡
165½	Werribee Racecourse NC		...	...	...	...	...	...	...
166¼	**WERRIBEE** W	*arr.*	...	—72	...	...	...	...	11 55
			—72	—161	-70, 161	—105	—91	–149, 91	
		dep.	7 9*	7 10	7 12	7 34	9 34–55	10 25	
172¾	Aircraft NC		*	*	7 23	*	*	*	...
173½	*Laverton* ○		7 17*	7 17S	7 26	7 42S	9 42S	10 36§	...
175¼	Galvin NC		*	*	*	*	*	10 39	...
177¾	Paisley NC		*	*	7 35	*	*	10 43††	...
178¼	Altona Junction ...		7 23*	7 23*	7 40*	7 47*	9 47*	10 46*	...
180	Newport ...	*arr.*	...	...	...	...	...	...	...
		dep.	7 26*	7 26*S	7 44	7 50*S	9 50*S	10 49	...
180¾	Spotswood		*	*	*	*	*	*	...
181¾	Yarraville		*	*	*	*	*	*	...
182½	*Seddon* ○		*	*	*	*	*	*	...
183	Footscray		7 33*	7 33	7 53	7 57	9 56	10 54*	...
184¼	*South Kensington* ○ ...		*	*	*	*	*	*	...
185½	North Melbourne ...		7 39	7 38*	7 58*	8 1*	10 2*	10 59	...
186½	**MELBOURNE** ...	*arr.*	...	7 45	8 2	8 5	10 5	11 3	...
	(Spencer St.) W	*dep.*	7 42			8 10			...
	(Flinders St.) W	*arr.*	7 45	...	...	8 14	...	...	...
			70	90	72	90	90	94	120

See Note

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. R—Refreshments

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	...	...	...	...	...
		dep.	...	...	...		...	...	...	...	...
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	...	*	*	*	*	*
6½	Newport	*arr.*	...	...	11 5C 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
13	*Laverton* ○	*arr.*	...	9 54 —190	...	...	...	...	...	...	...
		dep.	8 34	9 58 ●	11 25	...	2 31	5 39	8 5	8 41	11 59 Mon. A.M.
13½	Aircraft NC		8 36	*	11 27	...	*	5 41	*	8 43‡	12 1
19½	**WERRIBEE** W ...	*arr.*	8 44	...	11 37	...	...	5 51	...	8 53	12 11
		dep.	...	10 8	...	...	2 41	...	8 15	...	...
24½	*Manor* ○		...	10 13*	...	...	2 46*	...	8 20*	...	...
29½	*Little River* ○ ...		...	10 20	...	...	2 52‡	...	8 27	...	...
35½	Lara		...	10 28	...	...	2 59	...	8 35	...	...
39½	Corio	*arr.*	...	...	...	...	...	...	...	...	...
		dep.	...	10 34	...	...	3 4‡	...	8 40	...	...
41½	*North Shore*		...	10 39	...	...	3 7‡	...	8 44	...	...
43½	North Geelong		...	10 44	...	...	3 11‡	...	8 49	...	...
46	**GEELONG** ES W ...	*arr.*	...	10 50	...	...	3 15	...	8 55	...	...
		dep.	...	——	...	...	——	...	9 5	...	...
			115	**121**	**125**	**127**	**131**	**141**	**145**	**151**	**157**

To Warrnambool

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

C–Passengers change trains

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 5	...	7 22	—240 9 5	—238 9 15
172½	Aircraft NC	...	9 5	*	12 20	6 15	...	*	*	9 24‡
173½	*Laverton* ○	*arr.*	...	9 54 —121	...	...	...	...	...	...
		dep.	9 8	9 58●	12 23	6 18	...	7 30	9 13*	9 27
175½	Galvin NC	...	9 11	*	12 26	6 21	...	*	*	9 30
177½	Paisley NC	...	9 16	*	12 31	6 26	...	*	*	9 35
178½	Altona Junction ...	...	9 19*	10 5*	12 34*	6 29*	...	7 37*	9 19*	9 38*
180	Newport	*arr.*	9 22C Electric	...	...	...	...	...	...	...
		dep.	9 27	10 9	12 38	6 33	...	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 39*	...	7 48	9 29*	9 47*
184½	*South Kensington* ○	...	9 38	*	*	*	...	*	*	*
185½	North Melbourne ...	...	9 41	10 22*	12 48*	6 45*	...	7 54*	9 34*	9 52*
186½	**MELBOURNE**— ...	*arr.*	...	...	...	...	...	...	9 37	...
	(Spencer St.) W ...	*dep.*	9 44	10 26	12 51	6 49	...	7 58	9 39	9 56
	(Flinders St.) W ...	*arr.*	9 47	10 30	12 55	6 52	...	8 3	9 43	10 0
			182	190	200	230		232	238	240

From Warrnambool

C—Passengers change trains

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

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 *dep.*	...	...	2 0	...	...
1	North Melbourne ...	...	...	...	...	...
2¼	*South Kensington* ○ ...	...	...	2 15	...	...
2¾	Maribyrnong River Junct.	...	...	...	...	...
3½	Footscray	...	...	2 20	...	...
4	*Seddon* ○	...	...	...	...	...
4¾	Yarraville	...	...	...	...	...
5¼	Spotswood	...	...	...	...	...
6¼	Newport	1 0	2 0	2 30	3 30	4 0
7½	Austral Meat Siding NC ...	...	...	...	...	...
8¼	Altona Junction ...	1 4	2 4	2 34	3 34	4 4
8½	Mobil Oil Co's Sdg. NC ...	...	...	...	...	...
8¾	Paisley NC	...	...	...	...	...
8¾	Petroleum Ref'ries Sdg. NC	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...
11¼	Calvin NC	...	...	...	...	...
13	*Laverton* ○ ... *arr.*	...	...	...	...	...
	dep.	1 16	2 16	2 46	3 46	—15 4 16
13¾	Aircraft NC	...	...	...	...	...
14¼	Aircraft Siding NC ...	...	...	...	...	...
19¾	**WERRIBEE** W ... *arr.*	1 35	...	...	...	4 35
		—96,111				—156,15
	dep.	2 11	2 33	3 3	4 3	5 0
21	Werribee R'course NC ...	...	...	...	...	...
						Wed. to Sat. ‡ / Tue. ‡
24¾	*Manor* ○ ... *arr.*	...	...	...	...	... / 5 13
		—180	—180	—120		—88
	dep.	2 26	2 45	3 15	4 15	5 13 / 5 25
29½	*Little River* ○ ... *arr.*	...	...	...	...	5 26—88 / ...
		—120	—120	—162		
	dep.	2 39	2 56	3 31	4 26	5 38
35¾	Lara ... ... *arr.*	...	...	...	...	...
		—162	—162	—160		
	dep.	2 51	3 8	3 45	4 38	5 52
39¾	Corio ... ... *arr.*	...	...—160	...	...	...
	dep.	3 0	3 17	3 54	4 46	6 2
40	Shell Co's Siding NC ...	...	...	...	...	...
40¼	Distillers' 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 *arr.*	3 10	3 27	4 4	4 57	6 12
43½	North Geelong ... *arr.*	...	...	...	...	...
	dep.	...	...	...	...	...
44¼	Corio Quay South NC ...	...	...	...	...	...
45	**GEELONG** ES W *dep.*	...	...	...	...	...
		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 3¼ miles from North Geelong Station ; the line junctions at North Geelong with the Geelong–Ballarat line. See General Appendix for instructions.

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.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	**MELBOURNE YARD** W	*dep.*	2 45A	2 45A	4 10A	...	...	...
1	North Melbourne	...	...	...	...	...	...	...
2¼	*South Kensington* ○	...	3 0	3 0	4 25	...	...	...
2¾	Maribyrnong River Junction	...	...	...	...	...	...	...
3¼	Footscray	...	3 5	3 5	4 30	...	...	...
4	*Seddon* ○	...	...	...	...	...	...	...
4¼	Yarraville	...	...	...	...	...	...	...
5¼	Spotswood	...	...	...	...	...	...	...
6¼	Newport	...	3 15	3 15	4 40	5 30	8 40	8 40
7¼	Austral Meat Siding NC	...	...	...	...	...	...	...
8¼	Altona Junction ...	...	3 19	3 19	4 44	5 34	8 46	8 46
8¾	Mobil Oil Co's Sdg. NC	...	...	...	...	...	...	...
8¾	Paisley NC	...	...	...	...	...	...	...
8¾	Petroleum Refineries Sdg. NC		...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...	...	...
9¼	B.P. Oil Siding NC ...	...	...	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC	...	...	...	...	...	...	...
11¼	Galvin NC	...	...	...	...	...	...	...
13	*Laverton* ○	*arr.*	...	3 35	...	...	...	...
			—	–120, 155				
		dep.	3 31	4 25	4 56	5 46	8 58	8 58
13¾	Aircraft NC ...	...	...	... 162	...	...	...	...
14¼	Aircraft Siding NC ...	...	...	...	...	...	...	...
19¾	**WERRIBEE** W ...	*arr.*	3 50	4 44	...	...	9 15	...
			–160, 155, –162, 156	–4,17,18, –156, 88, –75		–15	–32, 30	
		dep.	5 30	7 0	5 15	6 3	9 19	9 13
						Sat. ‡	Mn. to Fri. ‡	
21	Werribee Racecourse NC	...	...	...	...	...	...	...
24¾	*Manor* ○	*arr.*	5 43	7 13	...	...	6 19	...	9 26
			–88	–80,12			–18	–2	–2, 32
		dep.	5 49	7 29	5 28	6 16	6 39	9 32	9 46
29¼	*Little River* ○ ...	*arr.*	...	7 42	...	...	...	...	9 59
				–28, 31, –32, 35, –24, 2			–18	–24	–24, 164
		dep.	6 0	9 30	5 40	6 30	6 50	9 43	10 12
			Sat. ‡	Wed. Fri.					
35¾	Lara	*arr.*	...	6 14	9 44	...	...	7 5	...	...
				–18	–157, 36, –39, 38, –164			–80, 12	–164, 15	–36
		dep.	6 12	6 25	11 0	5 54	6 42	7 19	9 55	10 26
39¾	Corio	...	6 24	6 35	11 10	6 4	6 52	7 29	10 4	10 35
40	Shell Co's Siding NC...	...	...	...	...	...	...	...	...	...
40¾	Distillers' Siding NC	...	...	...	...	...	...	...	...	...
41¼	*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	*arr.*	6 34	6 45	11 20	6 14	7 2	7 41	10 14	10 45
43¼	North Geelong ...	*dep.*								
44¼	Corio Quay South NC	...	...	...	...	...	...	...	...	...
45	**GEELONG** ES W ...	*dep.*	...						...	...
			15	15	15	15	75	75	157	157

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

Miles	STATIONS		171 Thro. Goods Mon. to Sat. ‡			89 Thro. Goods Mon. to Fri. ‡
			A.M.			A.M.
—	**FLINDERS ST.** W	*dep.*	...	...	...	...
—	Viaduct Junction	...	...	...	...	...
—	**MELBOURNE YD.** W	*dep.*	...	...	...	...
	DYNON ...	*dep.*	...	...	...	...
1	North Melbourne	...	...	...	...	...
2¼	*South Kensington* ○	...	...	...	...	...
2¾	Maribyrnong River Junct.	...	...	...	...	...
3½	Footscray ...	...	...	...	...	...
4	*Seddon* ○ ...	...	...	...	...	...
4¾	Yarraville ...	...	...	...	...	...
5¾	Spotswood ...	...	...	...	...	...
—	Tottenham Yard	*dep.*	...	...	...	...
—	Brooklyn ES ...	...	...	...	...	...
6½	Newport ...	...	9 55	...	..	11 30
7½	Austral Meat Sdg. NC	...	...	...	...	...
8¼	Altona Junction	...	10 2	...	...	11 34
8¾	Mobil Oil Co's Siding NC	...	...	...	...	...
8¾	Paisley NC ...	...	...	...	...	...
8¾	Petrol Refineries Sdg. NC	...	...	...	...	...
9	S.E.C. Siding NC	...	...	...	...	...
9¼	B.P. Oil Siding NC	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC	...	...	...	...	...
11¼	Galvin NC ...	...	...	...	...	...
13	*Laverton* ○ ...	*arr.*	...	...	...	...
		dep.	10 14	...	...	11 46
13¾	Aircraft NC ...	...	...	...	...	...
14¼	Aircraft Siding NC	...	...	...	...	P.M.
		arr.	10 33	...	...	12 5
			—110, 24, 164			**—36, 42**
			—38			
19¼	**WERRIBEE** W ...		Mn. to Fr. ‡	Sat. ‡		
		dep.	10 40	11 17	...	12 34
21	Werribee Racecourse NC	...	...	...	...	...
24¾	*Manor* ○ ...	*arr.*	10 53	...	...	...
		dep.	11 10	11 30-36	...	12 47-46
		arr.	... 38, 164	11 43	...	...
29½	*Little River* ○ ...		-36	-138	...	
				P.M.		
		dep.	11 23	12 14	...	12 58
		arr.	...-46	12 28	...	...
35¾	Lara	*dep.*	11 35	12 58 44, 86	...	1 10—86
39¾	Corio	...	11 44	1 8	...	1 19-40
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	...	...	...	...	...
—	Nth. Geelong Yard W	*arr.*	11 54	1 17	...	1 29
43½	North Geelong	*dep.*	...	...	...	...
44¼	Corio Quay South NC		...	...	...	...
45	**GEELONG** ES W	*arr.*				
		dep.				
			171	171		89

Miles	STATIONS		89 Thro. Goods Sat. ‡	173 Thro. Goods Tu. to Fri. Mon. ‡			49 Thro. Goods Mon. to Fri. ‡	49 Thro. Goods Mon. to Fri. ‡
			A.M.	A.M.			A.M.	P.M.
—	**FLINDERS ST.** W	*dep.*	...	10 32	...	...	...	...
—	Viaduct Junction ...		...	10 35	...	...	...	..
—	**MELB. YARD** W	*dep.*	...	Via Pass Lines	...	...	...	12 45
	DYNON							
1	North Melbourne ...		...	10 38	...	...	...	...
3½	Footscray Goods...	*dep.*	...	...	...	...	11 40	...
							P.M.	
—	West Tower	*arr.*	...	...	...	...	12 30	...
		dep.	...	...	...	...	12 55	...
2¼	*South Kensington* ○ ...		...	10 42	...	...	1 3	
2¾	Maribyrnong River Junct.		...	...	...	...	...	
3½	Footscray		...	10 45	...	...	1 7	
4	*Seddon* ○		...	...	...	...	...	
4¼	Yarraville		...	...	...	...	...	
5¼	Spotswood		...	...	...	...	...	
6¼	Newport		11 30	10 54	...	...	1 17	
7¼	Austral Meat Sdg. NC ...		...	...	...	...	...	
8¼	Altona Junction ...		11 34	10 58	...	..	1 21	
8½	Mobil Oil Co's Siding NC ...		...	...	...	...	...	
8¾	Paisley NC		...	...	...	...	...	
8¾	Petrol Refineries Sdg. NC		...	...	...	...	...	
9	S.E.C. Siding NC ...		...	...	...	...	...	
9¼	B.P. Oil Siding NC ...		...	...	...	...	...	
9¼	Aust. Carbon Black P/L Sdg. NC ...		...	...	...	...	...	
11¼	Galvin NC		...	...	...	...	...	
13	*Laverton* ○ ...	*arr.*	...	...	...	...	...	
		dep.	11 46	11 10	...	...	1 34	
13¾	Aircraft NC		...	...	...	...	...	
14¼	Aircraft Siding NC ...		...	...	...	...	...	
19¾	**WERRIBEE** W ...	*arr.*	...	...	...	...	...	
			P.M.				...	
		dep.	12 3	11 28	...	...	1 56	
21	Werribee Racecourse NC		...	...	...	...	...	
24¾	*Manor* ○ ...	*arr.*	12 16	...	...	...	2 12	
			–138	—36			—40, 50, 86	
		dep.	12 25	11 41	...	..	2 30	
29½	*Little River* ○	*arr.*	12 39	11 53–46	...	...	...	
			–44, 45, 55	P.M. Fol. 43	...	...		
		dep.	1 28	12 19–42	..	..	2 43	
35¾	Lara	*arr.*	...	...	...	...	...	
			—86	...	...	...		
		dep.	1 42	12 32	..	..	2 54	
39¾	Corio		1 51	12 42	...	...	3 06	
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 ...		...	...	...	...	...	
—	Nth. Geelong Yard W	*arr.*	2 1	12 52	...	...	3 16	
43½	North Geelong ...	*dep.*	...	...	...	...	...	
44¼	Corio Quay South NC							
45	**GEELONG** ES W	*arr.*	...	...	...	...	...	
		dep.	...	...	...	...	...	
			89	173			49	

From Dandenong ∞

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.
		P.M.	P.M.	P.M.		P.M.	P.M.
—	**FLINDERS STREET** W *dep.*	...	...	...		2 14	...
—	Viaduct Junction ...	...	...	...		2 18	...
—	**MELBOURNE YARD** W *dep.*	12 45	1 10	...		Via Pass. Lines	2 25
1	North Melbourne ...	...	...	...		2 22	...
2¼	*South Kensington* ○ ...	1 3	1 42	...		2 26	2 41
2⅝	Maribyrnong River Junct....	...	...	...		...	...
3½	Footscray	1 7	1 46	...		2 31	2 46
4	*Seddon* ○	...	...	...		...	...
4¾	Yarraville	...	...	...		...	...
5¾	Spotswood	...	...	...		...	...
6½	Newport ... *arr.*	...	...	...		...	...
	dep.	1 17	1 56	2 0		2 45	2 55
7⅛	Austral Meat Siding NC ...	...	...	...		...	...
8½	Altona Junction ...	1 21	2 0	2 4		2 49	2 59
8⅝	Mobil Oil Coy's Sdg. 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* ○ ... *arr.*	...	...	...		...	...
	dep.	1 34	2 12	2 16		3 2	3 11
13¾	Aircraft NC	...	...	...		...	...
				Mon. to Fri. ‡	Sat. ‡		
14¼	Aircraft Siding NC ...	...	...	...	...	...	...
19¾	**WERRIBEE** W ... *arr.*	...	2 31	...	2 36	3 22	...
	dep.	1 56	2 43	2 35	3 20	4 9	3 28
21	Werribee Racecourse NC ...	...	...	...	...	...	...
24¾	*Manor* ○ ... *arr.*	2 10	2 56	...	3 33	...	...
	dep.	2 18	3 9	2 48	4 2	4 22	3 40
29½	*Little River* ○ ... *arr.*	2 32	3 22	...	...	...	...
	dep.	2 56	3 58	2 59	4 15	4 33	3 51
35¾	Lara ... *arr.*	3 9	...	...	...	...	...
	dep.	3 50	4 12	3 11	4 27	4 45	4 3
39¾	Corio ... *arr.*	...	...	...	...	...	...
	dep.	4 0	4 21	3 20	4 36	4 54	4 12
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 ...	...	...	...	...	...	4 22
—	Nth. Geelong Yd. W *arr.*	4 10	4 31	3 30	4 46	5 4	...
	dep.						To Ararat Via Cressy (See page 131)
43½	North Geelong	...	...	...	...	...	
44¼	Corio Quay South NC ...	...	...	...	...	...	
45	**GEELONG** ES W *arr.*	...	...	...	...	...	
	dep.	...	...	...	...	...	
		49	51	169	169	173	101

From Dandenong

—86 202 —188, 201 —202 —188 —51, 201, 202 —202, 26 26, 202

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. ‡
		P.M.		P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE YARD** W *dep.*	5 45		...	6 0	...	7 15
1	North Melbourne ...	...		...	...	...	...
2¼	*South Kensington* ○ ...	6 0		...	6 30	...	7 33
2¾	Maribyrnong River Junct. ...	...		...	...	...	...
3¼	Footscray	6 4		...	6 34	...	7 37
4	*Seddon* ○	...		...	...	...	...
4¾	Yarraville	...		...	...	...	...
5¾	Spotswood	...		...	...	...	...
6¼	Newport ... *arr.*	...		...	...	...	...
	dep.	6 10		6 30	6 44	7 15	7 48
7¼	Austral Meat Siding NC ...	...		...	...	...	...
8¼	Altona Junction ...	6 14		6 34	6 50	7 19	7 52
8½	Mobil Oil Coy's. Sdg. NC ...	...		...	...	...	...
8¾	Paisley NC	...		...	...	...	...
8¾	Petrol. Refineries Sdg. NC ...	...		...	...	...	...
9	S.E.C. Siding NC ...	...		...	...	...	...
9¼	B.P. Oil Siding NC ...	...		...	...	...	...
9¾	Aust. Carbon Black P/L Sdg. NC ...	...		...	...	...	...
11¼	Galvin NC	...		...	...	...	...
13	*Laverton* ○ ... *arr.*	...		...	...	...	...
	dep.	6 20		6 47	7 2	7 31	8 4
13¾	Aircraft NC	...		...	...	...	...
14¼	Aircraft Siding NC	...		...	...	...	...
19¾	**WERRIBEE** W ... *arr.*	...		7 5–**70**	7 21–**90**	...	8 21–**68**
	dep.	6 28		7 11–**90**	7 37	7 48	8 43
21	Werribee Racecourse NC ...	...		...	...	...	...
24¾	*Manor* ○ ... *arr.*	6 35		...	...	8 1	8 56
		—**66**				–**68**	—**78**
	dep.	6 41		7 22	7 50	8 23	9 7
		Mon. to Thur.	**Fri.**				
29¼	*Little River* ○ ... *arr.*	6 49–**90**	6 49–**70**	7 34–**68**	8 3–**68**	8 36–**78**	...
	dep.	6 59	6 53	8 2–**154**	8 19	8 56	9 20
35¾	Lara ... *arr.*	—**154**	...	8 16–**76, 78**	...—**78**	...	...
	dep.	7 7	7 1	8 23	8 33	9 10	9 34
39¾	Corio ... *arr.*	...–**68**	...–**68**	...	...	...	...–**92**
	dep.	7 11	7 5	8 42	8 42	9 19	9 43
40	Shell Co's. Siding NC ...	...	...	...	...	...	...
40¾	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 ...	7 16	7 16	...	...	...	...
—	Nth. Geelong Yd. W *arr.*	To	To	8 52	8 52	9 29	9 53
	dep.	Mildura (see page 122)	Mildura (see page 122)				
43¼	North Geelong	...	...	...	...	...	...
44¼	Corio Quay South NC ...	...	...	...	...	...	...
45	**GEELONG** ES W *arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
		103	**103**	**161**	**105**	**161**	**127**

Down

Miles	STATIONS		87 Thro. Goods Mon. to Fri.	159 Thro. Goods Mon. to Fri.		
			P.M.	P.M.		
—	**MELB. YARD** W	*arr.*	....	...		...
		dep.	7 10	...		...
1	North Melbourne		...	From		...
2¼	*South Kensington* ○ ...		7 25	Upfield		...
2¾	Maribyrnong River Junct. ...		...	...		...
3½	Footscray		7 30	...		...
4	*Seddon* ○		...	...		...
4¾	Yarraville		...	...		...
5¼	Spotswood		...	...		...
6½	Newport		7 40	7 55		...
7¼	Austral Meat Siding NC ...		...	...		...
8¼	Altona Junct.		7 45	7 59		...
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 ...		...	...		...
11¼	Galvin NC		...	...		...
13	*Laverton* ○ ...	*arr.*	...	...		...
		dep.	7 57	8 11		...
13¾	Aircraft NC		...	...		...
14¼	Aircraft Siding NC ...		...	...		...
19¾	**WERRIBEE** W ...	*arr.*	...	...		...
		dep.	8 15	8 28		...
21	Werribee Racecourse NC ...		...	...		...
24¾	*Manor* ○ ...	*arr.*	...	...		...
			—68	—68		...
		dep.	8 26	8 40		...
		arr.	...	8 53		..
				Fri.	Mon. to Thur,	
29¼	*Little River* ○ ...					
		dep.	8 37	9 47—76, 78, 90, 92	9 38—90, 76, 78, 92	...
		arr.	...	...	9 52	...
35¾	Lara ...			...	—100	...
		dep.	8 49—76, 78	10 0	9 58	...
39¾	Corio		8 58	10 10	10 8—170	...
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 ...		...	...	...	...
—	North Geelong Yd. W	*arr.*	...	10 21	10 18	...
		dep.	...	...	...	...
43¾	North Geelong		9 8	...	...	...
44¼	Corio Quay South NC ...		...	...	...	...
45	**GEELONG** ES W ...	*arr.*	9 13	...	...	...
			87	159	159	

Down

Miles	STATIONS			205 Thro. Goods Sat. ‡	55 Thro. Goods Mon. to Fri. (See note)	
				P.M.	P.M.	
—	**ARDEN STREET SDG.**	*dep.*	...	...	7 30	...
—	**MELB. YARD** W ...	*arr.*	...	...	8 0	...
		dep.	...	8 15	8 20	...
1	North Melbourne		...	...	...	...
2¼	*South Kensington* ○ ...		...	8 30	8 35	...
2¾	Maribyrnong River Junct. ...		...	...	...	...
3¼	Footscray		...	8 34	8 39	...
4	*Seddon* ○		...	...	...	...
4¾	Yarraville		...	...	...	...
5¾	Spotswood		...	...	...	...
6¼	Newport			8 44	8 49	...
7¼	Austral Meat Siding NC ...		...	...	...	...
8¼	Altona Junct.		...	8 48	8 53	...
8½	Mobil Oil Co's. Sdg. NC ...		...	...	...	...
8¾	Paisley NC		...	...	...	...
8¾	Petroleum Ref. Sdg. NC ...		...	...	...	...
9	S.E.C. Siding NC		...	...	...	...
9¼	B.P. Oil Siding NC ...		...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...		...	...	...	...
11¼	Galvin NC		...	...	...	...
13	*Laverton* ○ ...	*arr.*	...	...	...	...
		dep.	...	9 0	9 5	...
13¾	Aircraft NC		...	...	...	...
14¼	Aircraft Siding NC ...		...	...	...	...
		arr.	...	...	9 24 **–76, 78**	...
19¼	**WERRIBEE** W ...				**Mon. to Thur.** / **Fri. –90, 92, 99**	
		dep.	...	9 19	9 52 / 10 15	...
21	Werribee Racecourse NC ...		...	...	... / ...	...
24¼	*Manor* ○ ...	*arr.*	...	...	... / 10 28	...
					–92	
		dep.	...	9 32	10 5 / 10 44–**100**	...
29¼	*Little River* ○ ...	*arr.*	...	...	10 18 / 10 57	...
		dep.	...	9 43	11 5–**100, 99, 147,**	...
35¼	Lara ...	*arr.*	...	...	11 19–**120, 132 170**	...
		dep.	...	9 55	11 44–**152**	...
39¼	Corio		...	10 4	11 54	...
40	Shell Co's. Siding NC ...		...	...	...	...
40¼	Distiller's Siding NC ...		...	...	...	...
41¼	*North Shore*		...	...	**Tues to Sat.**	...
41¼	Ford's Siding NC		...	...	A.M.	...
41¼	I.H.C. Siding NC		...	...	...	...
42	Phosphate Siding NC ...		...	...	...	...
—	North Geelong "A" Box ...		...	...	...	...
—	North Geelong Yd. W	*arr.*	...	10 15	12 4	...
		dep.	...	...	12 50	...
43¼	North Geelong		...	...	12 55	...
44¼	Corio Quay South NC ...		...	...	...	...
45	**GEELONG** ES W	*arr.*	...	...	1 0	...
				205	**55**	

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

Miles	STATIONS	91 Light Engine Mon. to Fri.		147 Fast Goods Mon. to Fri.	149 Thro. Goods Mon. to Fri. ‡	123 Thro. Goods Sat. ‡
		P.M.		P.M.	P.M.	P.M.
—	**FLINDERS ST.** W dep.	...	...	...	9 5	...
—	Viaduct Junction ...	...	...	...	9 9	...
—	**MELBOURNE YARD** W dep.	...	...	8 50	...	10 5
1	South Dynon Loco. dep.	7 0	...	...	...	...
2¼	*South Kensington* ○ ...	7 15	...	...	9 18	10 15
2¾	Maribyrnong River Junct. ...	...	...	...	...	...
3½	Footscray	...	...	...	9 22	10 20
4	*Seddon* ○	...	...	...	...	...
4¾	Yarraville	...	...	...	...	...
5¾	Spotswood	...	...	...	...	...
—	**Tottenham Yard** arr.	7 35	...	9 20	...	...
	dep.	**Thro. Goods** 8 40	...	10 0	...	...
—	Brooklyn ES	8 50	...	10 7	...	...
6½	Newport ... ... dep.	9 0	...	10 15	9 32	10 30
7½	Austral Meat Siding NC ...	...	...	...	...	...
8¼	Altona Junction	9 4	...	10 19	9 36	10 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 ...	...	...	...	...	...
9¾	Aust. Carbon Black P/L Sdg. NC ...	...	...	... See note, page 20	...	...
11¼	Galvin NC	...	...	...	...	...
13	*Laverton* ○ ... arr.	...	...	...	...	...
	dep.	9 17	...	10 30	9 48	10 46
13¾	Aircraft NC	...	...	...	...	...
14½	Aircraft Siding NC	...	...	...	...	...
	arr.	9 36	...	...	10 6	...
19¾	**WERRIBEE** W ...	**—99, 55 147, 149, 76, 78, 92,**		**-91, 149**	**-99, 91, 94, -147,92,100 -55, 123**	
21	dep.	10 46	...	10 43	11 30–**170**	11 4
	Werribee Racecourse NC ...	...	...	...	...	...
24¼	arr.	10 59	...	...	11 43	...
	Manor ○ ...	**—100, 170**		**-100**	Tue., to Sat. ‡ A.M. 12 13 **120, 107**	
	dep.	11 19	...	10 51	12 13	11 14
29½	arr. *Little River* ○ ...	11 32 **-132, 120 Tue. to Sat.** A.M.	...	... **-170**	12 26–**152** **-132, 184**	...
	dep.	12 4	...	11 0	1 7–**186**	11 25
35¾	arr. Lara	12 18–**152**	...	...	...–**96**	...
	dep.	12 52	...	11 10—**132**	1 21	11 37
39¾	arr. Corio	...	...	—**152**		...
	dep.	1 2	...	11 18	1 30	11 46
40	Shell Co's Siding NC ...	...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...	...
41¾	*North Shore*	**180,184,107,152**	...	...	...	...
41¾	Ford's Siding NC	...	...	...	...	...
41¾	I.H.C. Siding NC	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...
—	North Geelong Yard W arr.	1 12	...	11 25	1 40	11 56
	dep.			To Adelaide via Cressy (see pages 118 and 129)		
44¼	Corio Quay South NC ...	...	...		...	...
45	**GEELONG** ES W ... arr.	...	...		...	...
		91		147	149	123

Miles	STATIONS		123 Thro. Goods Mon. to Fri.			111 Thro. Goods Mon. to Fri. (See note)	
			P.M.			P.M.	
—	**MELB. YARD** W	*dep.*	10 5	...	...	10 45	...
1	North Melbourne ...	...	...	...	...	...	...
3½	Footscray goods	...	...	...	...	...	...
—	**WEST TOWER**	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
2¼	*South Kensington* ○ ...		10 15	...	...	...	...
2¾	Maribyrnong River Junct. ...		...	...	...	...	...
3½	Footscray		10 20	...	...	...	...
4	*Seddon* ○		...	...	...	...	...
4¾	Yarraville		...	...	...	...	...
5¾	Spotswood		...	...	...	...	...
—	**Tottenham Yard**	*arr.*	...	...	...	11 15 **Tue. to Sat.** A.M.	...
		dep.	...	...	...	12 15	...
—	Brooklyn ES		...	...	...	12 22	...
6½	Newport ...	*dep.*	10 30	...	...	12 30	...
7½	Austral Meat Siding NC ...		...	...	...	...	...
8¼	Altona Junction	*dep.*	10 34	...	...	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 ...		...	...	...	...	...
9¾	Aust. Carbon Black P/L Sdg. NC ...		...	...	...	...	...
11¼	Galvin NC		...	...	...	...	...
13	*Laverton* ○		10 46	...	...	12 46	...
13¾	Aircraft NC		...	...	...	...	...
14¼	Aircraft Siding NC ...		...	...	...	...	...
19¾	**WERRIBEE** W	*arr.*	11 5 **–107,100,170 –149, 120 Tue. to Sat.** A.M.	...	...	1 5 **–184, 186, 152, 96, 151**	...
		dep.	12 10	...	...	2 6	...
21	Werribee Racecourse NC ...		...	...	...	...	...
24¾	*Manor* ○ ...	*arr.*	12 23–**186 –132,184,152**	...	...	... **—180**	...
		dep.	1 18	...	...	2 21	...
29½	*Little River* ○ ...	*arr.*	1 31–**96, 180 —120**	...	...	... **—120**	...
		dep.	2 15	...	...	2 34	...
35¼	Lara	*arr.*	...	...	...	...	...
		dep.	2 29—**162**	...	...	2 46—**162**	...
39¾	Corio	*arr.*	...	...	...	...	...
		dep.	2 38	...	...	2 55	...
40	Shell Co's Siding NC ...		...	...	...	...	...
40½	Distiller's Siding NC ...		...	...	...	...	...
41½	*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	*arr.*	2 48	...	...	3 5	...
		dep.					
44¼	Corio Quay South NC ...		...	...	...	...	...
45	**GEELONG** ES W	*arr.*	...	...	...	...	...
			123			111	

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

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	...	...	...	...
142¼	Corio Quay South NC ...		...	...	...	...	...	...	...	...
143	North Geelong		...	...	12 55	1 35	...	...	...	...
—	North Geelong Yard W ...		12 1	12 20	...	...	1 30	2 0	3 0	...
—	North Geelong "A" Box		...	...	...	...	...	...	...	4 0
141¾	Phosphate Siding NC ...		...	...	...	...	...	...	...	...
141¾	I.H.C. Siding NC ...		...	...	...	...	...	...	...	...
141¾	Ford's Siding NC	arr.	12 11 Thro. Goods	...	...	...	1 40 Thro. Goods	...	...	...
		dep.	1 25	...	...	...	2 30	...	...	...
144¼	*North Shore*		...	...	...	...	...	...	...	...
146	Distiller's Siding NC ...		...	...	...	...	...	...	...	...
146½	Shell Co's Siding NC ...		...	...	...	...	...	...	...	...
146¾	Corio	arr.	...	12 32 —107 Fol. 186	...	...	...	...	3 11	...
		dep.	1 35	12 38	1 6	1 46	2 40	2 11	-185 3 20	4 11
		arr.	...	... —91	1 17	...	...	2 22	3 31	...
150¾	Lara				-149			-111, 123, 151, 185	-187	
		dep.	1 45	12 49	1 24	1 55	2 49	3 11	3 48	4 20
		arr.	...	...	...	2 8	...	3 28	...	...
157	*Little River* ○ ...		—123	-149	-123	-111,123, 151, 185		-187		
		dep.	2 0	1 4	1 41	2 59	3 4	3 34	4 9	4 35
161¾	*Manor* ○ ...	arr.	2 13	-123	...	3 12	...	...	...	...
		dep.	2 48	1 15	1 52	3 18	3 15	3 47	4 20	4 46
165½	Werribee Racecourse NC ...		...	-111	-151, 111	...	...	...	-15 -155	-15 -155
166¾	**WERRIBEE** W		3 1	1 26	2 3	3 31	3 26	3 58	4 31	4 57
172¼	Aircraft Siding NC ...		...	...	...	...	...	...	...	...
172⅝	Aircraft NC		...	...	...	...	...	...	...	...
173½	*Laverton* ○		3 15	1 40	2 17	3 45	3 40	4 12	4 45	5 11
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 Refin. Sdg. NC		...	...	...	...	...	...	...	...
177⅞	Paisley NC		...	...	...	...	...	...	...	...
178	Mobil Oil Co's Siding NC ...		...	...	...	...	...	...	...	...
178¼	Altona Junction ...		3 26	1 51	2 28	3 56	3 52	4 23	4 56	5 22
179	Austral Meat Siding NC ...		...	...	...	...		...	...	...
180	Newport		3 30	1 55	2 32	4 0	3 56	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	2 8	...	...	and	...	5 13	...
183¾	Maribyrnong River Junction		Som'tn	...	...	...	Som-	...	...	...
184¼	*South Kensington* ○ ...		...	2 13	...	...	erton	...	5 18	...
185½	North Melbourne... ...		...	...	...	...	...	...	...	...
—	West Tower	arr.	...	...	4 5	5 40	...	...	...	6 45
		dep.	...	...	4 30	6 0	...	...	...	7 10
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

To Dandenong

From Warrnambool

From Ararat via Crosey

B. Arrive Geelong 12.32 a.m. Saturday.

Up

Miles from Port Fairy	STATIONS		88 Fast Goods Tues.	88 Fast Goods Wed. to Sat.		24 Roadside Goods Mon. to Sat.	2 Thro. Goods Mon. to Fri. ‡	2 Thro. Goods Sat. ‡
			A.M.	A.M.		A.M.	A.M.	A.M.
141¼	**GEELONG** ES W	*dep.*	...	...	...	...	...	...
142¼	Corio Quay South NC	...	...	...	...	...	...	...
143	North Geelong	...	...	...	...	...	...	...
—	North Geelong Yard W	...	...	...	...	6 20	7 40	7 40
—	North Geelong "A" Box	...	4 30	5 0	...	...	...	...
141¾	Phosphate Siding NC	...	...	...	...	...	...	...
141¾	I.H.C. Siding NC	...	...	...	...	...	...	...
141¾	Ford's Siding NC	...	...	...	...	...	...	...
144¼	*North Shore* ...	...	...	...	...	...	...	...
146	Distiller's Siding NC	*arr.*	...	...	...	6 30	...	...
		dep.	...	...	...	6 50	...	...
146½	Shell Co's. Siding NC	...	...	...	...	...	...	...
146¾	Corio	*arr.*	...	...	...	7 0	...	...
		dep.	4 41	5 11	...	7 42	7 51	7 51
150¼	Lara	*arr.*	...	...	...	7 53	8 2	8 2
		dep.	4 50	5 20	...	9 10	8 27	8 27

75, 12, 28, 80

-2, 32, 35, 31

	Mon. to Fri.	Sat.
	9 27	9 27
	-157, 15	**-32, 157**
	9 46	10 2
	9 59	10 15
	—39	**—37**
	10 24	10 28
	...	...
	10 37	10 41

-38, 164, 171

157	*Little River* ○ ...	*arr.*	...	...	...		8 44	8 44
				-155	...		**-32, 15**	**-35**
		dep.	5 5	5 35	...		9 6-35	9 6
161¾	*Manor* ○ ...	*arr.*	...	...	...		9 19	9 19
			—155	**—15**			**—157**	**—157**
		dep.	5 16	5 46	...		9 35	9 29
165½	Werribee Racecourse NC	...	...	...	...		...	...
166¾	**WERRIBEE** W	*arr.*	...	...	...		...	...
			-15	**-15**	...			
		dep.	5 27	5 57	...	11 20	9 48	9 42
172¼	Aircraft Siding NC	...	...	...	...	...	...	...
172¾	Aircraft NC	...	...	...	...	...	...	...
173½	*Laverton* ○ ...	*arr.*	...	...	...	...	...	...
		dep.	5 41	6 11	...	11 34	10 2	9 56
175¼	Galvin NC ...	...	...	...		...	...	...
177	Aust. Carbon Black P/L Sdg. NC	...	...	...	...	...	...	...
177	B.P. Oil Siding NC	...	...	...	...	...	...	...
177¼	S.E.C. Siding NC	...	...	...	...	...	...	...
177¾	Petroleum Refin. Sdg. NC	...	...	...	...	...	...	...
177¾	Paisley NC ...	...	...	...	...	...	...	...
178	Mobil Oil Co's Siding NC	...	...	...	...	...	...	...
178¼	Altona Junction		5 52	6 22	...	11 49	10 13	10 7
179	Austral Meat Siding NC	...	...	...	...	...	...	...
180	Newport ...	*arr.*	...	...	...	...	...	10 11
								-Fol. 32
		dep.	5 56	6 26	...	11 53	10 17	10 29
						P.M.		
—	Brooklyn ES ...	*arr.*	6 5	...	...	...	...	...
		dep.	6 20	...	...	...	...	...
—	**Tottenham Yard**	*arr.*	6 35	6 45	...	12 16	...	...
		dep.	7 5	7 5	...	12 35	...	...
183	Footscray		...	...	...	...	10 30	10 45
183¾	Maribyrnong River Junct.		...	...	...	...	...	...
184½	*South Kensington* ○ ...		...	...	...	...	10 35	10 50
185¼	North Melbourne	...	...	...	...	...	...	...
—	West Tower	*arr.*	7 35	7 35	...	1 5	...	...
		dep.	8 0	8 0	...	1 35	...	...
186¼	**MELBOURNE YD.** W	*arr.*	8 20	8 20	...	1 55	11 5	11 20
			88	**88**		**24**	**2**	**2**

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. ‡		138 Thro. Goods Sat. ‡
				A.M.	A.M.	A.M.	A.M.		A.M.
141½	**GEELONG** ES W ...	*dep.*	...		...	...	...	...	...
142¾	Corio Quay South NC	...	...		...	...	...	...	...
143	North Geelong ...	...	...		...	...	...	...	...
—	North Geelong Yard W	*dep.*	9 30		10 0	10 0	11 0	..	11 30
—	North Geelong "A" Box	...	...		...	...	...	...	...
141½	Phosphate Siding NC ...	...	...		...	...	...	...	...
141¾	I.H.C. Siding NC ...	...	...		...	...	...	...	...
141¾	Ford's Siding NC ...	...	...		...	...	...	...	...
144¾	*North Shore*	...	...		...	...	...	...	...
146	Distiller's Siding NC ...	...	...		...	...	...	...	...
146½	Shell Co's. Siding NC ...	...	...		...	...	...	...	...
146¾	Corio	*arr.*	...		...	...	...	...	...
		dep.	9 41		10 11	10 11	11 13	...	11 41
			Sat. ‡	Mon. to Fri. ‡					
150¾	Lara	*arr.*	...	9 52	10 22	10 22	11 24	...	...
				–157	–37, 157	171 39, 38	–171		
		dep.	9 52	9 58	10 41	11 2	11 38	...	11 52
157	*Little River* ○ ...	*arr.*	10 9	10 15	10 58–38	11 19–171	11 55–173	...	...
			–37, 157	–39			P.M.		P.M.
		dep.	10 33	10 31	11 8	11 26	12 21–	...	12 9–171
161¾	*Manor* ○	*arr.*	...	10 44	11 21	11 39	12 34	...	... 171
				–171, 38	–171	–43, 173	–89 43, 42		
		dep.	10 46	11 13	11 35	11 59	12 55	...	12 21–89
165½	Werribee Racecourse NC	...	...	...	...	P.M.	...	...	...
166¾	**WERRIBEE** W ...	*arr.*	...	...	...	...	...	...	...
			–171			–89			
		dep.	10 57	11 25	11 48	12 12	1 8	...	12 34
172¼	Aircraft Siding NC ...	...	...	...	...	...	...	...	...
172¾	Aircraft NC	...	...	...	...	...	...	...	...
173½	*Laverton* ○	*arr.*	...	...	...	...	...	...	...
					P.M.				
		dep.	11 11	11 40	12 2	12 26	1 22	...	12 48
175¼	Galvin NC	...	...	...	...	...	...	...	...
177	Aust. Carbon Black P/L Sdg. NC	...	...	...	...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...	...	...	...	...
177⅛	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...
177⅜	Petroleum Refineries Siding NC	...	...	...	...	...	...	...	...
177¾	Paisley NC	...	...	...	...	...	...	...	...
178	Mobil Oil Co's. Siding NC	...	...	...	...	...	...	...	...
178¼	Altona Junction ...	...	11 22	11 54	12 13	12 37	1 33	...	1 2
179	Austral Meat Siding NC	...	...	...	...	...	...	...	...
180	Newport	*arr.*	11 26	...	...	...	1 37	...	...
			–Fol. 38						
		dep.	11 34	11 58	12 17	12 41	1 47	...	1 6
—	Brooklyn ES ...	*arr.*	...	...	...	...	...	...	...
—	**Tottenham Yard** ...	*arr.*	...	...	12 40	1 5	...	...	...
		dep.	...	P.M.	1 0	1 25	...	...	...
183	Footscray		11 46	12 10	...	...	2 0	...	1 19
183¾	Maribyrnong River Junction	...	...	...	...	...	...	...	...
184¼	*South Kensington* ○ ...	...	11 51	12 15	...	...	2 5	...	1 23
—	West Tower ...	*arr.*	...	...	...	...	2 30	...	...
		dep.	...	...	...	...	3 0	...	...
185⅛	North Melbourne		P.M.	...	...	...	...	...	...
186½	**MELBOURNE YARD** W	*arr.*	12 30	12 45	1 30	1 55	3 30	...	2 10
			164	**164**	**36**	**36**	**46**		**138**

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. ‡)	154 Express Goods Sat. ‡	154 Express Goods Tue. to Fri.
		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 35	12 35	2 0	3 0	3 15	...	...
—	North Geelong "A" Box ...	...	...	...	...	...	...	6 8	6 50
141½	Phosphate Siding NC ...	P.M.	...	...	...	...	...	...	...
141¾	I.H.C. Siding NC ...	...	...	...	...	...	...	...	...
141¾	Ford's Siding NC *arr.*	12 10	...	...	...	...	...	...	...
	dep.	1 10	...	...	...	...	...	...	...
144¾	*North Shore*	...	...	...	...	...	...	...	...
146	Distiller's Sdg. NC ...	...	...	...	...	...	...	...	...
146½	Shell Co's. Siding NC ...	...	...	...	...	...	...	...	...
	arr.	...	...	...	...	...	...	...	...
146¾	Corio ...								
	dep.	1 20	12 46	12 46	2 11	3 11	3 27	6 18	6 58
	arr.	1 29	12 57	12 57	...	...	...	...	7 6
150¾	Lara ...			–45, 55, 171, 89					–79 –103
		–47	–89			–49			
	dep.	1 49	1 15	1 45	2 21	3 20	3 38	6 28	7 24
	arr.	...	1 32	...	2 38	...	...	6 40	...
157	*Little River* ○ ...		–47		201, 49	–51		–73	–161
	dep.	2 6	1 40	2 2	2 53	3 35	3 53	6 48	7 36
	arr.	...–86	1 55—51, 49	...	...	...	...	6 57	...
161¾	*Manor* ○ ...	–49		–49	–51	–169		–83	
	dep.	2 17	3 13	2 13	3 6	3 46	4 4	7 8	7 43
165½	Werribee Racecourse NC ...	...	...	...	...	...	...	...	...
	arr.	...	...	...	...	3 59	...	...	...
166¾	**WERRIBEE** W ...		119, 40, 50			–202			
					–169	–173			
	dep.	2 28	3 24	2 24	3 17	4 11	4 15	7 18	7 50
172½	Aircraft Siding NC ...	...	...	...	...	...	...	...	...
172¾	Aircraft NC	...	...	...	...	...	...	...	...
	arr.	2 42	...	...	...	...	...	...	...
173½	*Laverton* ○ ...	–Fol. 50							
	dep.	2 49	3 38	2 38	3 31	4 26	4 29	7 30	8 2
175¼	Galvin NC	...	...	...	...	...	...	...	...
177	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...	...	...	...	...
177¼	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...
177¾	Pet'oum Refineries Sdg.NC	...	...	...	...	...	...	...	...
177¾	Paisley NC	...	...	...	...	...	...	...	...
178	Mobil Oil Co's. Sdg. NC ...	...	...	...	...	...	...	...	...
	arr.	...	...	...	...	...	...	...	...
178¼	Altona Junction								
	dep.	3 2	3 49	2 49	3 42	4 36	4 41	7 39	8 11
179	Austral Meat Siding NC ...	...	...	...	...	...	...	...	...
	arr.	...	...	...	...	...	...	...	...
180	Newport ...								
	dep.	3 6	3 53	2 53	3 46	4 40	4 45	7 43	8 15
—	Brooklyn ES ... *arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	7 58	8 30
—	**Tottenham Yard** *arr.*	...	...	...	...	5 5	...	8 13	8 45
	dep.	3 16	4 3	...	...	5 35	...	8 33	9 5
183	Footscray	To Up'ld	...	3 6	3 59	...	4 57	...	...
183¾	Maribyrnong River Junct.	via	...	...	...	...	...	...	...
184½	*South Kensington* ○ ...	Albion	...	3 11	4 4	...	5 1	...	...
185½	North Melbourne ...	and	...	...	...	...	...	...	...
186½	**MELB. YARD** W *arr.*	Somer'n	4 50	3 50	4 35	6 10	5 30	9 0	9 30
		40	86	86	188	26	26	154	154

(From Serviceton) Alternate schedule when **No. 154** is routed via Meredith

(From Serviceton)

(See notes pages 20 and 32)

Maximum permissible speed Sixty (60) M.P.H.

(See notes pages 20 and 32)

Maximum permissible speed Sixty (60) M.P.H.

Miles from Port Fairy	STATIONS	68 Thro. Goods Mon. to Fri.	68 Thro. Goods Sat.	76 Thro. Goods Mon. to Fri.	76 Thro. Goods Sat.	78 Thro. Goods Mon. to Fri.	
		P.M.	P.M.	P.M.	P.M.	P.M.	
141¼	**GEELONG** ES W *dep.*	...	...	...	...	...	
142¼	Corio Quay South NC ...	...	...	...	...	...	
143	North Geelong	...	...	...	...	...	
—	North Geelong Yd. W *dep.*	6 50	6 50	7 40	7 40	8 5	
—	North Geelong "A" Box ...	...	...	...	...	...	
141½	Phosphate Siding NC ...	...	...	...	...	...	
141¾	I.H.C. Siding NC ...	...	...	...	...	...	
141¾	Ford's Siding NC ...	...	...	...	...	...	
144¾	*North Shore*	...	...	...	...	...	
146	Distiller's Siding NC ...	...	... 90, 83	...	...	...	
146¼	Shell Co's Siding NC ...	...	...	...	...	...	
146¾	Corio ... ... *arr.*	7 1–103	7 1	...	...	...	
	dep.	7 30–79	7 42	7 51	7 51	8 16	
150¾	Lara ... ... *arr.*	...	...	8 2	...	8 27	
	dep.	7 41	7 53	–161, 87 8 52–78	8 0	–161, 87 8 58	
						Mon. to Thur.	Fri.
157	*Little River* ○ ... *arr.*	... –161	...–105	... –159	... –105	... –159	9 15 Fol. 90
	dep.	7 56	8 8	9 9	8 16	9 15	9 28
				Mn. to Thur.	Fri.		
161¾	*Manor* ○ ... *arr.*	8 9	... –161	9 22	Fol. 90 –161	...	...
	dep.	8 43	8 20	9 20	9 32	8 29	9 26	9 41
165¼	Werribee Racecourse NC ...	... ... 159, 87	... –127	... –55	... –91, 55	... –127	...–55 –91	... –91
166¾	**WERRIBEE** W	8 55	8 32	9 31	9 45	8 40	9 37	9 52
172¼	Aircraft Siding NC ...	...	...	...	...	...	...	...
172¾	Aircraft NC	...	...	...	...	...	...	...
173¼	*Laverton* ○	9 10	8 47	9 45	9 59	8 54	9 51	10 6
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 Refin. Sdg. NC	...	...	...	...	...	...	...
177¾	Paisley NC	...	...	...	...	...	...	...
178	Mobil Oil Co's Sdg. NC ...	...	...	...	...	...	...	...
178¼	Altona Junction ...	9 21	8 57	9 55	10 11	9 4	10 2	10 17
179	Austral Meat Siding NC ...	...	...	...	...	...	...	...
180	Newport	9 25	9 1	10 0	10 15	9 8	10 6	10 21
—	Brooklyn ES ... *dep.*	...	...	...	...	...	...	...
—	**TOTTENHAM YD.** *arr.*	9 40	9 16	10 25	10 35	...	10 30	10 45
	dep.	10 10	9 46	10 50	11 5	9 31	10 55	11 10
180¾	Spotswood	...	...	...	...	...	...	...
181¾	Yarraville	...	...	...	...	...	...	...
182½	*Seddon* ○	...	...	...	...	...	...	...
183	Footscray	...	...	...	...	...	...	...
183¾	Maribyrnong River Junct.	...	...	...	...	...	...	...
184¼	*South Kensington* ○ ...	...	...	...	...	...	...	...
	West Tower ... *arr.*	10 40	10 25	11 20	11 40 Sat. A.M.	10 0	11 25	11 45 Sat. A.M.
—	*dep.*	11 5	10 50	11 50 Tu. to Fri. A.M.	12 10	10 30	11 55 Tue. to Fri. A.M.	12 15
186¾	**MELBOURNE YD.** *arr.*	11 25	11 10	12 15	12 40	11 0	12 20	12 45
		68	68	76	76	76	78	78

Up

Miles from Port Fairy	STATIONS		78 Thro. Goods (Sat. ‡)	92 Thro Goods Mon. to Fri.		100 Thro. Goods Mon. to Fri.	
			P.M.	P.M.		P.M.	
		arr.	...	...		8 10	
141¼	**GEELONG** ES W ...	dep.	...	8 55		9 30	
142¼	Corio Quay South NC ...		...	...		...	
143	North Geelong		...	9 0		9 36	
—	North Geelong Yard W ...		8 5	...		...	
—	North Geelong "A" Box ...		...	...		...	
141¼	Phosphate Siding NC ...		...	...		...	
141¾	I.H.C. Siding NC		...	...		...	
141¾	Ford's Siding NC		...	...		...	
146	Distiller's Siding NC	arr.	...	...		...	
		dep.	...	...		...	
146¼	Shell Co's. Siding NC ...		...	...		...	
				Fri.	Mon. to Thur.		
		arr.	...	9 11	...	...	
146¾	Corio ...			—Fol. 90			
		dep.	8 16	9 18	9 11	9 46	
						Fri.	Mon. to Thur.
		arr.	8 27	...	...	9 55	...
150¾	Lara ...		—105			—159	—159
		dep.	8 36	9 29	9 20	10 2	9 55
		arr.	...	...	...	10 17	10 10
157	*Little River* ○ ...		—161	—159	—159		
		dep.	8 53	9 44	9 35		10 28
		arr.	...	...	9 48–99		10 41
161¾	*Manor* ○ ...		—127		—55		—55, 147, 91
		dep.	9 4	9 55	10 19		11 2
165½	Werribee Racecourse NC ...		...	...	...		...
		arr.	...	...	...		...
166¾	**WERRIBEE** W ...			—91			
				—55	—91		—123
		dep.	9 15	10 6	10 32		11 15
172¼	Aircraft Siding NC ...		...	...	...		...
173½	*Laverton* ○ ...	arr.	...	...	...		...
		dep.	9 29	10 20	10 46		11 29
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 ...		...	...	...		...
178½	Altona Junction		9 40	10 31	10 57		11 40
180	Newport		9 44	10 35	11 1		11 44
							Tue. to Sat.
		arr.	...	...	...		A.M.
—	Brooklyn FS ...	dep.	...	...	...		12 5
—	**TOTTENHAM YD.**	arr.	10 5	10 58	11 25		12 35
		dep.	10 30	11 30	11 59		
			...	Sat.	Tue. to Fri.		
			...	A.M.	A.M.		
183	Footscray		...	...	...		...
184¼	*South Kensington* ○ ...		...	...	...		...
		arr.	...	12 5	12 40		1 5
—	West Tower ...	dep.	...	12 35	1 10		1 30
186½	**MELBOURNE YARD** W	arr.	11 40	1 5	1 30		1 50
			78	92	92		100

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.
141¼	**GEELONG** ES W ...	*arr.*	...	...	...	...
		dep.	...	...	From	...
142¼	Corio Quay South NC		...	...	...	...
143	North Geelong		...	...	Ballarat	...
—	North Geelong Yard W	*arr.*	...	...	...	...
		dep.	9 50	10 30	11 0	11 30
—	North Geelong "A" Box ...		...	...	...	...
141¾	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 ...		...	...	...	...
146¾	Corio	*arr.*	10 1	...	11 11—120, 147	11 41–55 –107, 184
			—159			Tue. to Sat. ‡ A.M.
		dep.	10 11	10 41	11 29	12 33
		arr.	10 22	10 52—120, 55, 147	11 41–91 Tue. to Sat. A.M.	...
150¾	Lara					–91
		dep.	10 30	11 36 Tues. to Sat. ‡ A.M.	12 26–107	12 44
157	*Little River* O ...	*arr.*	10 47 –147, 55	12 1–91, 107 —149	... –149	... –149
		dep.	11 3	12 28	12 43	12 59
161¼	*Manor* O ...	*arr.*	... –91,	...—123	...—123	...—123
		dep.	11 16	12 41	12 54	1 10
165½	Werribee Racecourse NC ...		...	...	...	...
166¾	**WERRIBEE** W ...	*arr.*	...—149 –123	...	... —111	... —111
		dep.	11 27	12 52	1 5	1 21
172¼	Aircraft Siding NC ...		...	...	...	...
173½	*Laverton* O		11 41	1 6	1 19	1 35
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 52	1 17	1 30	1 46
180	Newport ...	*arr.*	...	...	...	...
		dep.	11 56	1 21	1 34	1 50
—	Brooklyn ES ...	*arr.*	...	...	1 42	...
		dep.	...	...	1 55	...
—	**TOTTENHAM YD.**	*arr.*	...	...	2 10	...
		dep.	...	...	2 30	...
			Tue. to Sat. A.M.			
183	Footscray		12 9	1 34	...	2 3
184¼	*South Kensington* O ...		12 14	1 39	...	2 8
—	**WEST TOWER**	*arr.*	...	...	3 0	...
		dep.	...	...	3 20	...
186½	**MELBOURNE YARD** W	*arr.*	12 40	2 10	3 50	2 40
—	Viaduct Junction ...		...	...	...	...
—	**FLINDERS STREET**	*dep.*	...	...	...	...
			170	132	152	186

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 W ...	arr.	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	1 0	...	...	...	...	...
46½	South Geelong ES		...	...	...	1 4	...	...	...	...	...
47¾	Geelong Racecourse Plat. NC...		...	...	...	...	...	...	...	...	...
54½	Waurn Ponds (Victoria Portland Cement Coy. Sdg.) NC ES (See note, page 169)		...	...	...	...	...	...	...	...	...
60	*Moriac* ○ ES		...	...	...	1 33	...	...	...	...	...
70¾	*Winchelsea* ○ ES W ... (See page 169)	arr.	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	1 53	...	...	...	...	...
83½	Birregurra ES ...	arr.	...	...	...	2 13	...	...	...	...	...
		dep.	...	...	...	2 18	...	...	...	...	...
93¾	Shell Co's. Siding NC		...	...	...	...	...	...	...	...	...
95	Esso Mobil & BP. Co's. Sdg.NC		...	...	...	...	...	...	...	...	...
95½	**COLAC** ES W ...	arr.	...	...	...	2 41	...	...	...	...	...
		dep.	...	...	...	2 56	...	...	...	...	...
104½	*Pirron Yallock* ○ ES	arr.	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	3 15	...	...	...	...	...
113¾	Pomborneit NC ... (See page 169)	arr.	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	3 31	...	...	...	...	...
117¾	Weerite NC	arr.	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...	...
123¼	**CAMPERDOWN** ES W	arr.	...	...	...	3 46	...	...	...	...	...
									—38	38, 72	
		dep.	...	...	...	4 6	...	6 30	8 50	8 50	9 10
123½	Camperdown Oil Siding NC ...		...	...	...	...	...	...	...	...	...
123¾	Cattle Siding NC		...	...	...	...	...	...	...	...	...
127½	Timboon Junct. NC ES (See page 169)	arr.	...	...	...	...	...	...	9 0	...	...
		dep.	...	...	...	...	...	...	9 5	...	...
131½	*Boorcan*...	arr.	...	...	...	...	...	...	To Timboon	...	...
		dep.	...	...	...	...	...	...		...	...
137½	Terang ES W	arr.	...	...	...	4 33	...	7 2		9 25	9 45
								—38			
		dep.	...	...	...	5 17	...	8 29		10 30	
138¼	Mortlake Junct. NC ES (See page 169)	arr.	...	...	...	...	...	8 34		10 35	
		dep.	...	...	...	...	...	8 39	...	10 45	
150¾	*Panmure* ○ ES ... (See page 169)	arr.	...	...	...	...	...	...	...	...	
		dep.	...	...	...	5 43	...	To	...	To	
159	Allansford ES ... (See page 169)	arr.	...	...	...	...	...	Mort-	...	Mort-	
		dep.	...	...	...	5 56	...	lake	...	lake	
166	**WARRNAMBOOL** ES W	arr.	...	...	...	6 12–38	–38, 5	...	...	...	
		dep.	5 50	5 35	6 15		8 30	...	...	...	
167	Cattle Siding NC		...	...	...	...	...	...	...	...	
168¾	Shell Coy's Siding NC ...		...	...	...	...	...	...	...	...	
169	Dennington NC ES ... (See page 169)		...	5 45	6 25	...	...	...	...	...	
172	Illowa NC	arr.	...	...	...	...	8 48	...	...	...	
		dep.	...	...	...	...	9 3	...	...	...	
175½	Koroit ES W	arr.	6 23	...	...	...	9 23	...	...	...	
							—82				
		dep.	6 55	...	...	...	10 0	...	...	...	
185¾	Glaxo Siding NC ...	arr.	To	...	...	...	10 30	...	...	...	
		dep.	Ham'n	...	...	...	10 50	...	...	...	
186½	**PORT FAIRY** ES ...	arr.	...	...	...	...	10 55	...	...	...	
			1	11	11	5	23	15	77	75	

Down

Miles	STATIONS		113 Goods Tu., Thur., Fri. Sat. ‡	7 Thro. Goods Mon. to Sat.	21 Roadside Goods Mon. to Fri (Sat. ‡)		103 Goods Mn. 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	...
46¼	South Geelong ES	...	...	2 6	3 51		5 6	...
47¾	Geelong Racecourse Plat. NC		...	...			...	...
					Mon.	Tue. to Fri. (Sat. ‡)		
54½	Waurn Ponds (Vic. Portland Cement Coy. Siding) NC ES (See note, page 169)	arr.	...	...	...	4 23	5 38	...
		dep.	...	...	4 23	4 43	...	...
60	*Moriac* ○ ES ...	arr.	...	...	...	4 55	...	...
		dep.	...	2 49	4 38	5 10	...	...
70¼	*Winchelsea* ○ ES W (See page 169)	arr.	...	...	...	5 41	...	...
		dep.	...	3 18	5 7	6 6	...	...
83½	Birregurra ES ...	arr.	...	...	5 47	6 46	...	...
		dep.	...	3 56	6 7	7 6	...	...
93¾	Shell Co's. Siding NC ...		...	...	...	...	...	...
95	Esso Mobil & BP. Co's. Sdg. NC		...	...	...	...	...	...
				Mon.	Tue. to Sat.			
95¼	**COLAC** ES W ...	arr.	...	...	4 31	6 43	7 42 —72	...	...
		dep.	...	4 30	5 9	7 23	8 30	...	...
104½	*Pirron Yallock* ○ ES (See page 169)	arr.	...	...	...	...—72	8 55	...	..
		dep.	...	4 55	5 34	7 47	9 14—38	...	..
113¾	Pomborneit NC ...	arr.	...	...	...	...	9 36	...	..
		dep.	...	5 17	5 56	8 9	9 46	...	...
117¾	Weerite NC		...	...	...	...	...	...	...
		arr.	...	5 39	6 18	8 31–38	10 15	...	...
				Roadside Goods					
123¼	**CAMPERDOWN** ES W			Mon.	Tue. to Fri. (Sat. ‡)	Mon. ‡	Tue. to Sat. ‡		
		dep.	...	6 30	7 5–15	9 30	11 0	...	...
123¾	Camperdown Oil Siding NC		...	...	...	...	...	...	...
123¾	Cattle Siding NC		...	...	...	...	...	...	...
127¾	Timboon Junction NC ES (See p. 169)	arr.	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
131½	*Boorcan*	arr.	...	6 48	7 23	...	...	...	...
		dep.	...	7 8	7 43	...	...	...	...
		arr.	...	7 25	8 0–38	10 1	11 31	...	...
137½	Terang ES						P.M. 35, 120		
		dep.	...	9 0		10 39	12 16	...	...
138½	Mortlake Junction NC ES (See p. 169)	arr.	...	...		...	...	...	...
		dep.	...	...		...	...	...	...
		arr.	...	9 27		11 6	12 43 —120	...	...
				Mon. to Fri.	Sat. ‡	P.M. –120, 35			
150¾	*Panmure* ○ ES (See page 169)								
		dep.	...	9 58	10 18	12 58	12 58	...	...
		arr.	...	10 21 120	10 37 120	1 18	1 18	...	...
						Mon. to Fri. ‡	Sat. ‡		
159	Allansford ES ... (See page 169)								
		dep.	...	11 25	11 1	1 38	1 55	...	...—82
166	**WARRNAMBOOL** ES W	arr.	...	11 45	11 20	1 57	2 15	...	1 30
		dep.	11 0					...	...
167	Cattle Siding NC ...		...	...	...	...	...	...	...
168¾	Shell Coy's Siding NC		...	...	...	...	...	...	...
169	Dennington NC ES (See page 169)		...	...	...	...	...	...	...
172	Illowa NC		...	...	...	...	...	...	...
		arr.	11 38	...	...	...	...	...	2 8 108
175½	Koroit ES W ...		P.M.						84
		dep.	12 8	...	...	...	...	...	2 30
185¾	Glaxo Siding NC ...		To	...	...	...	...	...	To
186½	**PORT FAIRY** ES W	arr.	Penshurst	...	...	...	...	...	Hamilton
			113	7	21	21	103	115

Not to run when 84 runs

Not to run when 87 runs

Not to run when 114 runs

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 ... arr.	...	...	...	...	...
	dep.	5 30	7 30	...	11 30	11 30
	arr.	...	7 36	...	...	...
46¼	South Geelong ES ... dep.	5 36	8 36	...	11 36	11 36
47¾	Geelong Racecourse Platform NC	...	...	...	...	...
54½	Waurn Ponds (Victoria Portland Cement Coy. Sg.) NC ES (See note page 169) arr.	...	...	...	...	...
	dep.	...	...	...	P.M.	P.M.
60	*Moriac* ○ ES ... arr.	...	...	...	...–68	...–68
	dep.	6 23	...	...	12 23	12 23
70¾	*Winchelsea* ○ ES W ... arr.	6 52	To	...	12 52	12 52–72
	(See page 169) dep.	7 12	Q'cliff	...	1 12–72	1 12
83½	Birregurra ES ... arr.	7 52	...	...	...	...
	dep.	8 12	...	...	1 52	1 52
93¾	Shell Co.'s Siding NC	...	...	...	...	...
95	Mobil, Esso and B.P. Co's. Siding N C	...	...	...	...	...
95¼	**COLAC** E S W ... arr.	8 48	...	...	2 25–58	2 25–58
	dep.	9 50	...	...	2 40	3 35–120
104½	*Pirron Yallock* ○ ES arr'	...	...	...	..	...
	(See page 169) dep.	10 17	...	...	3 5	4 0–74
113¾	Pomborneit NC ... arr.	...	...	...	3 30–120	...
	dep.	10 42	...	...	4 4	4 24
117¾	Weerite NC	...	...	...	...	...
	arr	11 5	...	...	4 30	4 50–90
123¼	**CAMPERDOWN** E S W	Mon. to Fri. ‡ –35 –58 P.M.				
	dep.	12 10	...	...	...	...
123½	Camperdown Oil Siding NC ...	...	...	...	...	...
123¾	Cattle Siding NC	...	...	...	...	...
127½	Timboon Junct. NC ES arr.	...	...	...	...	...
	(See page 169) dep.	...	...	...	...	...
131½	*Boorcan* ... ... arr.	...	...	...	...	...
	dep.	...	..	...	...	...
137½	Terang ES W ... arr.	12 42	...	...	...	...
	dep.	1 24–120	...	...	...	...
138½	Mortlake Junct. NC ES arr.	...	...	...	...	...
	(See page 169) dep.	...	...	...	...	...
150¾	*Panmure* ○ ES arr.	...	...	...	...	...
	(See page 169) ... dep.	1 54	...	...	...	...
159	Allansford E S ... arr.	...	...	...	...	...
	(See page 169) dep.	2 13	...	...	...	...
166	**WARRNAMBOOL** ES W arr.	2 35–108	...	... –108	...	...
	dep.		...	4 20	...	...
167	Cattle Siding NC	...	...	...	...	...
168¾	Shell Coy's Siding NC	...	...	...	...	...
169	Dennington NC E S (See p. 169)	...	...	4 30	...	...
172	Illowa NC ... ... arr.	...	...		...	...
	dep.	...	...	...	...	...
175½	Koroit ES W ... arr.	...	...	...	...	...
	dep.	...	...	...	...	...
185¾	Glaxo Siding NC	...	...	...	...	...
186½	**PORT FAIRY** ES arr.	...	...	...	...	...
		87	25	79	83	83

Not to run when 103 runs. 38, 72, 68

Down

Miles	STATIONS		89 Pilot Mon. to Fri.	97 Goods Sat. ‡	97 Goods Fri.	97 Goods Mon. to Thur.	117 Goods Tue. to Sat. ‡	99 Goods Mon. to Thur. ‡
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
45	**GEELONG** ES W ...	arr.	...	...	...	...	...	—100
		dep.	2 5	5 10	4 45	5 30	...	8 15
		arr.	2 11 —72 Mon., Wed., Fri.	...	...	...	...	...
46¼	South Geelong ES ...							
		dep.	3 30	5 16	4 51	5 36	...	8 21
47¾	Geelong Racecourse Platform NC		...	...	...	...	...	...
54½	Waurn Ponds (Victoria Portland Cement Coy, Sg.) NC ES (See note page 169)	arr.	...	5 45—120	5 20	6 5	...	...
		dep.	...				...	...
60	*Moriac* ○ ES ...	arr.	...	...	...	...	...	8 57 —120
		dep.	...	...	...	...	...	9 20
70¾	*Winchelsea* ○ ES W ... (See page 169)	arr.	...	...	...	...	...	9 51—94
		dep.	...	...	...	...	...	10 2
83½	Birregurra ES ...	arr.	...	...	...	...	...	10 40—96
		dep.	...	...	...	...	...	10 57
93¾	Shell Co.'s Siding NC ...		...	...	...	...	...	...
95	Mobil, Esso and B.P. Co's Siding NC		...	...	...	...	...	
95½	**COLAC** ES W ...	arr.	...	...	...	...	...	11 33
		dep.	...	...	...	...	...	11 43
								Tue. to Fri. ‡
104½	*Pirron Yallock* ○ ES ... (See page 169)	arr.	...	...	...	...	...	A.M.
		dep.		...	...	...	...	12 8
113¾	Pomborneit NC ...	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	12 30
117¾	Weerite NC ...		...	...	...	...	...	...
123¼	**CAMPERDOWN** ES W	arr.	...	...	...	...	...	12 52
		dep.	...	...	...	...	...	1 40
123½	Camperdown Oil Siding NC ...		...	...	...	...	...	...
123¾	Cattle Siding NC		...	...	...	...	...	...
127½	Timboon Junct. NC ES (See page 169)	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
131½	*Boorcan*	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
137¼	Terang ES W	arr.	...	...	...	...	...	2 12
		dep.	...	...	...	...	...	2 27
138¼	Mortlake Junct. NC ES (See page 169)	arr.	...	...			...	...
		dep.	...	...	...	...	...	...
150¾	*Panmure* ○ ES ... (See page 169)	arr'	...	...	...	...	...	...
		dep.	...	...	...	...	...	2 57
159	Allansford ES ... (See page 169)	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	3 16
166	**WARRNAMBOOL** ES W	arr.	...	...	...	...	—96,90	3 35
		dep.	...	...	...	...	5 45	
167	Cattle Siding NC		...	...	...	...	...	...
168¼	Shell Coy's Siding NC ...		...	...	...	...	...	...
169	Dennington NCES (See p. 169)		...	...	...	...	...	...
172	Illowa NC	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
175½	Koroit ES W ...	arr.	...	...	...	...	6 23 —116,114	...
		dep.	...	...	...	...	6 45	...
185¾	Glaxo Siding NC		...	...	...	...	To Hamilton	...
186½	**PORT FAIRY** ES	arr.	...	...	...	...		No. 42 not to run.
			89	97	97		117	99

To Cheetham Siding

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 dep.	...	...	...	...	...	...	...
¾	Glaxo Siding NC	...	...	...	...	...	...	...
11	Koroit ES W ... ... arr.	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
14¼	Illowa NC	...	...	...	...	...	...	...
17¼	Dennington NC ES (See page 169)...	...	6 55	7 45	...	...	...	...
17¾	Shell Co.'s Siding NC ...	...	...	...	...	...	...	...
19¼	Cattle Siding NC	...	...	...	...	...	...	...
20¼	**WARRNAMBOOL** ES W ... arr.	...	7 5	7 55	...	...	...	...
	dep.	...	...	...	...	...	...	...
27¼	Allansford ES ... ... arr.	...	...	...	...	...	...	...
	(See page 169) ... ... dep.	...	...	...	...	...	...	...
35¾	*Panmure* ○ ES ... ... arr.	...	...	...	...	...	...	...
	(See page 169) ... ... dep.	...	...	...	...	...	...	...
48¼	Mortlake Junction NC ES ... arr.	...	...	...	...	...	...	...
	(See page 169) ... dep.	...	...	...	...	...	...	...
49¼	Terang ES W ... ... arr.	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
55¼	*Boorcan* ... ... arr.	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
59¼	Timboon Junction NC ES ... arr.	...	...	...	...	...	...	...
	(See page 169) ... ... dep.	...	...	...	...	...	...	...
62¾	Cattle Siding NC	...	...	...	...	...	...	...
63¼	Camperdown Oil Siding NC ...	...	...	...	...	...	...	...
63½	**CAMPERDOWN** ES W arr.	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	6 40–7	...
68¾	Weerite NC ... arr.	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
72¾	Pomborneit NC ... arr.	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	7 10	...
82	*Pirron Yallock* ○ ES ... arr.	...	...	...	...	...	7 32–7	...
	(See page 169) ... dep.	...	...	...	...	...	7 52	...
	arr.	...	...	...	...	...	8 15	...
91¼	**COLAC** ES W					–72, 87		
	dep.	...	...	...	...	9 45	11 15	...
91½	Esso, Mobil and B.P. Oil Co.'s Siding NC	...	...	...	...	...	...	...
92¾	Shell Co.'s Siding NC	...	...	...	...	...	...	...
103	Birregurra ES ... ... arr.	...	...	...	...	10 20	...	...
	dep.	...	...	...	...	10 45–35	11 50	...
							P.M.	
115¾	*Winchelsea* ○ ES W ... arr.	...	...	...	...	11 17	12 21–83	...
	(See page 169) dep.	...	...	...	...	11 32	12 57	...
						P.M.		
126½	*Moriac* ○ ES ... ... arr.	...	...	...	...	12 11	...	...
	dep.	...	...	...	...	12 28–83	1 35	...
132	Waurn Ponds (Victoria Portland Cement Coy. Sdg.) NC ES arr.	...	...	...	...	...	...	...
	(See note page 169) dep.	8 30	...	...	...	...	...	...
138¾	Geelong Racecourse Platform NC ...	...	...	...	...	...	...	...
	arr.	...	...	...	1 13	...	2 4–89	4 10
140¼	South Geelong ES ...							Mon. to Fri.
	dep.	8 46	...	...	1 23	12 59	2 16A	4 56
	arr.	8 52	...	...	1 30	1 4	2 22	5 2
141¼	**GEELONG** ES W ... dep.	...	...	...	...	...	...	...
		106	52	52	74	68	72	84

From Queenscliff

From Cheetham's Siding

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

Miles	STATIONS		58 Thro. Goods Mon. to Sat. ‡		100 Thro. Goods Mon. to Fri.		120 Goods Sat.	120 Roadside Goods Mon. to Fri.	
			P.M.		P.M.		A.M.	A.M.	
—	**PORT FAIRY** ES ...	*dep.*	...	...	...	...	...	...	
¾	Glaxo Siding NC		...	...	...	...	...	...	
11	Koroit ES W		...	...	...	...	...	...	
14½	Illowa NC		...	...	...	...	...	...	
17½	Dennington NC ES (See page 169)		...	...	...	...	...	...	
17¾	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 29	
	(See page 169)							—7	
		dep.	...	...	...	...	9 26	11 40	
								P.M.	
35¾	*Panmure* ○ ES ...	*arr.*	...	...	...	...	9 47	12 3	
	(See page 169)						—7	—35, 21	
		dep.	...	...	...	...	10 13	12 48	
48½	Mortlake Junct. NC ES	*arr.*	...	...	...	...	...	...	
	(See page 169)	*dep.*	...	...	...	...	...	...	
		arr.	...	...	...	...	10 49	1 19	
49½	Terang ES W						P.M. –35, 21	—87	
		dep.	...	...	...	...	12 15	1 59	
55½	*Boorcan*	*arr.*	...	...	...	...	...	2 16	
		dep.	...	...	...	...	...	2 31	
59½	Timboon Junct. NC ES	*arr.*	...	...	...	...	...	...	
	(See page 169)	*dep.*	...	...	...	...	...	...	
62½	Cattle Siding NC		...	...	...	...	...	...	
63½	Camperdown Oil Siding NC ...		...	...	...	...	...	...	
		arr.	...	...	...	...	12 52	2 54	
63½	**CAMPERDOWN** ES W		—87						
			—35						
		dep.	12 0	...	...	...	2 0	3 24	
		arr.	...	...	...	...	...	...	
68½	Weerite NC	*dep.*	12 15	...	...	...	...	3 37	
		arr.	...	...	...	...	...	3 54	
72½	Pomborneit NC ...	*dep.*	12 29	...	...	...	2 30	4 9 –83	
82	*Pirron Yallock* ○ ES ...	*arr.*	...	...	...	...	...	4 29	
	(See page 169)	*dep.*	12 41	...	...	...	2 52	4 44	
		arr.	1 12–83	...	...	...	3 15	5 9	
91½	**COLAC** ES W ...						–83		
		dep.	2 34	...	...	...	3 50	6 0–90	
91½	Esso, Mobil and B.P. Oil Co.'s Siding NC								
92¾	Shell Co.'s Siding NC ...		...	...	...	...	...	...	
103	Birregurra ES ...	*arr.*	...	...	...	...	...	6 35	
		dep.	3 6	...	...	...	4 25	7 5	
		arr.	...	...	...	...	...	7 37–73	
115¼	*Winchelsea* ○ ES W ...							Fri.	Mon., to Thurs.
	(See page 169)								
		dep.	3 37	...	...	...	4 56	8 49–90	8 22
126½	*Moriac* ○ ES ...	*arr.*	...	...	...	...	5 30	9 27	9 0 –99
		dep.	4 11	...	...	...	5 50	9 42	9 15
132	Waurn Ponds (Victoria	*arr.*	...	...	...	...	—97	9 53	9 26
	Portland Cement Coy. Siding) NC ES	*dep.*	...	...	7 40	...	...	10 13	9 46
	(See note, page 169)								
138¾	Geelong R'course Plat. NC ...		...	...	...	...	...	...	...
140¼	South Geelong ES ...	*arr.*	...	...	...	...	...	...	...
		dep.	4 38	...	8 5	...	6 17	10 29	10 2
141½	**GEELONG** ES W ...	*arr.*	4 43	...	8 10	...	6 23	10 35	10 8
		dep.		...	9 30	...			
	Continued on				Page 105				
			58		100		120	120	120

To Melbourne Yard arrive 1.5 a.m. Tuesday to Saturday.

Miles	STATIONS		82 Gds. Mon. to Sat. ‡	70 Gds. Sat. ‡	110 Goods Tue., Wed. Fri. ‡	108 Goods Tue., Fri. (Wed. ‡)	84 Goods Wed. (Mon., Tue., Thur., Fri. Sat. ‡)			74 Goods Sat. ‡
			A.M.	A.M.	A.M.	A.M.	P.M.			P.M.
—	**PORT FAIRY** ES	*dep.*	From	...	...	11 45	From			...
		arr.	Il'ks-dale	...	...	11 50	Hamilton			...
¾	Glaxo Siding NC ...	*dep.*	...	...	...	P.M. 12 15	...			...
		arr.	8 49	...	...	12 50	1 50			...
			—23				Wd., Th., Sat. ‡	Fri. ‡	Tue. ‡	
11	Koroit ES W ...					Wed. ‡				
		dep.	9 28	...	10 0	2 13	2 35	2 55	3 27	...
14½	Illowa NC ...	*arr.*	...	...	10 11	2 24	2 44	...	...	...
		dep.	...	...	10 21	2 34	2 54	...	...	...
17½	Dennington NC ES ... (See page 169)		...	...	...	...	...	...	...	...
17¾	Shell Co.'s Siding NC ...		...	...	...	...	...	...	...	...
19½	Cattle Siding NC ...		...	...	...	...	...	...	...	...
20½	**WARRNAMBOOL** ... ES W ...	*arr.*	9 54	From Mortlake	10 40	2 50	3 10	3 23	3 55	...
		dep.								...
27½	Allansford ES ... (See page 169)	*arr.*	...		...	...	...	...	...	...
		dep.	...		...	...	...	...	...	...
35½	*Panmure* ○ ES ... (See page 169)	*arr.*	...		...	...	...	...	...	...
		dep.	...		...	...	...	...	...	...
48½	Mortlake Jct. NC ES ... (See page 169)	*arr.*	...	11 35	...	...	...	...	...	...
		dep.	...	11 40	...	...	...	...	...	...
49¼	Terang ES W ...	*arr.*	...	11 46	...	...	...	...	...	...
				—35						
		dep.	...	P.M. 12 53	...	...	...	...	...	...
55¼		*arr.*	...	...	...	...	...	...	...	...
59¼	*Boorcan*	*dep.*	...	...	...	...	...	...	...	...
	Timboon Jct NC ES ...	*arr.*	...	...	...	...	...	...	...	...
62¾	(See page 169)	*dep.*	...	...	...	...	...	...	...	...
63¼	Cattle Siding NC		...	...	...	...	...	...	...	...
	Camperdown Oil Siding NC ...		...	...	...	...	...	...	...	...
63¼	**CAMPERDOWN** ES W	*arr.*	...	1 25	...	...	...	...	...	...
68¾		*dep.*	...		...	...	...	...	...	2 55
72¾	Weerite NC	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
82	Pomborneit NC ... (See page 169)	*arr.*	...	...	...	...	...	...	...	...
	Pirron Yallock ○ ES	*dep.*	...	...	...	...	...	...	...	3 25
91¼	(See page 169)	*arr.*	...	...	...	...	...	...	...	3 48
		dep.	...	...	...	...	...	...	...	4 5
91½	**COLAC** ES W ...	*arr.*	...	...	...	...	...	...	...	4 30
		dep.	...	...	...	...	...	...	...	6 10
92¾	Esso, Mobil and B.P. Oil Co.'s. Siding NC		...	...	...	...	...	...	...	...
103	Shell Co's. Siding NC ...		...	...	...	...	...	...	...	...
115¾	Birregurra ES ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	6 45
126½	*Winchelsea* ○ ES W (See page 169)	*arr.*	...	...	...	...	...	...	...	7 16
		dep.	...	...	...	...	...	...	...	8 3
132	*Moriac* ○ ES ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	8 41
	Waurn Ponds (Victoria Portland Cement Coy. Siding) NC ES (See note, page 169)	*arr.*	...	...	...	...	...	...	...	...
138¾		*dep.*	...	...	...	...	...	...	...	...
140¼	Geelong R'course Plat. NC ...		...	...	...	...	...	...	...	...
141½	South Geelong ES ...		...	...	...	...	...	...	...	9 10
	GEELONG ES W ...	*arr.*	...	...	...	...	...	...	...	9 15
		dep.								
			82	70	110	108	84	84	84	74

Return of 23 when terminating at Koroit

Not to run when 110 runs

Not to run when 113 runs

Not to run when 113 runs

Not to run when 113 runs

115

108

35, 115

73

73

90

Up

Miles	STATIONS		94 Road-side Goods Fri. ‡	94 Road-side Goods Mon. to Thur. ‡	82 Goods Sat. ‡	112 Goods Tues. (Fri. ‡)		116 Goods Mon., Wed., Fri. (Thur. ‡)	42 Thro. Goods Mon. to Sat. ‡	
			P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	
—	**PORT FAIRY** ES W	*dep.*	...	...	...	...	...	...	...	
¾	Glaxo Siding NC ...	*arr.*	...	...	...	...	...	...	...	
		dep.	...	...	...	...	...	...	...	
11	Koroit ES W ...	*arr.*	...	...	...	...	...	...	...	
		dep.	...	...	...	...	...	...	...	
14½	Illowa NC ...	...			...	...	...	...	...	
17¼	Dennington NC ES	...	...	...	...	...	...	...	...	
	(See page 169)		...	...			...			
17¾	Shell Co.'s Siding NC	...								
19¾	Cattle Siding NC	...	...	...	...	...	...	...	...	
20½	**WARRNAMBOOL** ...	*arr.*	...	...	...	...	...	...	...	
	ES W	*dep.*	...	...	1 30–35	From Mortlake	...	From Timboon	4 20	Not to run when 94 runs.
27½	Allansford ES ...	*arr.*	...	...	...		...		...	
	(See page 169) ...	*dep.*	...	...	1 50		...		4 40	
35¾	*Panmure* ○ ES ...	*arr.*	...	...	...		...		...	
	(See page 169) ...	*dep.*	...	...	2 13		...		5 3	
48½	Mortlake Jct. NC ES	*arr.*	...	...	...	2 30	...		...	
	(See page 169) ...	*dep.*	...	...	...	2 40	...		...	
49½	Terang ES ...	*arr.*	...	...	2 49	2 50	...	...	5 29	
		dep.	...	...	3 30	3 0	...	...	5 49	
55½	*Boorcan* ...	...		...	...	...	...	...	...	
59½	Timboon Jct. NC ES	*arr.*	...	...	...	...	...	5 11	...	
	(See page 169)	*dep.*	...	...	...	...	...	5 16	...	
62½	Cattle Siding NC ...	...	...	...	...	...	...	...	...	
63½	Camperdown Oil Siding NC		...	...	...	...	...	...	...	
		arr.	Not to run when 42 runs	...	4 5–90	3 35	...	5 27	6 26	
63¾	**CAMPERDOWN** ... ESW								Sat. ‡	Mon. to Fri. ‡
			—83	—83					—90	
		dep.	5 40	6 10	5 40–83		...		7 10	7 20
68¾	Weerite NC ...	*arr.*	...	...	...	...	...	...	...	...
	(See page 169)	*dep.*	5 55	6 25	...	...	...	...	...	...
72¾	Pomborneit NC ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	6 12	6 42	6 10	...	...	...	7 38	7 51
82	*Pirron Yallock* ○ ES	*arr.*	6 35	7 5	...	...	...	...	...	8 13
	(See page 169)	*dep.*	6 50	7 20	6 32	...	...	...	7 58	8 39–73
91¼	**COLAC** ES W	*arr.*	7 15	7 45	6 55	...	...	...	8 20	9 4
			—73, 90	—73					—73	
		dep.	8 35	8 35	7 25	...	...	...	8 50	9 26
91½	Esso, Mobil and B.P. Oil Co's Siding NC		...	...	...	...	...	...	...	...
92¾	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	10 1
115¾	*Winchelsea* ○ ES W	*arr.*	9 56	9 56	...	...	...	...	...	...
	(See page 169)			—99						
		dep.	10 11	10 11	8 52	...	...	...	9 56	10 30
120½	*Moriac* ○ ES ...	*arr.*	10 49	10 49	...	...	...	...	...	...
		dep.	11 4	11 4	9 26	...	...	...	10 30	11 12
132	WaurnPonds(Victoria Portland Cement Coy. Siding) NC ES	*arr.*	...	...	9 37	...	...	...	...	...
						...	...	...	...	...
	(See note, page 169)	*dep.*	...	...	9 57	...	...	...	...	...
138¾	Geelong R'course Plat. NC		...	...	...	...	...	...	...	...
140½	South Geelong ES ...		11 34	11 34	10 13	...	...	...	10 59	11 41
141½	**GEELONG** ES WG	*arr.*	11 38	11 38	10 19	...	...	...	11 4	11 46
		dep.				...	...	...		
	Continued on		...	...	...	...	...	...	...	...
			94	94	82	112		116	42	42

Not to run when 99 runs.

Up

Miles	STATIONS		124 Goods Mon. to Fri.	96 Fast Goods Mon. to Thur.	98 Fast Goods Fri.	116/114 Goods Mon. to Sat. ‡	118 Goods Tue. to Sat. ‡	
—	**PORT FAIRY** ES ...	dep.	P.M. ...	P.M. ...	P.M. ...	P.M. From Hamilton	P.M. From Hamilton	...
2	Glaxo Siding NC ...	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
11	Koroit ES W	arr.	...	...	...	6 40	10 35	...
		dep.	...	...	...	6 50	10 45	...
14½	Illowa NC	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
17½	Dennington NC ES (See page 169)		4 50	...	...	...	...	...
17⅞	Shell Co's. Siding NC		...	...	...	...	...	...
19½	Cattle Siding N C		...	...	...	...	...	...
20½	**WARRNAMBOOL** ... E S W ...	arr.	5 0	...	...–90	7 18	11 13	...
		dep.		5 40	6 20			...
27½	Allansford ES	arr.	...	...	6 38	...	...	...
	(See page 169) ...	dep.	...	5 57	6 58	...	...	...
35¾	*Panmure* ○ ES ...	arr.	...	...	...	...	...	...
	(See page 169) ...	dep.	...	6 17	7 22	...	...	...
48¼	Mortlake Junct. NC ES	arr.	...	...	...	...	...	...
	(See page 169) ...	dep.	...	...	...	...	...	...
49¼	Terang ES W ...	arr.	...	6 49	...	...	...	...
		dep.	...	7 9	7 54	...	...	...
55½	*Boorcan*		...	...	...	...	...	...
59½	Timboon Junct. NC ES (See page 169)	arr.	...	...	...	...	...	...
		dep.	...	... 69, 42	...	...	...	...
62⅞	Cattle Siding NC		...	...	...	...	...	...
63½	Camperdown Oil Siding NC		...	...	...	...	...	...
63½	**CAMPERDOWN** ... ... ES W	arr.	...	7 42	8 25–73	...	...	...
		dep.	...	9 43	10 5	...	...	...
68¾	Weerite NC		...	...	...	...	...	...
72¾	Pomborneit NC ...	arr.	...	...	...	...	...	...
		dep.	...	9 59	10 21	...	...	...
82	*Pirron Yallock* ○ ES ...	arr.	...	...	...	...	...	...
	(See page 169) ...	dep.	...	10 13	10 35	...	...	...
91¼	**COLAC** ES W	arr.	...	...	...	...	...	...
		dep.	...	10 29	10 51	...	...	...
91½	Esso, Mobil and B.P. Oil Co's. Siding Co.		...	...	...	...	...	...
92⅞	Shell Co's. Siding NC		...	...	...	...	...	...
103	Birregurra ES	arr.	...	10 52–99	11 14	...	...	...
		dep.	...	11 2	11 20	...	...	...
115½	*Winchelsea* ○ ES W ... (See page 169)	arr.	...	...	...	...	...	...
		dep.	...	11 25	11 43	...	...	
					Sat.			
126½	*Moriac* ○ ES	arr.	...	...	A.M.	...	...	...
		dep.	...	11 45	12 3	...	...	...
132	Waurn Ponds (Victoria Portland Cement Coy. Siding) NC ES (See note page 169)		...	...	...	...	...	...
				Tue. to Fri.				
				A.M.				
138¾	Geelong Racecourse Plat. NC ...		...	...	...	...	...	...
140¼	South Geelong ES		...	12 7	12 25	...	...	...
141½	**GEELONG** ES W ...	arr.	...	12 12	12 32	...	...	...
		dep.	...	12 50	12 50	...	...	...
	Continued on			Page 100	Page 100			
			124	98		116/114	118	

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 22	2 5	4 0	Connects From Queenscliff
	arr.	...	8 46	1 55	3 15	5 19	...
			280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car		280 H.P. Diesel Rail Car	
45	**GEELONG** W ... *dep.*	...	9 0	5 20		5 45	6 33
—	North Geelong ES ...	...	9 5	5 25		5 50	6 37‡
43½	North Geelong Yard W ...	...	...	...		...	...
—	North Geelong "C" Box ES	...	...	...		...	...
48½	*Moorabool* ○ ES W *arr.*	...	...	...			...
	(See note, page 170) *dep.*	...	9 14	5 34§		5 59§	6 46‡
51½	Gheringhap ES ... *arr.*	...	...—164	...—154		...—154	...
	dep.	...	9 21	5 41		6 6	6 53‡
55½	*Bannockburn* ... ... *arr.*	...	...	...		...	...
	dep.	...	9 29	5 49		6 14	7 2‡
61½	*Lethbridge* ○ ES W *arr.*	...	...—106	...		...	...
	dep.	...	9 39	5 59		6 24	7 11‡
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* ○ ES W *arr.*	...	...	...		...	...
	dep.	...	9 59	6 19		6 45	7 32‡
72½	Rail Motor Stp. Pl. No 14 NC	...	*	*		Z	...
76½	*Elaine* ○ ES ... *arr.*	...	...—11	...		...	...
	(See note, page 170) *dep.*	...	10 8	6 28		6 54	7 41‡
83½	*Lal Lal* ○ ES W ... *arr.*	...	...	...		...	...
	dep.	...	10 21	6 41		7 7	7 55‡
87½	Yendon NC ... ... *arr.*	...	...	...		...	...
	dep.	...	10 27§	6 47‡		7 13‡	*
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 10‡
96	*Ballarat East* ○	...	10 42	7 2		7 28	8 17*
96½	**BALLARAT** W ... *arr.*	...	10 45	7 5		7 30	8 20
	dep.	...	...	...		...	...
			15	29		33	117

For complete service between Warrenheip and Ballarat, see pages 5-44.

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.	5 28	...	...	...	...
		dep.	5 40—1	6 50—10	3 20	...	9 5
½	*Ballarat East* ○		5 42*	6 53	3 23	...	9 7*
4	Warrenheip ES	arr.	...	...	...—19	...	...
		dep.	5 51*	7 2	3 32	...	9 18
6½	Rail Motor Stopping Place, No. 11 NC		...	Z	Z	...	...
9¼	Yendon NC		*	7 10‡	3 40§	...	*
12¾	*Lal Lal* ○ ES W	arr.	...	...	...	...	...
		dep.	6 2*	7 16	3 46	...	9 29
20	*Elaine* ○ ES	arr.	...	...	...	...	...
	(See note, page 170)	dep.	6 11*	7 27	3 57	...	9 40
23½	Rail Motor Stopping Place, No. 14 NC		...	Z	*	...	...
25½	*Meredith* ○ ES W	arr.	...	...	...	...	...
		dep.	6 18*	7 35	4 5	...	9 47
27¾	Rail Motor Stopping Place, No. 12 NC		...	Z	*	...	...
30⅛	Rail Motor Stopping Place, No. 52 NC		...	Z	*	...	...
32¾	Rail Motor Stopping Place, No. 13 NC		...	Z	*	...	...
34¾	*Lethbridge* ○ ES W	arr.	...	...—11	...	...	...
		dep.	6 29*	7 51	4 20	...	9 59
40¾	*Bannockburn*		6 37*	7 59	4 28§	...	10 7
44¾	Gheringhap ES	arr.	...	...	...	...	...
		dep.	6 42* 11, 172	8 6	4 34	...	10 14
48½	*Moorabool* ○ ES W	arr.	...	...	...	...	...
	(See note, page 170)	dep.	6 47*	8 12§	4 40§	...	10 20
—	North Geelong "C" Box ES ...		6 53*	...	...	...	...
—	North Geelong Yard W ...	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
53	North Geelong ES	arr.	...	...	...	...	...
		dep.	...	8 20 (See	4 48—57	...	10 28
		arr.	...	8 25 Note)	4 52	...	10 35
				PASS.	"THE FLIER"		
54½	**GEELONG** W				Sat. / Mon. to Fri.		
		dep.	...	8 25B	5 12 / 5 12	...	...
90½	**MELBOURNE** W (Spencer St.)	arr.	8 5A	9 50	6 10 / 6 20	...	Connects to Q'cliff (Page 135)
	" "	dep.			6 13 / 6 22	...	
	" (Flinders St.)	arr.	...	...	6 17 / 6 26	...	
			80	2	30 / 30		102

For complete service between Ballarat and Warrenheip, see pages 5–44.

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

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

B. On Saturdays depart Geelong 9.5 a.m. arrives Spencer Street 10.35 a.m.

Down

Miles	STATIONS		147 Fast Goods Mon. to Fri.	163 Thro. Goods Tue. to Sat. ‡	1 Thro. Goods Tue. to Sat. ‡	
			P.M.	A.M.	A.M.	
—	**MELBOURNE YARD** W ...	*dep.*	8 50	...	...	...
			Tue. to Sat. A.M.			
43½	**NORTH GEELONG YARD** W ...	*dep.*	...	1 10	1 45	...
—	North Geelong "C" Box ES ...		12 15	...	...	...
48½	*Moorabool* ○ ES W	*arr.*	...	...	...	
	(See note, page 170)	*dep.*	12 20	1 29	2 4	...
		arr.	...	1 41	...	...
51¾	Gheringhap ES			—48	—48	...
		dep.	12 39	1 48	2 16	...
55¾	*Bannockburn*	*arr.*	...	...	...	...
		dep.	To	...	...	...
		arr.	Adelaide	To	2 50	...
61¾	*Lethbridge* ○ ES W		via	Ararat	—162	
		dep.	Cressy	...	2 57	...
		arr.	...	...	...	...
71	*Meredith* ○ ES W					
		dep.	...	...	4 2	...
		arr.	...	...	...	...
76½	*Elaine* ○ ES					
	(See note, page 170)	*dep.*	...	...	4 26	...
		arr.	...	...	...	...
83¾	*Lal Lal* ○ ES W				—172	
		dep.	...	...	5 0	...
		arr.	...	...	...	...
87½	*Yendon*	*dep.*	...	...	...	...
		arr.	...	...	...	...
92½	Warrenheip ES	*dep.*	...	...	5 28	...
96	*Ballarat East* ○		...	...	5 36	...
		arr.	...	...	5 39–80	...
96½	**BALLARAT** W	*dep.*		...	...	...
			147	163	1	

For complete service between Warrenheip and Ballarat see pages 5–44.

Down

Miles	STATIONS		3 Goods Mon to Sat.	11 Thro. Goods Mon. to Sat. ‡		
			A.M.	A.M.		
—	**MELBOURNE YARD** W	*dep.*	...	...	...	...
43½	**NTH. G'LONG YD.** W	*dep.*	5 20	6 0	...	...
—	Nth. Geelong "C" Box ES	...	...	...	...	...
48½	*Moorabool* ○ ES W	*arr.*	...	...	...	...
	(See note, page 170)	*dep.*	5 39	6 19	...	...
		arr.	5 51	6 34	...	...
51¾	Gheringhap ES ...			**—172, 80, 160**		
		dep.	5 56	6 47	...	...
55½	*Bannockburn* ...	*arr.*	...	...	...	...
		dep.	...	...	...	...
61¾	*Lethbridge* ○ ES W	*arr.*	To Ararat	7 24	...	...
				—2	...	
		dep.	...	7 56	...	...
71	*Meredith* ○ ES W	*arr.*	...	...	...	...
		dep.	...	9 1	...	...
76½	*Elaine* ○ ES	*arr.*	...	9 17	...	...
	(See note, page 170)	*dep.*	...	10 26–**15**	...	...
83½	*Lal Lal* ○ ES W ...	*arr.*	...	11 3	...	...
		dep.	...	11 15—**8**	...	...
87½	*Yendon* ...	*arr.*	...	...	...	...
		dep.	...	...	...	...
92½	Warrenheip ES ...	*arr.*	...	...	...	...
		dep.	...	11 46–**108**	...	...
96	*Ballarat East* ○	...	...	11 54	...	...
96½	**BALLARAT** W ...	*arr.*	...	11 57	...	...
		dep.	...	...	...	...
			3	11		

For complete service between Warrenheip and Ballarat see pages 5–44.

Down

Miles	STATIONS		17 Thro. Goods Tue., Wed., Fri, Sat.		19 Roadside Goods Mon. Thur.	21 Thro. Goods Mn. to Sat. ‡			35 Thro. Goods Sat. ‡	35 Thro. Goods Mn. to Fri. ‡	
			A.M.		A.M.	A.M.			P.M.	P.M.	
—	**MELBOURNE YARD** W	*dep.*	...		...	...	...	...	...	...	...
—	**DYNON**	*dep.*	...		...	...	...	..	...	...	...
43½	**NORTH GEELONG YD.** W	*dep.*	9 30		9 30	10 45	...	...	12 35	1 0	...
—	Nth. Geelong "C" Box ES	...	...		...	...	...	...	...	...	...
48¼	*Moorabool* ○ ES W ... (See note, page 170)	*arr.*	...		... —164	...	...	...	...	... —8	...
		dep.	9 49		9 49	11 4	...	...	12 54	1 19	...
51¾	Gheringhap ES ...	*arr.*	...		10 1	...	...	...	...	... —108	...
		dep.	10 1		10 14	11 16	...	...	1 6	1 31	...
55¾	*Bannockburn* ...	*arr.*	...		10 31	To	...	...	To	To	...
		dep.	...		10 41	Ararat	...	...	Ararat	Ararat	...
61¾	*Lethbridge* ○ ES W ...	*arr.*	...		11 1	...	...	...	...	...	...
		dep.	10 34		11 21	...	...	...	...	...	...
71	*Meredith* ○ ES W ...	*arr.*	11 29		P.M. 12 26–10 —108	...	...	...	...	...	...
		dep.	11 52–8		1 10	...	...	...	...	...	...
			Sat.	Tue., Wed., Fri.							
			P.M.	P.M.							
76½	*Elaine* ○ ES ... (See note, page 170)	*arr.*	...	12 16 —108	1 34	...	...	...	...	...	...
		dep.	12 16	12 38	2 7	...	...	...	...	...	...
83¾	*Lal Lal* ○ ES W ...	*arr.*	...	...	2 43	...	...	...	...	...	...
		dep.	12 47	1 14	2 58	...	...	...	...	...	...
87¼	*Yendon*	*arr.*	...	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...	...
92½	Warrenheip ES ...	*arr.*	...	...	...	...	...	...	...	...	...
		dep.	1 15	1 42	3 30–30	...	...	...	...	...	...
96	*Ballarat East* ○ ...	...	1 23	1 50	3 41	...	...	..	...	...	...
96¼	**BALLARAT** W ...	*arr.*	1 26	1 53	3 44	...	...	...	...	...	...
		dep.	...	...	...	...	...	..	...	...	...
			17	17	19	21			35	35	

For complete service between Warrenheip and Ballarat, see pages 5–44.

Down

Miles	STATIONS				53 Thro. Goods Mon. to Sat. ‡	57 Thro. Goods Mon. to Fri. (Sat. ‡)			
					P.M.	P.M.			
—	**MELBOURNE YARD** W	...	*dep.*	...	...	...–30	...	...	...
43½	**NTH GEELONG YARD** W	...	*dep.*	...	3 10	4 50	...	...	...
—	North Geelong "C" Box ES	...	...	...	...	...	...	...	...
48¼	*Moorabool* ○ ES W ... (See note, page 170)	...	*arr.*	...	... –116	...	...	...	...
			dep.	...	3 29	5 9 –20	...	...	...
51¾	Gheringhap ES	...	*arr.*	...	3 41	...–154	...	...	...
55¼	*Bannockburn*	...	*dep.*	...	4 14–10	5 21	...	...	...
			...	...	To	To	...	...	...
61¾	*Lethbridge* ○ ES W ...	...	*arr.*	...	Ararat	Ararat	...	...	...
			dep.	...	...	...	...	...	...
71	*Meredith* ○ ES W ...	...	*arr.*	...	...	...	...	...	...
			dep.	...	...	...	...	...	...
76½	*Elaine* ○ ES (See note, page 170)	...	*arr.*	...	...	...	...	...	...
			dep.	...	...	...	...	...	...
83¾	*Lal Lal* ○ ES W ...	...	*arr.*	...	...	...	...	...	...
			dep.	...	...	...	...	...	...
87¼	*Yendon* ...	...	...	...	...	...	...	...	...
92⅓	Warrenheip ES	...	*arr.*	...	...	...	...	...	...
			dep.	...	...	...	...	...	...
96	*Ballarat East* ○	...	...	...	...	...	...	...	...
96½	**BALLARAT** W	...	*arr.*	...	...	...	...	...	...
			dep.	...	...	...	...	...	...
					53	57			

For complete service between Warrenheip and Ballarat, see pages 5–44.

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. GEELONG YARD** W ...	*dep.*	...	...	8 10	9 15	11 35
—	North Geelong "C" Box ES ...	...	6 10	7 20	–132	–42	–46
48¼	*Moorabool* ○ ES W ... ... (See note, page 170)	*arr.*	... –154	...	...	...	...
		dep.	6 29	7 30	8 29	9 34	11 54 Tue. to Sat. ‡ A.M.
51¾	Gheringhap ES	*arr.*		...	8 41 –42	9 46 –46	12 6 –158
		dep.	6 41	7 36	8 56	10 2	12 29
55¾	*Bannockburn*	*arr.*	To Ararat	...	...	To Ararat	...
		dep.		...	...		...
61¾	*Lethbridge* ○ ES W ...	*arr.*	...	...	9 12 –152	...	...
		dep.	...	7 50	10 12	...	1 3
71	*Meredith* ○ ES W	*arr.*	...	...	11 17 –158	...	2 7 –162
		dep.	...	8 9	11 33	...	2 20
76½	*Elaine* ○ ES ... ... (See note, page 170)	*arr.*	...	...	...	...	...
		dep.	...	8 17	11 57 Tue. to Sat. A.M.	...	2 44
83¾	*Lal Lal* ○ ES W	*arr.*	...	...	...	...	...
		dep.	...	8 29	12 31	...	3 18
87½	*Yendon*	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
92½	Warrenheip ES	*arr.*	...	... –152	... –162	...	3 46–172 —fol. 9
		dep.	...	8 41	12 59	...	4 56
96	*Ballarat East* ○	...	...	8 46	1 7	...	5 7
96½	**BALLARAT** W	*arr.*	...	8 48	1 10	...	5 10
		dep.	...	9 5 To Mildura	...	...	...
			101	103	87	157	93

For complete service between Warrenheip and Ballarat see pages 5–44.

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. ‡	160 Thro Goods Tue. to Sat. ‡
			A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.
—	**BALLARAT** W ...	*arr.*	...	...	...	...	3 0	3 10	...
		dep.	...	...	11 45	...	3 30	3 50	...
½	*Ballarat East* ○ ...		...	...	11 50	...	3 35	3 55	...
					Tue. to Sat. ‡				
					A.M.				
4	Warrenheip ES ...	*arr.*	...	...	12 11	...	3 56 –93	4 16 –93	...
		dep.	...	...	1 16–87	...	4 6	4 26	...
9½	*Yendon* ...	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
		arr.	...	...	...	...	4 30	4 50	...
12¾	*Lal Lal* ○ ES W						—1		
		dep.	...	...	1 38	...	5 5		...
20	*Elaine* ○ ES ...	*arr.*	...	...	...	...	...		...
	(See note, page 170)	*dep.*	...	...	1 58	...	5 27		...
		arr.	...	...	2 10	...	...		...
25½	*Meredith* ○ ES W				—93				
		dep.	...	...	2 28	...	5 39		...
		arr.	...	...	...	...	...	From Maryborough	...
34¾	*Lethbridge* ○ ES W	*dep.*	From Ararat	From Ararat	—1 2 53	From Ararat Wed. to Sat. From Hamilton Mon.	6 1		From Ararat
		arr.	...	...	...	...	...		...
40¾	*Bannockburn* ...	*dep.*	...	...	...	...	...		...
		arr.	1 47	...	3 14	...	6 23		...
44¾	Gheringhap ES ...		–1,163				–80, 11		
		dep.	2 22	2 57	3 20	4 9	6 56		7 14
		arr.	...	...	...	...	...		...
48¼	*Moorabool* ○ ES W								
	(See note, page 170)	*dep.*	2 34	3 6	3 31	4 16	7 8		7 23
—	Nth. Geelong ("C" Box) ES		...	3 15	...	...			...
53	**NTH. GEELONG YD.** W	*arr.*	2 43	...	3 40	4 25	7 17		7 32
96½	**MELBOURNE YARD** W	*arr.*	...	6 45	...	7 35	...		...
			48	**156**	**162**	**88**	**172**		**160**

For complete service between Ballarat and Warrenheip see pages 5–44.

Up

Miles	STATIONS			8 Thro. Goods Tue., Wed., Fri., Sat.	116 Goods Mon. to Sat.	8 Roadside Goods Mon., Thur. ‡	
				A.M.	P.M.	A.M.	
—	**BALLARAT** W ...	*arr.*	...	...	...	...	...
		dep.	...	10 0	...	10 0	...
½	*Ballarat East* ○		...	10 5	...	10 5	...
4	Warrenheip ES ...	*arr.*	...	10 26	...	10 26–15	...
				—15			
		dep.	...	10 41	...	10 41	...
9¼	*Yendon* ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
12¾	*Lal Lal* ○ ES W	*arr.*	...	11 5–11	...	11 5	...
		dep.	...	11 10	...	11 30–11	...
20	*Elaine* ○ ES ...	*arr.*	...	...	...	11 52	...
	(See note, page 170)					P.M. 108	
		dep.	...	11 32	...	12 50	...
25½	*Meredith* ○ ES W	*arr.*	...	11 46	...	1 5	...
				—17		—19	
		dep.	...	11 57	...	1 44	...
				P.M.			
34¾	*Lethbridge* ○ ES W	*arr.*	...	...	...	2 10	...
		dep.	...	12 23	From	2 47	...
40¾	*Bannockburn* ...	*arr.*	...	...	Ararat	3 3	...
		dep.	...	...	...	3 18	...
44¾	Gheringhap ES ...	*arr.*	...	...	...	3 29–53	...
		dep.	...	12 39	2 56	3 46	...
				Tue., Wed., Fri.	Sat.		
48¾	*Moorabool* ○ ES W	*arr.*	...	12 48	12 48	3 7	...	...
				—35	—35	—53		
	(See note, page 170)	*dep.*	...	1 24	12 59	3 34	3 57	...
—	Nth. Geelong ("C" Box) ES		...	...	...	...	...	...
53	**NTH. GEELONG YD.** W	*arr.*	...	1 35	1 8	3 45	4 6	...
				8	8	116	10	

For complete service between Ballarat and Warrenheip, see pages 5–44.

Up

Miles	STATIONS		108 Thro. Goods Mon. to Fri. ‡		154 Express Goods Tue. to Fri. (Sat. ‡) See Note **A**		
			A.M.		P.M.		
—	**BALLARAT** W ...	*arr.*	10 45	...	3 32		...
		dep.	11 15	...	3 55		...
½	*Ballarat East* ○ ...	...	11 23	...	3 58		...
4	Warrenheip ES ...	*arr.*	11 43	...	...		...
			—11				
		dep.	11 51	...	4 8		...
9½	Yendon NC	*arr.*	...	...	...		...
		dep.	...	...	...		...
			P.M.				
12¾	*Lal Lal* ○ ES W ...	*arr.*	...	...	...		...
		dep.	12 13	...	4 25		...
20	*Elaine* ○ ES ...	*arr.*	...	...	...		...
			—17, 10				
	(See note, page 170)	*dep.*	12 33	...	4 37		...
25½	*Meredith* ○ ES W ...	*arr.*	...	...	...		...
			—19				
		dep.	12 45	...	4 47		...
34¾	*Lethbridge* ○ ES W ...	*arr.*	...	...	...		...
		dep.	1 6	...	5 14		...
40¾	*Bannockburn* ...	*arr.*	...	...	...		...
		dep.	...	...	...—29		...
		arr.	1 26	...	5 30–33		...
					Sat. ‡	Tue. to Fri.	
44¾	Gheringhap ES ...						
			—35				
		dep.	1 36	...	5 46	6 12	...
		arr.	...	...	...	6 21	...
48½	*Moorabool* ○ ES W ...					–101	
	(See note, page 170)	*dep.*	1 45	...	...	6 34	...
—	North Geelong "C" Box ES ...		...	...	6 2	6 44	...
53	**NORTH GEELONG YD.**	*arr.*	1 55	...	...	...	...
96½	**MELBOURNE YARD**	*arr.*	...	...	9 0	9 30	...
			108		**154**	**154**	

Maximum permissible speed sixty (60) M.P.H. (See notes pages 20 and 32)

From Maryborough

For complete service between Ballarat and Warrenheip, see pages 5–44.

A. Alternate schedule for Saturdays when **No. 154** is routed via Meredith.

Up

Miles	STATIONS		20 Thro. Goods Mon. to Sat. ‡			44 Goods Mon.
			P.M.			P.M.
—	**BALLARAT** W	arr.	...	...	...	6 30
		dep.	...	...	...	7 0
½	*Ballarat East* ○	...	...	...	...	7 3
4	Warrenheip ES	arr.	...	...	...	...
		dep.	...	...	...	7 24
9¼	*Yendon*	dep.	...	...	...	...
12¾	*Lal Lal* ○ ES W	arr.	...	...	...	...
		dep.	...	...	...	7 42
20	*Elaine* ○ ES	arr.	...	...	...	8 0–103
	(See note, page 170)	dep.	...	...	...	8 22
25½	*Meredith* ○ ES W	arr.	...	...	...	...
		dep.	...	...	...	8 33
34¾	*Lethbridge* ○ ES W	arr.	...	...	...	8 53 —87
		dep.	...	...	...	9 37
40¾	*Bannockburn*	...	...	...	...	...
			From Ararat			
44¾	Gheringhap ES	arr.	5 18–57, —154,29, —33, 101	...	...	... —157
		dep.	6 45	...	...	9 52
48¼	*Moorabool* ○ ES W	arr.	...	...	...	...
	(See note, page 170)	dep.	6 54	...	...	10 1
—	North Geelong "C" Box ES ...	...	...	...	...	...
53	**NORTH GEELONG YARD** W	arr.	7 5	...	...	10 10
			20			44

From Ouyen

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.	...	...	...	...
½	*Ballarat East* ○	...	...	...	...	...
4	Warrenheip ES	...	...	...	...	...
9¼	*Yendon*	...	...	...	...	...
12¾	*Lal Lal* ○ ES W	...	...	...	...	...
20	*Elaine* ○ ES	...	...	...	...	...
	(See note, page 170)					
25½	*Meredith* ○ ES W	...	...	...	...	...
34¾	*Lethbridge* ○ ES W	...	...	...	...	...
40¾	*Bannockburn*	...	...	...	...	...
			From Ararat	From Ararat	From Ararat	From Ararat
44¾	Gheringhap ES	arr.	...	...	...	... —87
		dep.	7 39	7 48	8 42	8 51
48¼	*Moorabool* ○ ES W ...	arr.	...	...	...	...
	(See note, page 170)	dep.	7 48	7 57	8 51	9 0
—	North Geelong "C" Box ES ...	...	...	...	...	...
53	**NORTH GEELONG YARD** W	arr.	7 57	8 6	9 0	9 9
			132	132	42	42

For complete service between Ballarat and Warrenheip, see pages 5–44.

Up

Miles	STATIONS		46 Thro. Goods Sat. ‡	46 Thro. Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	48 Thro. Goods Sat. ‡	158 Thro. Goods Mon. to Fri.			
			P.M.	P.M.	P.M.	P.M.	P.M.			
—	**BALLARAT** W	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	8 15	...	9 20	...	...	...
½	*Ballarat East* ○	...	...	...	8 20	...	9 25	...	...	...
4	Warrenheip ES	*arr.*	...	...	8 41	...	9 46	...	...	...
		dep.	...	...	8 51	...	10 6	...	...	...
9½	*Yendon* ...	...	...	...	...	...	...	...	...	...
12¾	*Lal Lal* ○ ...	*arr.*	...	...	...	...	...	...	...	...
	ES W	*dep.*	...	...	9 13	...	10 28	...	...	...
20	*Elaine* ○ ES	*arr.*	...	...	...	...	...	...	...	...
	(See note, page 170)	*dep.*	...	...	9 33	...	10 48	...	...	...
25½	*Meredith* ○ ...	*arr.*	...	...	...	...	11 3	...	...	...
	ES W	*dep.*	...	...	9 45	...	11 38–87	...	...	...
			From Ararat	From Ararat		From Ararat				
34¾	*Lethbridge* ○ ES W	*arr.*	...	...	... –87	...	... Tue. to Sat. A.M.	...	...	...
		dep.	...	...	10 7	...	12 2	...	...	...
40¾	*Bannockburn*	...	...	...	...	...	...	...	...	...
44¾	Gheringhap ES	*arr.*	...	10 0 –157	...	...	12 24–93 –147	...	...	...
		dep.	10 0	10 7	10 29	11 53	12 44	...	...	
48¼	*Moorabool* ○ ES W (See note, page 170)	*arr.*	...	...	...	Sun. ‡ A.M.	...	...	...	...
		dep.	10 9	10 16	10 39	12 2	12 56	...	...	...
—	North Geelong "C" Box ES		...		10 48	...	...	...	...	...
53	**NORTH GEELONG YARD** W	*arr.*	10 18	10 25	... Via North Geelong Loop Tue. to Sat. A.M.	12 11	1 5	...	...	...
96½	**MELBOURNE YARD** W	*arr.*	...	...	3 0	...	...	...	...	...
			46	46	152	48	158			

For complete service between Ballarat and Warrenheip, see pages 5–44.

MELBOURNE–ARARAT (via Cressy)–BALLARAT.

Down

STATIONS		101 Thro. Goods Mon. to Fri.		103 Express Goods Mon. to Fri.		147 Fast Goods Mon. to Fri.			
		P.M.		P.M.		P.M.			
MELBOURNE W ...	*dep.*	2 25		5 45		8 50		...	...
Nth. Geelong "A" Box ...	...	...	To Ararat via Cressy	...	To Mildura	...	To Adelaide via Cressy	...	...
(Melbourne–Geelong Line) ES	...	4 22		7 16		11 25		...	...
						Tue. to Sat.			
Nth. Geelong "C" Box						A.M.			
(Geelong–Ballarat Line) ES	*dep.*	6 10		7 20		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.		154 Express Goods Tue. to Friday		154 Express Goods Sat. ‡		152 Thro. Goods Mon. to Fri.	
		A.M.		A.M.		A.M.		A.M.		P.M.		P.M.		P.M.	
North Geelong "C" Box (Ballarat–Geelong Line) ES	*arr.*	3 15		4 25	From Hamilton	4 25	From Adelaide	6 53*	From Mildura	6 44	From Adelaide	6 2	From Adelaide	10 48	Ex Ballarat
Nth. Geelong "A" Box (Geelong–Melbourne Line) ES	*dep.*	4 0	ex Ararat	4 30		5 0		6 55*		6 50		6 8		11 0 Tues. to Sat. A.M.	
MELBOURNE W ...	*arr.*	6 45		7 35		7 35		8 5A		9 30		9 0		3 0	

Length of Loop Line is 746 yards. **A.** Arrives 7.58 a.m. Saturdays

For working arrangements see the General Appendix.

Down

Miles	STATIONS		147 Fast Goods Tu. to Sat.	163 Thro. Goods Tue. to Sat. ‡	3 Roadside Goods Mon. to Sat.	
			A.M.	A.M.	A.M.	
43½	**NTH. GEELONG YD.** W	*dep.*	...	1 10	5 20	...
—	North Geelong ("C" Box) ES		12 15	...	...	...
		arr.	...	...	...	...
48½	*Moorabool* ○ ES W (See note, page 170)	*dep.*	12 29	1 29	5 39	...
		arr.	...	1 41	5 51	...
51½	Gheringhap ES ...			–48		
		dep.	12 39	1 48	5 56	...
		arr.	1 5	2 15	6 27	...
62½	Inverleigh NC ES (See note, page 170)		–48	–156	–160	...
		dep.	1 10	2 19	6 47	...
		arr.	1 32	2 52	7 23	...
73½	Wingeel NC ES ... (See note, page 170)		–156	–88		
		dep.	1 37	3 16	7 38	...
		arr.	2 3	...	8 7	...
85½	*Cressy* ES W ...		–88			
		dep.	2 13	3 45	8 22	...
94½	Berrybank NC ES (See note, page 170)	*arr.*	2 38	4 13	8 50	...
		dep.	2 43	4 18	9 0	...
		arr.	3 2	4 39	9 21	...
103½	Lismore ES ...			–160		
		dep.	3 7	5 13	10 6	...
		arr.	3 23	5 21	10 24	...
109½	*Derrinallum* ○ ES W				–116	
		dep.	3 28	5 26	11 0	...
115½	Vite Vite NC ...	*arr.*	...	...	11 20	...
		dep.	...	...	11 30	...
		arr.	3 58	6 1	11 45	...
121½	Pura Pura NC ES (See note, page 170)		–160			
					P.M.	
		dep.	4 3	6 6	12 10	...
126½	*Nerrin Nerrin* ...	*arr.*	...	...	12 25	...
		dep.	...	...	12 45	...
		arr.	4 26	6 34	12 58	...
132½	Westmere ES ... (See note, page 170)					
		dep.	4 31	6 39	1 18	...
138½	Mininera NC ...	*arr.*	...	...	1 38	...
		dep.	...	...	1 53	...
		arr.	5 1	7 15	2 4	...
144½	*Tatyoon* ○ ES W (See note, page 170)			–116	–132	
		dep.	5 6	7 39	2 29	...
		arr.	...	7 57	2 45	...
152	**MAROONA** ES ...		–41	–4 –61	–42, 22 –63, 14	
		dep.	5 21	8 37	4 1	...
		arr.	...	...	4 23–46	...
159½	Langi Logan NC ES (See note, page 170)				Sat. –181	Mon. to Fri.
		dep.	5 40	9 1	4 41	4 45 ...
165½	**ARARAT** ES W ...	*arr.*	5 54	9 17	4 57	5 1 ...
			–116	–23	–48	–48
—	Continued on ...	...	Page 25			
			147	163	3	3

From Melbourne Yard 8.50 p.m. Mon. to Fri.

To Adelaide

For full train service between Geelong and Gheringhap, see pages 116–128, and between Maroona and Ararat, see pages 48–62.

Down

Miles	STATIONS		21 Thro. Goods Mon. to Sat. ‡	35 Through Goods Sat. ‡	35 Through Goods Mon. to Fri. ‡	
			A.M.	P.M.	P.M.	
—	**MELBOURNE YD.** W	*dep.*	...	...	...	...
43½	**NTH. GEELONG YD.** W	*dep.*	10 45	12 35	1 0	...
—	Nth. Geelong ("C" Box) ES		...	...	...	...
48¼	*Moorabool* ○ ES W	*arr.*	...	...	...—8	...
	(See note, page 170)	*dep.*	11 4	12 54	1 19	...
		arr.	...	...	...	...
51¾	Gheringhap ES ...				–108	
		dep.	11 16	1 6	1 31	...
		arr.	11 43	1 36	2 1	...
62½	Inverleigh NC ES ...					
	(See note, page 170)	*dep.*	11 48		2 13—116	...
			P.M.			
		arr.	12 18		2 46	...
73½	Wingeel NC ES ...					
	(See note, page 170)	*dep.*	12 23		2 51	...
		arr.	—116		...	...
85½	*Cressy* ES W ...				—20	
		dep.	12 52		3 16	...
94½	Berrybank NC ES	*arr.*	1 17		3 41	...
	(See note, page 170)	*dep.*	1 22		3 46	...
		arr.	1 42		4 7	...
103¼	Lismore ES ...		—20		—132	
		dep.	2 40		4 27	...
		arr.	2 58		4 45	...
109½	*Derrinallum* ○ ES W		—132		—42	
	(See note, page 170)	*dep.*	3 41		5 8	...
		arr.	...		...	...
115¼	Vito Vito NC ...	*dep.*	...		...	...
		arr.	4 20		5 44	...
121½	Pura Pura NC ES		—42			
	(See note, page 170)	*dep.*	4 47		5 49	...
126¾	*Nerrin Nerrin* ...	*arr.*	...		...	...
		dep.	...		...	...
		arr.	5 11		6 7	...
132½	Westmore ES ...				—46	
	(See note, page 170)	*dep.*	5 16		6 25	...
138¼	Mininera NC ...	*arr.*	...		...	...
		dep.	...		...	...
		arr.	...		...	...
144¼	*Tatyoon* ES W		—46		—48	
	(See note, page 170)	*dep.*	5 50		6 59	...
		arr.	6 5		7 14–156, 9	...
			—9, 44, 48			
			—34			
152	**MAROONA** ES ...					
				Sat. ‡	Mon. to Fri. ‡	
		dep.	7 12	7 55	8 36	...
			Sat.	Mon. to Fri.		
		arr.	...	7 36–156	...	...	...
159½	Langi Logan NC ES					
	(See note, page 170)	*dep.*	7 36	7 51	8 19	8 58	...
165¼	**ARARAT** ES W ...	*arr.*	7 52	8 9	8 35	9 14	...
			21	21	35	35	

For full train service between Geelong and Gheringhap, see pages 116–128, and between Maroona and Ararat, see pages 48–62.

Miles	STATIONS		53 Thro. Goods Mon. to Sat. ‡	57 Thro. Goods Mon. to Fri. (Sat. ‡)	101 Thro. Goods Mon. to Fri.	157 Thro. Goods Mon. to Fri. ‡
			P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE YD.** W	*dep.*	...	...	2 25 via N. G'long Loop	...
43½	**NTH. GEELONG YD.** W	*dep.*	3 10	4 50—30	9 15	
—	North Geelong ('C' Box) ES		...	...	6 10	—42
48¼	*Moorabool* ○ ES W ... (See note, page 170)	*arr.*	... —116	...	... —154	...
		dep.	3 29	5 9	6 29	9 34
51¼	Gheringhap ES ...	*arr.*	3 41 —10	—20 —154	...	9 46 —48
		dep.	4 14	5 21	6 41	10 2
62½	Inverleigh NC ES (See note, page 170)	*arr.*	...	5 45	... —132	10 28
		dep.	4 45—20	5 50	7 10	10 33
73½	Wingeel NC ES ... (See note, page 170)	*arr.*	5 18	6 23 —132	—42	11 6
		dep.	5 23	6 31	7 43	11 11
85½	*Cressy* ES W ...	*arr.*	... —132	... —42	8 10 —180	... —48
		dep.	5 52	7 0	8 15	11 40 Tue. to Sat. ‡ A.M.
94½	Berrybank NC ES (See note, page 170)	*arr.*	—42	7 28—46	8 43	12 5—156
		dep.	6 17	7 58	8 48	12 15
103¼	Lismore ES ...	*arr.*	6 38—46	8 17	9 9 —48	12 35 —88
		dep.	7 36	8 22	10 0	12 52
109½	*Derrinallum* ○ ES (See note, page 170)	*arr.*	7 52	8 38 —48	10 18 —156	1 10
		dep.	7 57	9 4	11 13	1 15
115¼	Vite Vite NC ...	*arr.*	...	...	...	...
		dep.	...	...	...	...
121½	Purs Pura NC ES (See note, page 170)	*arr.*	... —48	9 35	11 47 Tue. to Sat. A.M.	1 50
		dep.	8 28	9 40	12 6—88	1 55
126¾	*Nerrin Nerrin*	*dep.*	...	...	...	...
132½	Westmere ES ... (See note, page 170)	*arr.*	8 52	10 4	12 34	2 23
		dep.	8 57	10 17—156	12 39	2 54—160
			Sat. ‡ / Mon. to Fri. ‡			
138½	Mininera NC ...	...	... / ...	...	...	...
		arr.	9 28 / 9 28	10 48	1 15	3 30
144¾	*Tatyoon* ES W (See note, page 170)			Mon. to Fri. / Sat. ‡	—160	
		dep.	9 33 / 9 48—156	11 17—88 / 10 53	1 20	3 35
		arr.	9 48 / 10 4	11 33 / 11 8	1 36	3 51
				—13, 7 / —92	—17, 13	
152	**MAROONA** ES ...		—160 —54 —88	Tue. to Sat. A.M. / Sun. ‡ A.M.	—16 —192	
		dep.	10 1 / 10 53	12 15 / 12 7	2 52	4 17
159½	Langi Logan NC ES (See note, page 170)	*arr.*	... / 11 17B	... / ...	...	4 41—157
		dep.	10 25 / 11 26—13	12 39 / 12 31	3 16	5 1
165¼	**ARARAT** ES W ...	*arr.*	10 41 / 11 42—7	12 55 / 12 47	3 32	5 20
			53 / 53	57 / 57	101	157

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 116–128, and between Maroona and Ararat, see pages 48–62.

Up

Miles	STATIONS			116 Roadside Goods Mon. to Sat.		20 Thro. Goods Mon. to Sat. ‡
				A.M.		A.M.
—	**ARARAT** ES W...	*dep.*	...	6 30	...	11 0
5¾	Langi Logan NC ES (See note, page 170)	*arr.*	...	...	...	...
				—196		
		dep.	...	6 46	...	11 16
		arr.	...	7 6	...	11 32
13¼	**MAROONA** ES ...					
						P.M.
		dep.	...	7 11	...	12 0
21	*Tatyoon* ES ...	*arr.*	...	7 34	...	12 23
	(See note, page 170)	*dep.*	...	7 54	...	12 28
26½	Mininera NC ...	*arr.*	...	8 9 163	...	...
		dep.	...	8 19	...	...
32¾	Westmere ES ...	*arr.*	...	8 32	...	12 54
	(See note, page 170)	*dep.*	...	8 42	...	1 3—3
38½	*Nerrin Nerrin* ...	*arr.*	...	9 5	...	...
		dep.	...	9 15	...	...
43¾	Pura Pura NC ES (See note, page 170)	*arr.*	...	9 26	...	1 23
		dep.	...	9 44	...	1 28
50	Vite Vite NC ...	*arr.*	...	10 1	...	...
		dep.	...	10 11	...	...
		arr.	...	10 34	...	1 54
55¾	*Derrinallum* ○ ES W (See note, page 170)			—3		
		dep.	...	10 48	...	1 59
62	Lismore ES ...	*arr.*	...	11 4	...	2 13
		dep.	...	11 29	...	2 23—21
70¼	Berrybank NC ES (See note, page 170)	*arr.*	...	11 53	...	2 45
				P.M.		
		dep.	...	12 8	...	2 50
79¼	*Cressy* ES W ...	*arr.*	...	12 29	...	3 9
				—21		—35
		dep.	...	12 59	...	3 21
91	Wingeel NC ES ... (See note, page 170)	*arr.*	...	1 28	...	3 48
		dep.	...	1 43	...	3 53
102¾	Inverleigh NC ES (See note, page 170)	*arr.*	...	2 8—35	...	4 16—53
		dep.	...	2 23	...	4 50
		arr.	...	...	...	5 18
113½	Gheringhap ES ...					—57, 154, 29, 33, 101
		dep.	...	2 56	...	6 45
117	*Moorabool* ○ ES W (See note, page 170)	*arr.*	...	3 7	...	...
				—53		
		dep.	...	3 34		6 54
—	North Geelong ("C" Box)		...	...	...	...
121¾	**NTH. GEELONG YARD** W	*arr.*	...	3 45	...	7 5
		dep.	...		...	
				116		20

For all train service between Ararat and Maroona see pages 48–62 and between Gheringhap and Geelong see pages 116–128.

Up

Miles	STATIONS		132 Thro. Goods Mon. to Sat. ‡		42 Thro. Goods Mon. to Sat.		46 Thro. Goods Sat. ‡	46 Thro. Goods Mon. to Fri. ‡
—	**ARARAT** ES W...	*dep.*	P.M. 12 45		P.M. 1 55		P.M. 4 20–**22**	P.M. 4 25–**22**
5¾	Langi Logan NC ES (See note, page 170)	*arr.*	...		...		...	...
							—**3**	—**3**
		dep.	1 1		2 11		4 36	4 41
		arr.	1 20		2 27		...	...
13¼	**MAROONA** ES ...		—**27**		–**14,3,63**			
		dep.	2 2		3 30		4 52	4 57
21	*Tatyoon* ES W (See note, page 170)	*arr.*	...		3 48		5 15	5 20
		dep.	2 24—**3**		3 53			5 55—**21**
26¾	Minimera NC ...	*arr.*	...		...			...
		dep.	...		...			...
32⅜	Westmere ES ... (See note, page 170)	*arr.*	2 48		4 17			...
		dep.	2 53		4 22			6 21—**35**
38½	*Nerrin Nerrin* ...	*arr.*	...		...			...
		dep.	...		...			...
43¾	Pura Pura NC ES (See note, page 170)	*arr.*	3 13		—**21**			6 41
		dep.	3 18		4 42			6 46
50	Vite Vite NC ...	*arr.*	...		...			...
		dep.	...		...			...
55¾	*Derrinallum* ○ ES W (See note, page 170)	*arr.*	...		...			7 12
			—**21**		—**35**			
		dep.	3 44		5 8			7 17
62	Lismore ES ...	*arr.*	3 58		5 22			...
								—**53**
		dep.	4 22—**35**		5 27			7 31
70¾	Berrybank NC ES (See note, page 170)	*arr.*	4 44		5 49			...
					—**53**			—**57**
		dep.	4 49		6 22			7 53
79¼	*Cressy* ES W ...	*arr.*	5 8		6 43			8 12
			—**53**					–**101**
		dep.	5 57		7 5—**57**			8 20
					Sat.	**Mon. to Fri.**		
91	Wingeel NC ES ... (See note, page 170)	*arr.*	6 26		7 34	7 34–**101**		8 52
		dep.	6 36—**57**		7 39	7 48		8 57
			Sat. ‡	Mon. to Fri. ‡				
102¾	Inverleigh NC ES (See note, page 170)	*arr.*	7 1	7 1–**101**	8 4	8 13		9 22
		dep.	7 6	7 15	8 9	8 18		9 27
							Mon. to Fri. ‡	Sat. ‡
113½	Gheringhap ES ...	*arr.*	...	...	...	... —**87**	10 0 –**157**	...
		dep.	7 39	7 48	8 42	8 51	10 7	10 0
117	*Moorabool* ○ ES W (See note, page 170)	*arr.*	...	...	...	...	...	...
		dep.	7 48	7 57	8 51	9 0	10 16	10 9
—	North Geelong ("C" Box) ES		...	...	...	...	...	—**93**
121¾	**NTH. GEELONG YD.** W	*arr.*	7 57	8 6	9 0	9 9	10 25	10 18
			132	**132**	**42**	**42**	**46**	**46**

For full train service between Ararat and Maroona see pages 48–62 and between Gheringhap and Geelong, see pages 116–128.

Up

Miles	STATIONS		48 Thro. Goods Mon. to Fri.	48 Goods Sat. ‡	156 Thro. Goods Mon. to Fri.	160 Thro. Goods Mon. to Fri. ‡	88 Fast Goods Tue. to Fri. (Mon. ‡)	88 Fast Goods Mon.	
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
—	**ARARAT** ES W...	*dep.*	5 5–3	5 5	7 30–44	9 35	10 20–98	Formed	...
5¼	Langi Logan NC ES (See note, page 170)	*arr.*	5 21–5	5 21 —5	—21	9 51 –98	...	by No. 54 Goods ex	...
		dep.	5 31	5 26	7 46	10 4	10 34	Hamilton	...
		arr.	5 50 –39,–34, —44	5 45 —44	8 2 –50,98	10 20 –53,54,7 –57	... –54	10 4 –54	...
13¼	**MAROONA** ES...				–35	Tue. to Sat. ‡ A.M.			
		dep.	6 10		9 20	12 40	10 48	10 45	...
21	*Tatyoon* ES W (See note, page 170)	*arr.*	6 33		—53	1 2 –101	11 7		...
		dep.	7 4—35		9 43	1 25	11 12—57		...
26¾	Mininera NC ...	...	...		...	...	...		...
32¾	Westmere ES ...	*arr.*	7 32		10 7	1 49 157	11 35		...
	(See note, page 170)	*dep.*	7 37		10 12–57	2 49	11 40		...
38½	*Nerrin Nerrin* ...	...	...		...	...	Tue. to Sat.		...
43¾	Pura Pura NC ES (See note, page 170)	*arr.*	7 59 —53		10 32	3 9 –147	A.M. –101		...
		dep.	8 25		10 37	4 8	12 1		...
50	Vite Vite NC ...	*arr.*	...		...	...	...		...
		dep.	...		...	...	...		...
55¾	*Derrinallum* ○ ES W (See note, page 170)	*arr.*	8 59 —57		11 8 –101	4 35	12 27		...
		dep.	9 9		11 30	4 39	12 32		...
		arr.	9 24		...	4 53	...		...
			Mon. to Fri. –101	Sat. ‡					
62	Lismore ES ...					–163	–157		...
		dep.	10 5	9 29	11 46	4 58	12 47		...
					Tue. to Sat. A.M.				...
70¼	Berrybank NC ES (See note, page 170)	*arr.*	10 29	9 51	12 8 –157	5 20	1 9		..
		dep.	10 34 157	9 56	12 20	5 25	1 14		..
79¼	*Cressy* ES W ...	*arr.*	10 55	10 15	12 39	...	1 34		..
		dep.	11 45	10 20	12 44	5 44	2 40–147		..
			Tue. to Sat. A.M.						
91	Wingeel NC ES ... (See note, page 170)	*arr.*	12 14	10 47	1 10 –147	6 11	3 6 –163		...
		dep.	12 19	10 52	1 42	6 16	3 11		...
102¾	Inverleigh NC ES (See note, page 170)	*arr.*	12 44 –147	11 15	2 7 –163	... —3	3 36		...
		dep.	1 15	11 20	2 24	6 42	3 41		...
113½	Gheringhap ES ...	*arr.*	1 47 –163 —1	...	...	...	...		...
		dep.	2 22	11 53 Sun. ‡ A.M.	2 57	7 14	4 9		...
117	*Moorabool* ○ ES W (See note, page 170)	*arr.*	...	...	...	...	...		...
		dep.	2 34	12 2	3 6	7 23	4 16		...
—	North Geelong ("C" Box) ES		...	...	3 15	...	4 25		...
121¾	**NTH. GEELONG YD.** W	*arr.*	2 43	12 11	...	7 32	...		...
165¼	**MELBOURNE YD.** W	*arr.*	...	...	6 45	...	7 35		
			48	48	156	160	88		

For full train service between Ararat and Maroona see pages 48–62 and between Gheringhap and Geelong, see pages 116–128.

Down

Miles	STATIONS		121 PASS. SUN.	25 Goods Wed. (Mon. ‡)		89 Pilot Mon. to Fri.
			A.M.	A.M.		P.M.
—	**MELBOURNE**—					
	(Flinders Street) W G ...	*dep.*	9 22	...	...	...
	(Spencer Street) W G ...	...	9 26	...	...	...
		arr.	10 50	...	...	...
45	**GEELONG** E S W ...		PASS. SUN. ‡			
		dep.	11 0A	7 30	...	2 5
		arr.	...	7 36	...	2 11
46¼	South Geelong ES †					Mon., Wed., Fri.
		dep.	11 5B	8 36	...	3 30
		arr.	...	...	...	3 40
48¼	Cheetham's Siding NC	*dep.*	...	...	...	
57½	Drysdale NC	*arr.*	...	9 10	...	...
	(See note)	*dep.*	11 26B	9 40	...	...
64½	Laker's Siding NC ...	*arr.*	...	9 58	...	...
		dep.	...	10 13	...	...
67½	*QUEENSCLIFF* † ...	*arr.*	11 45	10 25	...	...

Miles	STATIONS **Up**		232 PASS. SUN. ‡	74 Goods Wed. (Mon. ‡)		84 Pilot Mon., Wed., Fri.
			P.M.	A.M.		P.M.
—	*QUEENSCLIFF* † ...	*dep.*	5 35	11 35	...	...
		arr.	...	11 43	...	...
2¼	Laker's Siding NC ...			P.M.		
		dep.	...	12 13	...	...
10	Drysdale NC	*arr.*	...	12 36	...	...
		dep.	5 56B	12 46	...	...
19¼	Cheetham's Siding NC	*arr.*	...	...	...	...
		dep.	...	...	...	4 0
		arr.	...	1 13	...	4 10
21¼	South Geelong ES † ...					Mon. to Fri.
		dep.	6 16B	1 23	...	4 56—97
		arr.	6 22B	1 30	...	5 2
22½	**GEELONG** ES W ...		PASS. SUN.			
		dep.	6 40	...	...	...
	MELBOURNE—					
67¼	(Spencer Street) W G		7 58	...	...	...
68¼	(Flinders Street) W G ...	*arr.*	8 3	...	...	...

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

B. Connects with 6.33 p.m. **(No. 117)** PASS. Geelong–Ballarat.

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

Miles from Melb.	STATIONS		77 Goods Mon., Wed., Fri (Thur. ‡)		Miles	STATIONS		116 Goods Mon., Wed., Fri (Thur. ‡)	
			A.M.					P.M.	
123¼	**CAMPERDOWN** ... ES W	*dep.*	8 50	...	...	**TIMBOON** † ...	*dep.*	2 30	...
127¼	Timboon Junc. NC ES† (Note, p. 169)	*arr.*	9 0	...	2¾	Curdie NC ...	*arr.*	2 38	...
		dep.	9 5	...			*dep.*	3 8	...
131¼	Naroghid NC ...	*arr.*	9 20	...	3¼	Viet. Agric. Lime Co's. Siding NC ...		...	...
		dep.	9 30	...					
135¾	Cobden † W ...	*arr.*	9 41	...	7¼	Glenfyne NC ...	*arr.*	3 29	...
		dep.	10 51	...			*dep.*	3 34	...
142¼	Glenfyne NC ...	*arr.*	11 6	...					
		dep.	11 16	...					
146¼	Viet. Agric. Lime Co's. Siding NC	*arr.*	11 30	...	13¾	Cobden † W ...	*arr.*	3 53	...
			Noon				*dep.*	4 38	...
		dep.	12 0	...	18¼	Naroghid NC ...	...	...	...
			P.M.						
146¾	Curdie NC ...	*arr.*	12 5	...					
		dep.	12 15	...	22¼	Timboon Junc. NC ES† (Note, p. 169)	*arr.*	5 11	...
149¼	**TIMBOON** † ...	*arr.*	12 25	...			*dep.*	5 16	...
					26¼	**CAMPERDOWN** ... ES W	*arr.*	5 27	...

TERANG–MORTLAKE.

Down

Miles from Melb.	STATIONS		15 Goods Sat. ‡	75 Goods Tue.	75 Goods Fri. ‡	Miles	STATIONS		70 Goods Sat. ‡	112 Goods Tue. (Fri. ‡)	
			A.M.	A.M.	A.M.				A.M.	P.M.	
123¼	**CAMPERDOWN** ES W	*dep.*	6 30	8 50	9 10	—	**MORTLAKE** †	*dep.*	10 50	1 50	...
137¼	**TERANG** ES ...	*arr.*	7 2	9 25	9 45	12	Mortlake Junct. NC ES † (Note, p. 169)	*arr.*	11 35	2 30	...
			—38								
		dep.	8 29	10 30				*dep.*	11 40	2 40	...
138¼	Mortlake Junct. NC ES † (Note, p. 169)	*arr.*	8 34	10 35		13	**TERANG** ES ...	*arr.*	11 46	2 50	...
									P.M.		
		dep.	8 39	10 45					—35		
								dep.	12 53	3 0	...
150¼	**MORTLAKE** †	*arr.*	9 25	11 30		27	**CAMPERDOWN** ES W	*arr.*	1 25	3 35	...

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. ‡
		A.M.	A.M.	P.M.	P.M.
166	**WARRNAMBOOL** ES W ... ... *dep.*	5 50	11 0	1 30–82	5 45— 96, 90
167	Cattle Siding NC	...	...	...	...
169	Dennington NC ES (See page 169)	...	...	...	...
172	*Illowa* ... ... *arr.*	...	...	...	...
	dep.	...	...	...	...
175½	**KOROIT** ES † W ... ... *arr.*	6 23	11 38	2 8	6 23
	dep.	6 55	P.M. 12 8	2 30— 108, 84	6 45— 116, 114
185	Woolsthorpe NC ... ... *arr.*	7 25	...	...	...
	dep.	7 40	...	...	...
189½	*Hawkesdale* (See note) ... ... *arr.*	7 53	...	...	...
	dep.	8 48	...	...	...
196¼	Minhamite NC ... ... *arr.*	9 5	...	...	...
	dep.	9 42	...	...	...
201½	Purdeet NC ... ... *arr.*	9 59	...	...	...
	dep.	10 9 —84	...	...	...
208½	*Penshurst* ○ † W ... ... *arr.*	10 26	2 45	4 16	8 41–118
	dep.	11 50		5 10 —116	9 6
		P.M.			
215	Tabor NC ... ... *arr.*	12 6	...	...	...
	dep.	12 16	...	...	...
220½	Yatchaw NC	12 29	...	...	...
226¾	Coleraine Junction †	12 45	...	6 5	9 55
227½	**HAMILTON** ES W ... ... *arr.*	12 50	...	6 10	10 0

Not to run when 84 runs. Not to run when 114 runs.

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. ‡
		A.M.	A.M.	P.M.	P.M.	P.M.
—	**HAMILTON** ES W ... ... *dep.*	...	8 30	...	3 35	7 30
¾	Coleraine Junction †	...	8 35	...	3 40	7 35
7	Yatchaw NC ... ... *arr.*	...	8 49	...	...	...
	dep.	...	8 59	...	...	...
12½	Tabor NC ... ... *arr.*	...	9 12	...	...	...
	dep.	...	9 22	...	...	...
19	*Penshurst* ○ † W ... *arr.*	...	9 40	...	4 30 —115	8 25 —117
	dep.	...	11 5—1	3 45	5 20	9 15
26	Purdeet NC ... ... *arr.*	...	11 21	...	...	...
	dep.	...	11 31	...	...	...
31¼	Minhamite NC ... *arr.*	...	11 48	...	...	...
	dep.	...	P.M. 12 13	...	...	...
	arr.	–1	12 28	...	...	...
38	*Hawkesdale* (See note) ... *dep.*	8 0	1 13	...	...	...
	arr.	8 12	1 14	...	...	...
42½	Woolsthorpe NC ... *dep.*	8 27	1 29	...	...	...
	arr.	8 49	1 50	6 40	6 40	10 35
		–23	–115	—117	—117	
52	**KOROIT** † ES W		Wed. (Mon., Thu. Sat. ‡) / Fri. ‡ / Tue. ‡			
	dep.	9 28	2 35 / 2 55 / 3 27	6 50	6 50	10 45
55½	*Illowa* ... ... *arr.*	...	2 44	...	...	...
	dep.	...	2 54	...	...	...
58½	Dennington NC ES (See p. 169) ...	...	...	...	...	...
60½	Cattle Siding NC	...	...	...	...	...
61½	**WARRNAMBOOL** ES W ... *arr.*	9 54	3 10 / 3 23 / 3 55	7 18	7 18	11 13

Not to run when 115 or 116 runs. Not to run when 114 runs.

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

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., to Sat. ‡	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.	P.M.	P.M.	P.M.
185¼	**MURTOA** ES W ...	*dep.*	...	...			3 30	10 30
190¾	Coromby NC	*arr.*	...	...			...	...
	(See note, page 67)	*dep.*	...	...			...	...
198½	Minyip ES	*arr.*	...	...			4 7	11 7
		dep.	...	...			4 27	11 17
202½	Nullan NC ...	*arr.*	...	...			...	...
		dep.	...	...			...	...
206½	*Sheephills* ○ ES ...	*arr.*	...	...			4 51	11 41
		dep.	...	...			5 11	11 51
					Not to run when **12** runs	Not to run when **18** runs		Tue. to Sun. ‡
								A.M.
216½	**WARRACKNABEAL** ...	*arr.*	...	...	...	...	5 44–22	12 23
	ES W	*dep.*	5 30	8 20 —10	11 45	1 45–16 —8	...	...
217	B.P., H. C. Sleigh and Mobil Oil Coy.'s Sdg. NC		...	...	...	...	...	...
					P.M.			
217¼	Warrackside NC		...	...		...	...	...
221½	Batchica Siding NC		...	...	...	...	...	...
225½	Lah NC	*arr.*	...	...	12 12	2 12	...	...
		dep.	...	...	12 27	2 27	...	...
229	Brim ES †	*arr.*	...	8 46	12 40–16	2 40	...	...
		dep.	6 8	9 38–4		2 55–16	...	...
234¾	*Galaquil*	*arr.*	...	9 56	...	3 13	...	...
		dep.	...	10 6	...	3 28	...	...
		arr.	6 35	10 29	...	3 41	...	...
			–4,6,14	P.M.				
238¾	Beulah †			Tue., Thur., Sat. ‡ / Mon., Wed., Fri. ‡				
		dep.	7 59	12 4 / 12 59–3	...	...	...	...
239	Thomas' Siding NC		...	... / ...	...	...	...	...
246	*Rosebery*	*arr.*	8 21	12 26 / 1 21	...	...	...	...
	(See note, page 67)	*dep.*	8 36	12 31 / 1 26	...	...	...	...
249	Goyura NC	*arr.*	8 46	12 51 / 1 46	...	...	...	...
		dep.	9 1	1 6 / 2 1	...	...	...	...
		arr.	9 18	1 23 / 2 18	...	...	...	...
254¾	**HOPETOUN** † W ...							
								Mn. Fri.‡
		dep.	...	2 40 / 3 35	...	...	...	...
271¾	Yarto NC	*arr.*	...	3 40 / 4 35	...	...	...	...
		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. Thur. ‡	14 Goods Mon., Tue., W, Fr. Sat. ‡	12 Goods Mon. to Sat. ‡	16 Goods Tue., Thur., Sat. ‡	18 Gds. Mon. Wed. Thur. Fri. ‡	15 Goods Mon., Wed., Fri. ‡	24 Gds. Mon. to Sat. ‡	22 Goods Mon. to Sat. ‡		20 Gds. Mon. to Sat. ‡
											Mon., Wed., Fri., Sat. ‡	Tue., Thur. ‡	
—	*PATCHEWOLLOCK* † W	*dep.*	A.M. 5 0	A.M. 4 0	A.M. ...	A.M. ...	P.M. ...	A.M. ...	P.M. ...	P.M. ...			P.M. ...
9¾	Yarto NC	*arr.*	...	4 32	...	...	...	...	...	...			...
		dep.	...	4 52		...	...	...	...	...			...
27	**HOPETOUN** † W ...	*arr.*	6 25	5 45		...		...	...	...			...
				—6									
		dep.		7 10		10 30		10 30	...	...			...
32½	Goyura NC	*arr.*		...		10 47		10 47	...	...			...
		dep.		...		11 7		11 7	...	...			...
35½	*Rosebery*	*arr.*		...		11 17		11 17	...	...			...
	(See note, page 67)	*dep.*		...		11 37		11 37	...	...			...
42½	Thomas' Siding NC			...		...		...	...	...			...
									...	...			...
		arr.		7 54		11 59		11 59	...	...			...
42¾	Beulah †			—13		–25		–8, 5					–11
						P.M.		P.M.					
		dep.		8 14	11 0	12 19	...	1 15	...	...			5 0
46¾	*Galaquil*	*arr.*		...	...	12 32	...	1 28	...	...			5 13
		dep.		...	...	12 47	...	1 43	...	...			5 33
52½	Brim † ES	*arr.*		8 43	11 29	...	...	2 1	...	...			5 51
				—25	—5			—19					
		dep.		9 3	P.M. 12 30	1 5	1 45	2 50	...	...			6 11
56¼	Lah NC	*arr.*		...	...	...	1 58	...	...	...			6 24
		dep.		...	...	...	2 18	...	...	...			6 44
60¼	Batchica Siding NC			...	...	...	...	...	...	...			...
64	Warrackside NC			...	...		...	...	...	...			...
64½	B.P., H. C. Sleigh and Mobil Oil Coy's. Sdg. NC			...	...	...	...	...	...	...			...
		arr.		9 55	1 8	1 41	2 45	3 28	...	...			7 11
65	**WARRACKNABEAL** ... ES W			—5		—19			–11	–21			
		dep.		11 0	...	...	...	...	4 5	6 0			...
		arr.		11 25	...	...	...	...	4 39	...			...
75	*Sheephills* ○ ES ...			—1					—21				
		dep.		11 45	...	...	...	...	4 56	6 34			...
79	Nullan NC	"		...	...	...	...	...	...	...			...
											Mon., Wed., Fri., Sat. ‡	Tue., Thur. ‡	
				P.M.									
		arr.		12 10	...	...	...	...	...	...	...	7 0	...
83¼	Minyip ES			—9								—15	
		dep.		12 45	...	...	...	...	5 22	6 58	7 17	...	...
90¼	Coromby NC	*arr.*		...	...	...	...	...	...	...	...	...	...
	(See note, page 67)	*dep.*		...	...	...	...	...	...	...	...	...	...
96¼	**MURTOA** ES W ...	*arr.*		1 20	...	...	...	...	6 1	7 37	8 3	...	...

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. ‡
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
MURTOA ES W ...	*dep.*	3 5	4 20–10	4 55	1 0	3 5	10 10	11 10
Jung ES (See note, p. 168)	*arr.*	...	...	...	...	...	...	...
	dep.	3 19	4 35	5 10	1 15	3 20	10 25	11 25
Dooen ○ ES ...	*arr.*	...	...	...	...	3 34–36	...	...
(See note, page 168)...	*dep.*	3 31	4 47	5 22	1 27	3 59	10 37	11 37
HORSHAM ES W ...	*arr.*	3 43–10	...	...	...	4 11–10	10 49–139	...
	dep.	4 0	4 57	5 32	1 37	4 56	11 40	11 47
Dahlen Siding NC ...		...	...	...	...	...		
							Tue. to Sat. ‡	Sun., Mon. ‡
							A.M.	A.M.
Pimpinio ○ ES ...	*arr.*	...	...	5 54–38	1 59–34	5 19–88	...	...
(See note, page 168)	*dep.*	4 22	5 17	6 21–150	2 20	6 11	12 1	12 7
Wail		...	...	...	...	...	...	...
DIMBOOLA ES W ...	*arr.*	5 0–14	5 40	6 46	2 45	6 35	12 24–202	12 30–202

Fol. 139

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. ‡	
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
DIMBOOLA ES W ...	*dep.*	12 20	12 30	9 45	10 10	7 0	7 45	9 15	...
Wail	*arr.*	... 209	... 209	... 101	... 147	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Pimpinio ○ ES ...	*arr.*	...	...	...	10 41	...	...	...	...
(See note, page 168)	*dep.*	12 48	12 58	10 13	11 1	7 28	8 13	9 43	...
Dahlen Siding NC ...		...	...	... 147	...	... 133	...	...	...
HORSHAM ES W ...	*arr.*	1 11	1 21	10 36	11 32–87	7 51	8 36–77	...	...
					P.M.				
	dep.	1 34–69		10 45	12 26–9 154,	8 36	8 50	10 3	...
Dooen ○ ES ...	*arr.*	...		...	...	...	...	...	...
(See note, page 168)	*dep.*	1 46		10 59	12 40	8 50	10 4	10 15	...
Jung ES ...	*arr.*	...		...	12 57–61	...	...	...	...
(See note, page 168)	*dep.*	2 0		11 13	1 13	9 14	10 18	10 29	...
MURTOA ES W ...	*arr.*	2 15		11 28–9	1 28	9 29	10 35	10 45	...

Following trains not to run same day between Murtoa and Dimboola :
Nos. 207, 142, 61 and 129.
Nos. 204 and **142.**
Nos. 203, 14 and **160.**

MELBOURNE-SERVICETON-ADELAIDE

THROUGH PASSENGER SERVICE

"THE OVERLAND" AND RELIEF EXPRESS

Miles	STATIONS		69 "The Overland" Daily	71 Express Daily ‡			
			p.m.	p.m.			
—	**MELBOURNE** (Spencer Street)	dep.	8 40	9 50			..
	(Intermediate times shown on pages)		8, 9 Next day a.m.	8, 9 Next day a.m.			
287	**SERVICETON**						
	(E.S. Time)	arr.	3 20	5 0			..
	(C.S. Time)	arr.	2 50	4 30			..
			(240)	(310)			
	"	dep.	3 0	4 40			..
291¾	**WOLSELEY**	arr.	3 9	4 49			..
	"	dep.	3 15	4 52			..
300¼	Bordertown	arr.	3 29	5 6			..
	"	dep.	3 32	5 8			..
313¼	Wirrega	..	3 49U	5 25U			..
328½	Keith	arr.	4 7	5 43			..
	"	dep.	4 9	5 44			..
351½	Tintinara	..	4 37U	6 12U			..
368¾	Coonalpyn	..	4 57U	6 32U			..
378¾	Ki Ki	..	5 8U	6 43U			..
387½	Coomandook	..	5 19U	6 54U			..
397¾	Cookes Plains	..	5 31U	7 6U			..
408	**TAILEM BEND**	arr.	5 45	7 20			..
	"	dep.	5 53	7 28			..
423	**MURRAY BRIDGE** ..	arr.	6 15	7 50			..
				Mon. to Fri. ‡	Sat. ‡	Sun. ‡	
	"	dep.	6 35	8 7	8 7	8 10	..
432	Monarto South	..	6 52U	8 24U	8 24U	8 27U	..
438¼	Callington	..	7 2U	8 34U	8 34U	8 37U	..
448½	Nairne	..	7 31U	9 3U	9 3U	9 6U	..
452	Mt. Barker Junction ..	..	7 40U	9 14U	9 14U	9 16U	..
454½	Balhannah	..	7 47U	9 21U	9 21U	9 23U	..
459½	Bridgewater	..	8 3U	9 37U	9 37U	9 39U	..
469½	Belair	..	8 29S	*	*	10 4S	..
471¼	Blackwood	..	8 34S	*	*	10 9S	..
483¼	**ADELAIDE**	arr.	9 0	10 35	10 37	10 35	..

S. Stops on Sunday if required to set down passengers from Victorian stations.

U. Stops if required to set down passengers from Victorian stations.

ADELAIDE-SERVICETON-MELBOURNE

THROUGH PASSENGER SERVICE

"THE OVERLAND" AND RELIEF EXPRESS

Miles	STATIONS		835 "The Overland" Daily	877 Express Daily ‡			
			p.m.	p.m.			
—	**ADELAIDE**	dep.	7 0	8 0			..
11¼	Blackwood	..	*	*			..
13½	Belair	..	*	*			..
23½	Bridgewater	arr.	8 1T	9 4T			..
	"	dep.	8 2	9 5			..
28½	Balhannah ..	..	8 16T	9 20T			..
31¼	Mt. Barker Junction	..	8 22T	9 27T			..
34½	Nairne	..	8 31T	9 37T			..
45	Callington	..	8 52T	9 59T			..
51¼	Monarto South	..	9 4T	10 10T			..
60¼	**MURRAY BRIDGE** ..	arr.	9 20	10 25			..
	" ..	dep.	9 40	10 45			..
75¼	**TAILEM BEND**	arr.	10 3	11 8			..
				Mon. to Fri. ‡	Sat. ‡	Sun. ‡	
	"	dep.	10 11	11 15	11 15	11 15	..
85½	Cookes Plains	..	10 25T	11 30T	11 30 T	11 30T	..
95½	Coomandook	..	10 38T	11 43T	11 43T	11 43T	..
104¼	Ki Ki	arr.	..	11 55T	..	..	..
				Tue. to Sat. ‡ a.m.			
	"	dep.	10 51T	12 6 ●	11 55T	11 55T	..
					Sun. ‡ a.m.	Mon. ‡ a.m.	
114½	Coonalpyn	..	11 4T	12 18T ●	12 7T	12 7T	..
132	Tintinara	..	11 25T	12 40T ●	12 29T	12 29T	..
154¾	Keith	arr.	11 56	1 10	12 59	12 59	..
	"	dep.	12 0	1 12	1 3	1 12 ●	..
			Next Day a.m.				
170	Wirrega	arr.	..	1 34T	..	1 34T	..
	"	dep.	12 22T	1 44 ●	1 25T	1 44 ●	..
183	Bordertown	arr.	12 41	2 5	1 44	2 5	..
	"	dep.	12 46	2 7	2 7	2 7	..
191½	**WOLSELEY**	arr.	1 0	2 21	2 21	2 21	..
	"	dep.	1 5	2 26	2 26	2 26	..
196¼	**SERVICETON**						
	(C.S. Time)	arr.	1 15	2 36	2 36	2 36	..
	(E.S. Time)	arr.	1 45	3 6	3 6	3 6	..
			(10)	(14)	(14)	(14)	
	"	dep.	1 58 ●	3 45	3 45	3 45	..
	(Intermediate times shown on pages) ..		10, 11	10, 12	10, 12	10, 12	
	MELBOURNE						
483¼	(Spencer Street)	arr.	8 57	10 20	10 8	10 20	..

T. Stops if required to pick up passengers for Victorian stations.

● **No. 835/10** may depart Serviceton 1.53 a.m.

● **No. 877** Tue. to Sat. may depart Ki Ki 11.55 p.m. (Mon. to Fri.), Coonalpyn 12.7 a.m., Tintinara 12.29 a.m., Keith 1.3 a.m., Wirrega 1.25 a.m. On Monday, may depart Keith 1.3 a.m., Wirrega 1.25 a.m.

TRANSCONTINENTAL PASSENGER TRAIN SERVICES
DAILY (SUNDAY INCLUDED)
WESTBOUND (As from 1st March 1970)

		SUN., MON., TUE., WED., THUR., FRI., SAT.
MELBOURNE— .. (Spencer Street) .. .. (Eastern Standard Time)	*dep.*	p.m. 8 40
		MON., TUE., WED., THUR., FRI., SAT., SUN.
ADELAIDE .. .. (Central Standard Time)	*arr.*	a.m. 9 0c
"	*dep.*	p.m. 12 30
PORT PIRIE	*arr.*	3 48c
(Central Standard Time) ..	*dep.*	4 45
		TUE., WED., THUR., FRI., SAT., SUN., MON.
KALGOORLIE	*arr.*	p.m. 7 45
(Western Standard Time) ..	*dep.*	8 30
		WED., THUR., FRI., SAT., SUN., MON., TUE.
PERTH .. .. (Western Standard Time)	*arr.*	a.m. 7 0

EASTBOUND (As from 1st March 1970)

		SUN., MON., TUE., WED., THUR., FRI., SAT.
PERTH .. .. (Western Standard Time)	*dep.*	p.m. 9 30
		MON., TUE., WED., THUR., FRI., SAT., SUN.
KALGOORLIE	*arr.*	a.m. 6 30
(Western Standard Time)	*dep.*	7 0
		TUE., WED., THUR., FRI., SAT., SUN., MON.
PORT PIRIE .. .. (Central Standard Time)	*arr.*	p.m. 12 25c
"	*dep.*	1 40
ADELAIDE .. .. (Central Standard Time)	*arr.*	5 0c
"	*dep.*	7 0
		WED., THUR., FRI., SAT., SUN., MON., TUE.
MELBOURNE— (Spencer Street) .. .. (Eastern Standard Time)	*arr.*	a.m. 8 57

C—Change trains.

INTERSYSTEM FAST AND EXPRESS GOODS TRAIN SERVICE
MELBOURNE-ADELAIDE

STATION		129 Express Goods Mon. to Sat. ‡	77 Fast Gds. Sun.	133 Exp. Gds. Mon. to Fri.	145 Exp. Gds. Sat.	137 Exp. Gds. Sun.	139 Exp. Gds. Sat.	139 Exp. Gds. Sun.	139 Exp. Gds. Mon. to Fri.	159 Exp Gds. Sat.	159 Exp. Gds. Mon. to Fri.	147 Fast Gds. Mon. to Fri.
MELBOURNE	*dep.*	a.m. 10 0	p.m. 12 25	p.m. 1 30	p.m. 1 40	p.m. 2 50	p.m. 5 0	p.m. 5 0	p.m. 5 50	p.m. 7 45 Sun.	p.m. 10 30 Tu. to Sat.	p.m. 8 50 Tu. to Sat.
Ararat ..	*arr.*	..	..	..	..	..	Sun.	Mon.	Tu. to Sat.	a.m. ..	a.m.	a.m. 5 54
" ..	*dep.*	..	..	..	..	..	..	..	..	..	..	7 50
Serviceton—		p.m.					a.m.	a.m.	a.m.			p.m.
(E.S. Time)	*arr.*	8 7	11 0	10 48	10 50	11 41	1 16	1 35	1 12	5 2	8 40	1 27A
(C.S. Time)	*arr.*	7 37	10 30	10 18	10 20	11 11	12 46	1 5	12 42	4 32	8 10	12 57
		50 Mn. to Fri. ‡	40 Sat. ‡	324 Mon.	54	64	94	198	198	198	364	514	312
" ..	*dep.*	8 25	8 25	a.m. 3 35	10 45	10 45	11 30	1 25	1 31	1 25	5 10	8 30	2 0
Tailem Bend	*arr.*	..	..	7 25	..	..	..	4 14	..	4 40	7 57	11 40	7 53
		Tu. to Sat. ‡	Sun. ‡		Tu. to Sat.	Sun.	Mon.						22 Wed. to Sun.
		a.m.	a.m.		a.m.	a.m.	a.m.					p.m.	a.m.
"	*dep.*	1 1	12 10	9 45	2 17	3 5	3 5	4 40	..	4 52	8 17	12 10	12 5
ADELAIDE (Mile End)	*arr.*	4 28	3 23	p.m. 1 25	5 30	5 23	6 20	7 53	8 5	8 5	11 50	3 34 (4.11 Sat.)	3 55 4.10 Sun.)

A.—Arrive 1.43 p.m. Saturday. (1.13 p.m. Central Standard time.)

ADELAIDE-MELBOURNE.

STATION		697 Exp. Goods Sat.	731 Exp. Goods Sunday	731 Exp. Goods Mn. to Fri.	847 Exp. Goods Mn. to Fri.	853 Fast Goods Sun.	851 Fast Goods Mon. to Fri.		907 Exp. Goods Sat.	955 Exp. Goods Mn. to Fri.
ADELAIDE (Mile End)	*dep.*	p.m. 4 15	..	p.m. 5 5	p.m. 7 0D	p.m. 7 0D	p.m. 7 35		p.m. 8 50	p.m. 10 45 Tue. to Sat.
Tailem Bend	*arr.*	7 25	..	8 0	10 20	10 0	11 15 87 Tue. to Sat.		11 57 Sun.	a.m. 1 55
" "	*dep.*	7 50	8 25	8 25	10 45 Tu. to Sat.	Mon. a.m. 1 15	a.m. 3 0		a.m. 12 22	2 21
Serviceton—					a.m.					
(C.S. Time)	*arr.*	10 35	11 10	11 10	2 28	5 43	10 25		4 5	6 52
(E.S. Time)	*arr.*	11 5	11 40	11 40	2 58	6 13	10 55		4 35	7 22
		140	140		150	154	88 Tu. to Fri.	164 Sat.	154	154
" ..	*dep.*	11 45	11 55		4 5	7 15	p.m. 3 10	p.m. 12 35	6 30	9 40
Ararat ..	*arr.*	..	Mon. to Sat.		..	..	9 37	9 15 90 Sunday	..	..
" ..	*dep.*	.. Sun.	..		..	..	10 20 Wed. to Sat.	p.m. 1 0	..	..
MELBOURNE	*arr.*	a.m. 8 30	a.m. 7 50		1 40	p.m. 5 5	a.m. 8 20	7 15	p.m. 3 45	p.m. 9 30A

D.—No. 847 Express Goods and 853 Fast Goods originate at Dry Creek.
A.—Arrive Melbourne 6.30 p.m. Saturdays.

MELBOURNE-PERTH

SCHEDULE FOR EXPRESS TYPE GOODS VEHICLES

WESTBOUND

		Monday			Tuesday			Wednesday				
MELBOURNE	*dep.*	p.m. 1 30	p.m. 5 50	p.m. 10 30	p.m. 1 30	p.m. 5 50	p.m. 10 30	p.m. 1 30	p.m. 5 50	p.m. 10 30	..	..
			Tuesday			Wednesday			Thursday			
Adelaide (Mile End)	*arr.*	a.m. 5 30	a.m. 8 5	p.m. 3 34	a.m. 5 30	a.m. 8 5	p.m. 3 34	a.m. 5 30	a.m. 8 5	p.m. 3 34		
	dep.	10 15		7 0	10 15		7 0	10 15		7 0	..	..
				Wed.			Thur.			Fri.		
Port Pirie ..	*arr.*	p.m. 4 23		a.m. 12 35	p.m. 4 23		a.m. 12 35	p.m. 4 23		a.m. 12 35	..	..
				Wed.			Thur.			Fri.		
" " ..	*dep.*	a.m. 6 0		p.m. 6 30	a.m. 6 0		p.m. 6 30	a.m. 6 0		p.m. 6 30	..	..
				Thur.			Fri.			Sat.		
Kalgoorlie (Parkeston)	*arr.*	p.m. 2 36		a.m. 7 0	p.m. 2 36		a.m. 7 0	p.m. 2 36		a.m. 6 8	..	..
" ..	*dep.*	4 30		10 0	4 30		10 0	4 30			..	..
				Fri.			Sat.			Sun.		
PERTH (Forrestfield)	*arr.*	a.m. 5 40		a.m. 12 5	a.m. 5 40		a.m. 12 5	a.m. 5 40		..	..	..

		Thursday			Friday			Saturday			Sunday	
MELBOURNE	*dep.*	p.m. 1 30	p.m. 5 50	p.m. 10 30	p.m. 1 30	p.m. 5 50	p.m. 10 30	p.m. 1 40	p.m. 5 0	p.m. 7 45	p.m. 2 50	p.m. 5 0
			Friday			Saturday			Sunday			Monday
ADELAIDE (Mile End) ..	*arr.*	a.m. 5 30	a.m. 8 5	p.m. 3 34	a.m. 5 30	a.m. 8 5	p.m. 4 11	a.m. 5 23	a.m. 7 43	a.m. 11 50	a.m. 6 20	a.m. 8 5
" ..	*dep.*	10 15		7 0	10 15		..	10 15		..	10 15	
				Sat.								
Port Pirie ..	*arr.*	p.m. 4 23		a.m. 12 35	p.m. 4 23		..	p.m. 6 34		..	p.m. 4 23	
				Sat.			Sun.			Mon.		Tues.
" " ..	*dep.*	a.m. 6 0		p.m. 6 30	a.m. 6 0		..	a.m. 6 0		..	a.m. 6 0	
				Sun.			Mon.			Tues.		Wed.
Kalgoorlie (Parkeston)	*arr.*	p.m. 2 36		a.m. 7 0	p.m. 2 36		..	p.m. 2 36		..	p.m. 2 36	Thu. p.m. ..
" ..	*dep.*	4 30		10 0	4 30		..	4 30		..	4 30	10 0
				Mon.			Tues.			Wed.		Thu. Fri.
PERTH (FORRESTFIELD) ..	*arr.*	a.m. 5 40		a.m. 12 5	a.m. 5 40		..	a.m. 5 40		..	a.m. 5 40	a.m. 12 5

PERTH-MELBOURNE

SCHEDULE FOR EXPRESS TYPE GOODS VEHICLES

EASTBOUND

	Monday		Tuesday		Wednesday	Thursday		
PERTH .. dep. (Forrestfield)	a.m. 3 35	p.m. 5 0	a.m. 3 35	p.m. 5 0	a.m. 3 35	p.m. 5 0	a.m. 3 35	p.m. 5 0
		Tues.		Wed.		Thur.		Fri.
Kalgoorlie .. arr. (Parkeston)	p.m. 3 45	a.m. 5 15	p.m. 3 45	a.m. 5 15	p.m. 3 45	a.m. 5 15	p.m. 3 45	a.m. 5 15
" .. dep.	5 0	8 20	5 0	8 20	5 0	8 20	5 0	8 20
	Wed.	Wed.	Thur.	Thur.	Fri.	Fri.	Sat.	Sat.
Port Pirie .. arr.	a.m. 7 5	p.m. 7 30	a.m. 7 5	p.m. 7 30	a.m. 7 5	p.m. 7 30	a.m. 7 5	p.m. 7 30
		Thur.		Fri.		Sat.		Sun.
" " .. dep.	p.m. 6 10	a.m. 11 45	p.m. 6 10	a.m. 11 45	..	a.m. 11 45	p.m. 6 10	a.m. 10 0
	Thur.		Fri.				Sun.	
Adelaide .. arr. (Milo End)	a.m. 2 20	p.m. 6 5	a.m. 2 20	p.m. 6 5	..	p.m. 6 5	a.m. 2 20	p.m. 4 44
" .. dep.	p.m. 5 5	10 45	p.m. 5 55	10 45	..	8 50	p.m. 8 25T	7 0D
	Fri.	Fri.	Sat.	Sat.		Sun.	Mon.	Mon.
MELBOURNE arr.	a.m. 7 50	p.m. 9 30	a.m. 7 50	p.m. 6 30	..	p.m. 3 45	a.m. 7 50	p.m. 5 5

T.—Originates Tailem Bend.
D.—Originates Dry Creek.

	Friday		Saturday		Sunday
PERTH .. dep. (Forrestfield)	a.m. 3 35	p.m. 5 0	a.m. 3 35	p.m. 5 0	p.m. 5 0
		Saturday		Sunday	Monday
Kalgoorlie .. arr. (Parkeston)	p.m. 3 45	a.m. 5 15	p.m. 3 45	a.m. 5 15	a.m. 5 15
" .. dep.	5 0	8 20	5 0	8 20	8 20
	Sunday	Sunday	Monday	Monday	Tuesday
Port Pirie .. arr.	a.m. 7 5	p.m. 7 30	a.m. 7 5	p.m. 7 30	p.m. 7 30
		Monday		Tuesday	Wednesday
" .. dep.	p.m. 7 0	a.m. 11 45	p.m. 6 10	a.m. 11 45	a.m. 11 45
	Monday		Tuesday		
Adelaide .. arr.	a.m. 3 10	p.m. 6 5	a.m. 2 20	p.m. 6 5	p.m. 6 5
" .. dep.	p.m. 5 5	10 45	p.m. 5 5	10 45	10 45
	Tuesday	Tuesday	Wednesday	Wednesday	Thursday
MELBOURNE arr.	a.m. 7 50	p.m. 9 30	a.m. 7 50	p.m. 9 30	p.m. 9 30

MELBOURNE–PERTH

SCHEDULE FOR NON-EXPRESS TYPE GOODS VEHICLES

WESTBOUND

		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
MELBOURNE	*dep.*	12 25	8 50	8 50	8 50	8 50	8 50
		Monday	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Adelaide (Mile End)	*arr.*	1 25	3 55	3 55	3 55	3 55	4 10
" ..	*dep.*	7 45	p.m. 7 45	p.m. 7 45	p.m. 7 45	10 15	10 15
		Tuesday	**Thursday**	**Friday**	**Saturday**		
		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	5 21
						Sunday	**Monday**
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
"	*dep.*	6 30	6 30	6 30	6 30	5 35	6 30
		Thursday	**Saturday**	**Sunday**	**Monday**	**Tuesday**	**Wednesday**
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Kalgoorlie .. (Parkeston)	*arr.*	7 0	7 0	7 0	7 0	7 0	7 0
				p.m.			
" ..	*dep.*	10 0	10 0	4 30	10 0	10 0	10 0
		Friday	**Sunday**	**Monday**	**Tuesday**	**Wednesday**	**Thursday**
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
PERTH .. (Forrestfield)	*arr.*	12 5	12 5	5 40	12 5	12 5	12 5

EASTBOUND

		Monday		Tuesday		Wed.		Thursday		Friday		Saturday		Sunday
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.
PERTH	*dep.*	3 35	5 0	3 35	5 0	3 35	5 0	3 35	5 0	3 35	5 0	3 35	5 0	5 0
(Forrestfield)			**Tue.**		**Wd.**		**Thu.**		**Fri.**		**Sat.**		**Sun.**	**Mon.**
		p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	a.m.
Kalgoorlie	*arr.*	3 45	5 15	3 45	5 15	3 45	5 15	3 45	5 15	3 45	5 15	3 45	5 15	5 15
(Parkeston)														
" ..	*dep.*	5 0	8 20	5 0	8 20	5 0	8 20	5 0	8 20	5 0	8 20	5 0	8 20	8 20
		Wed.		**Thursday**		**Friday**		**Saturday**		**Sunday**		**Monday**		**Tuesday**
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.
Port Pirie	*arr.*	7 5	7 30	7 5	7 30	7 5	7 30	7 5	7 30	7 5	7 30	7 5	7 30	7 30
								Sunday		**Monday**				
		p.m.		p.m.		p.m.		a.m.		a.m.		p.m.		
"	*dep.*	11 0		11 0		11 0		10 0		11 45		11 0		11 0
		Thursday		**Friday**		**Saturday**						**Tuesday**		**Wednesday**
		a.m.		a.m.		a.m.		p.m.		p.m.		a.m.		a.m.
ADELAIDE (Mile End)	*arr.*	9 0		9 0		9 0		4 44		6 5		9 0		9 0
								Monday						
		p.m.		p.m.				p.m.				p.m.		p.m.
" ..	*dep.*	7 35		7 35				7 35				7 35		7 35
		Saturday		**Sunday**				**Wednesday**				**Thursday**		**Friday**
MELBOURNE		a.m.		p.m.				a.m.				a.m.		a.m.
" ..	*arr.*	8 20		7 15				8 20				8 20		8 20

Pages 148–166 (Reserved)

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.

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.

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

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

Deer Park—
Mondays to Fridays : From 6.20 a.m. until **No. 73** clears.
Saturdays : From 7.0 a.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. 49** clears.
Saturdays : From 5.45 a.m. until **No. 9** clears.

Trawalla—
Mondays : From 9.40 a.m. until **No. 24** clears.
Tuesdays : From 6.25 a.m. until **Nos. 9** and **192** clear.
Wednesday 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, also 11.35 a.m. until **No. 154** clears.

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.

Wal Wal—
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 Signalman 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.

Kiata—

Monday : 7.20 a.m. until **No. 34** clears.
Tuesday to Friday : 7.50 a.m. until **Nos. 88** and **25** clear.
Saturday : 7.20 a.m. until **Nos. 79** and **154** 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 11.20 p.m. Sat. 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 **Armstrong, Great Western, Deep Lead, Wal Wal, Jung, Doosa** (when Jung is switched in) **Pimpinio, Kiata** and **Diapur** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the Staff Station where the crews are instructed must make an entry to that effect across the figure line in the Train Register Book.

Ardeer Siding and Marmalake are Unattended Electric Staff Posts worked in accordance with instructions shown in the General Appendix.

MELBOURNE-GEELONG-PORT FAIRY.

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

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, Wednesdays, Thursdays	From 7.30 a.m. until **No. 7** clears.
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 Signalman at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

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

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

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.

Waurn 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.

GEELONG–BALLARAT.

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 Signalman at the Staff Station where crews are instructed must make an entry to that effect in the Train Register Book.

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

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

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

GEELONG–ARARAT (via Cressy).

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–Ballarat.

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, Derrinallum, 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.

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.

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. 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		UP	
Nos.	9, 129, 77, 137, 145, 133, 59, 139, 7, 149, 159, 75, 95.	Nos.	16, 130, 140, 160, 192, 36, 134, 90, 32, 96, 150, 152, 154, 38.

BALLARAT – ARARAT

Nos.	9, 129, 77, 137, 145, 133, 59, 139, 7, 149, 159.	Nos.	16, 140, 160, 36, 90, 150, 154, 38, 192, 88.

ARARAT – DIMBOOLA

Nos.	129, 137, 59, 9, 133, 145, 77, 139, 149, 159, 147.	Nos.	140, 160, 150, 154, 38, 36, 66, 106, 88.

DIMBOOLA – SERVICETON

Nos.	129, 137, 133, 145, 77, 139, 149, 159, 147.	Nos.	140, 160, 150, 154, 38, 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.

No. 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.

FLASHING LIGHT SIGNALS AND BOOM BARRIERS

(Instructions pages 178-179, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
NEWPORT-SUNSHINE (LOOP LINE)				
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				
Yarraville 4-55	Somerville Road	4	42	BB
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 35-68	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.

Name and Mileage of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
GHERINGHAP-WARRENHEIP				
Bannockburn 55–63	High Street	55	58	FL
Elaine 76–32	Midland Highway T	76	37	FL
GHERINGHAP-MAROONA				
Inverleigh 62–43	Hamilton Highway T	59	48	FL
Cressy 85–39	Hamilton Highway T	85	55	FL
Berrybank 94–42	Hamilton Highway T	91	5	FL
Derrinallum 109–41	Hamilton Highway T	108	76	FL
Westmere 132–33	Glenelg Highway T	132	46	FL
WESTERN				
Sunshine 7–51	Anderson Street	7	78	FL
Ardeer 9–65	Forrest Street	9	70	FL
"	Fitzgerald's Road T	9	75	FL
Deer Park 11–7	Station Road T	10	77	FL
"	Robinson's Road T	11	79	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
Ballan 49–40	Geelong Road T	49	74	FL
Wallace 61–35	Ballarat Road T	58	53	FL
"	Western Highway	61	13	FL
Bungaree 63–75	Western Highway	63	62	FL
Dunnstown 67–37	Melbourne Road T	67	26	FL
Warrenheip 69–66	Ti-Tree Road T	68	78	FL
Ballarat 73–65	Doveton Street T	74	12	BB
"	Creswick Road T	74	67	BB
Wendouree 76–4	Burbank Street T	75	24	BB
Stawell 149–70	Sloane Street	149	60	FL
"	Ararat Road T	148	34	FL
Murtoa 185–29	Wimmera Highway T	184	72	FL
Dooen 198–20	Henty Highway T	198	31	FL
"	Wimmera Highway T	195	12	FL
Kaniva 272–34	Madden Street	272	47	FL
BALLARAT-CATTLE YARDS LINE	Western Highway T	77	64	FL
LINTON JUNCTION-SKIPTON				
Kopke 82–6	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
Strathkeller 191–75	Stawell Road T	192	69	FL
Hamilton 197–43	Port Fairy Road T	199	17	FL
Branxholme 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
HEYWOOD-MT. GAMBIER				
Greenwald 253–79	Princes Highway T	252	41	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
HORSHAM-HAMILTON				
Cavendish 213–10	Natimuk Road	215	31	FL
COLERAINE JUNCTION-COLERAINE				
Wannon 210–48	Wannon-Nigretta Falls Road T	209	42	FL

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

EXPRESS AND PASSENGER TRAIN LOADS

MELBOURNE AND SERVICETON

Train	Section	Engine	Load
			Tons
DOWN			
9.10 a.m. (No. 25)	Melbourne–Ararat	B	300
	Melbourne–Ararat	S or X	350
	Ararat–Horsham	B	250
	Horsham–Dimboola	Y	250
9.35 a.m. (No. 105)	Melbourne–Ballarat	B	235
	Ballarat–Horsham	B	160
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	T	270
9.20 p.m. (No. 73)	Melbourne–Ballarat	B	450
8.40 p.m. (No. 69), 9.50 p.m. (No. 71)	Melbourne–Serviceton	2 S or 2 X	800
	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
5.40 a.m. (No. 80)	Ballarat–Melbourne (via Nth. G'long Loop)	B or T	450 / 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
1.50 p.m., 2.0 p.m. (No. 34)	Dimboola–Ararat	B	250
	Ararat–Melbourne	B	300
	Ararat–Melbourne	S or X	350
3.10 p.m. (No. 110) ...	Horsham–Ballarat	B	160
	Ballarat–Melbourne	B	350

MAKE UP OF PASSENGER TRAINS

NORTH WESTERN DISTRICT

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.	Accommodation Econ.	Accommodation Total
DOWN							
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,	190	68	146	214
UP							
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 Fri.,** CW, BW, BW, ABU, AS, BW, BW	260	68	266	334
7 25 a.m.	"	"	**Sat.** CW, BW, BW, ABU, AS	190	68	146	214
8 15 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

INTERSYSTEM EXPRESS TRAINS

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 Manager, Passenger Operations

SUNDAY EXCURSION TRAINS

Train	Basic Carriage Provision	Tonnage	Accommodation 1st.	Accommodation Econ.	Accommodation Total
Down	**Spencer St.–Ballarat–Horsham**				
9 35 a.m.	CW, AS, BG, AW, BW	205	88	124	212
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, BG, AS, AW, BW, 3BW ††	310	88	304	392

* Detach Ararat. § Detach Ballarat. † Attach Ararat. †† Attach Ballarat.
a/c Air-conditioned Carriage.

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.	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	6	7	6	8*	7	6*	5*	5*	*
Parwan ...	8	8*	7*	7*	8*	7*	7	8	8*	10*	8	9*	7*	9*	*
Bacc's Marsh	6	6	5*	5*	5*	5	5	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	5	*	*	*	*	*	*	*
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	7	7	*
N.BallaratJn.	*	...	*	*	...	...	...	...	...	...	...	...	...	*	*
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	

B 350 tons. B 300 tons. B 300 tons. B 400 tons. B 235 tons. B 210 tons. B 265 tons. B 300 tons. T 270 tons. B 300 tons. B 450 tons. B 335 tons. Two S or Two X 650 tons. Two S or Two X 800 tons.

B 250 tons. B 250 tons.

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 ...			

T 150 tons. T 150 tons.

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

SERVICETON–MELBOURNE.

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

Two S or two X 650 tons — B 335 tons — B 265 tons — B 260 tons — B 300 tons — B 250 tons — B 300 tons — B 210 tons — B 350 tons — T 150 tons — T 150 tons — B 300 tons — B 450 tons — Two S or two X 800 tons

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

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	Heywood	24
Maroona	11	Myamyn	23
Willaura	15	Condah	6
Stavely	10*	Branxholme	15
Glen Thompson	8	Coleraine Junction	27*
Dunkeld	17	Hamilton	2
Moutajup	10	Strathkellar	12
Strathkellar	11	Moutajup	11
Hamilton	9	Dunkeld	10
Coleraine Junction	2*	Glen Thompson	17
Branxholme	26	Stavely	7*
Condah	15	Willaura	11
Myamyn	6	Maroona	16
Heywood	18	Langi Logan	13
Portland	22	Ararat	11A
Total	190	Total	205

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

* Engine Running Schedule based on train being non-stop at this station.

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*	...	...	...
Wallace	...	...	8	8	7	6*	...	...	...
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	41	43	131½	125	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*	...	...	...
Gordon	...	...	8	9	7	6*	...	...	...
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	44	49	116	111	56	57	61

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

RAIL MOTOR RUNNING SCHEDULES—continued

ARARAT–HAMILTON–PORTLAND

DOWN	102 H.P.	153 H.P.		280 H.P.		
Ararat to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Langi Logan	9	9	9	10	9*	10*
Maroona	11	10	10½	12	11*	12
Willaura	18	16	18	15	15*	15
Stavely	12*	11*	12*	11*	9*	10*
Glen Thompson	8	8	9	7	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	...	...
Heywood	...	16	16	16	...	...
Portland	...	24	25	22	...	...
Total	108	184	195	176	92	96

Without Trailer / With Trailer

UP	102 H.P.	153 H.P.		280 H.P.		
Portland to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Heywood	...	26	30	23	...	...
Myamyn	...	20	23	16	...	...
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	7*	7*	7*	7*	7*	7*
Willaura	12	11	12	10	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	116	199	220	175½	94	100

Without Trailer / With Trailer

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

BALLARAT–LINTON.

DOWN.	Diesel Rail Car (153 H.P.) & Trlr.	UP.	Diesel Rail Car (153 H.P.) & Trlr.
Ballarat to—	Mins.	**Linton to—**	Mins.
Linton Junction	8	Newtown	15
Kopke	9	Scarsdale	7
Haddon	5	Smythesdale	6
Smythesdale	9	Haddon	10
Scarsdale	5	Kopke	8
Newtown	6	Linton Junction	13
Linton	16	Ballarat	8
Total	58	Total	64

BALLARAT–STAWELL–HORSHAM

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

(Without Trailer / With Trailer)

MURTOA–HOPETOUN.

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

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

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

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
5.10 p.m. (No. 69)	Spencer St.–South Geelong	B	500
5.19 p.m. (No. 71)	Spencer St.–Werribee	Y	200
5.52 p.m. (No. 73)	Spencer St.–Geelong	B	400
	Geelong–Camperdown	B	350
	Camperdown–Warrnambool	T	350
6.5 p.m. (No. 79)	Spencer St.–Geelong	T	200
6.10 p.m. (No. 73)	Spencer St.–Geelong	B	400
	Geelong–Warrnambool	B	350
6.15 p.m. (No. 83)	Spencer St.–Geelong	B	200
7.32 p.m. (No. 145)	Flinders St.–Geelong	B	335
	Geelong–Warrnambool	B	300
11.20 p.m. (No. 107)	Flinders St.–Geelong	T	200
UP—			
6.0 a.m. (No. 18)	Geelong–Spencer St.	B	300
6.58 a.m. (No. 12)	Geelong–Spencer St.	T	300
7.20 p.m. (No. 28)	South Geelong–Spencer St.	B	460
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
7.45 a.m. (No. 38)	Warrnambool–Geelong	B	360
	Geelong–Spencer St.	B	400
12.15 p.m. (No. 44)	Geelong–Spencer St.	T	200
3.33 p.m. (No. 202)	Geelong–Spencer St.	T	200
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
3.0 p.m. (No. 90)	Port Fairy–Geelong	B	250
3.30 p.m. (No. 90)			
5.10 p.m. (No. 90)	Geelong–Spencer St.	B	400
5.55 p.m. (No. 238)	Warrnambool–Geelong	B	300
	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

MAKE UP OF PASSENGER TRAINS

SOUTH WESTERN DISTRICT

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

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

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation 1st	Accommodation Econ.	Accommodation Total
DOWN							
6 31 a.m.	Spen. St.	Werribee	**Mon. to Fri.,** ZP, 5 BPL, BCPL	198	...	476	476
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, BPL	170	40	200	240
2 5 p.m.	"	"	**Sat.,** CW, AW, BW, BCPL	135	40	136	176
3 44 p.m.	"	Werribee	**Mon. to Fri.,** BCPL, BPL, BPL, BCPL	120	...	312	312
4 0 p.m.	"	Geelong	**Mon. to Fri.,** CW, BPL, BW, AW, BW, BPL, CW	235	40	280	320
4 25 p.m.	"	Werribee	**Mon. to Fri.,** BCPL, 3 BPL, ZP	138	...	316	316
5 10 p.m.	"	South Geelong	**Mon. to Thur.,** BCE*, BW*, BCPL, 4BW, 2AW, ABE, 2BW	440	106	574	680
5 10 p.m.	"	South Geelong	**Fri.,** BCE*, 2BW*, BCPL, 4BW, 2AW, ABE, 2BW	475	106	634	740
5 19 p.m.	"	Werribee	**Mon. to Fri.,** BCPL, 5BPL, ZP	198	...	476	476
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
6 15 p.m.	"	Geelong	**Sat.,** CW, AW, BPL, BPL, BPL, BPL	190	40	320	360
11 20 p.m.	Flin. St.	"	**Mon. to Fri.,** CP†, CW, BW, AW, BW	175	40	120	160
11 20 p.m.	"	"	**Sat.,** BCE, BW, AW, BW	155	40	162	202
UP							
6 0 a.m.	Geelong	Spen. St.	**Mon. to Fri.,** CW, AW, BW, BW, BPL, BPL, BPL	230	40	360	400
6 58 a.m.	Geelong	"	**Mon. to Fri.,** CW, AW, 4 BW, 3 BPL	300	40	480	520
7 20 a.m.	South Geelong	"	**Mon. to Fri.,** BCE, BCPL, 2BW, ABE, 2AW, 4BW	405	106	514	620
7 26 a.m.	Geelong	"	**Sat.,** BCE, BW, AW, 2 BW	190	40	222	262
7 38 a.m.	Werribee	"	**Mon. to Fri.,** BCPL, 5 BPL, ZP	198	...	476	476
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 45 a.m.	Warrnambool	"	**Mon.,** CE, AS, BE a/c, ABE, BW	225	74	160	234
			Tue. to Fri., CE, AS, BE a/c, ABE	190	74	100	174
			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 45 p.m.	Werribee	"	**Mon. to Fri.,** BCPL, BPL, BPL, BCPL	120	...	312	312
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.	"	Spen. St.	**Mon. to Fri.,** CW, BPL, AW, BW, BW BPL, CW	235	40	280	320
6 0 p.m.	Werribee	"	**Mon. to Fri.,** ZP, 3 BPL, BCPL	138	...	316	316
6 0 p.m.	Geelong	Flin. St.	**Sat.,** CW, BW, AW, BW	140	40	120	160
7 12 p.m.	Werribee	Spen. St.	**Mon. to Fri.,** BCPL, 5 BPL, ZP	198	...	476	476
3 0 p.m.	Pt. Fairy	"	**Mon. to Thur.,** CE, AS, BS, ABE	190	74	100	174
3 30 p.m.	"	Flin. St.	**Sat.,** CE, AS, BS, ABE	190	74	100	174
5 10 p.m.	"	Spen. St.	**Fri.,** CE, AS, BS, ABE	190	74	100	174

For explanation of symbols–see next page.

SUNDAY EXCURSION TRAINS

Train	Basic Carriage Provision	Tonnage	Accommodation 1st.	Econ.	Total
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 5 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 55 p.m.	CE, AS, BE a/c, ABE, 2 BW	250	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 †† Werribee passengers only.
a/c Air-conditioned Carriage † To Warrnambool by No. 5 Goods ex Geelong
§§ Detach Colac * Detach Geelong
** Detach Warrnambool—for 7.45 am. Up Mondays.

MELBOURNE–GEELONG–WARRNAMBOOL–PORT FAIRY.

DOWN	ENGINE RUNNING TIME.													
Melbourne to–	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
(Flinders St.)														
(Spencer St.)	...	...	...	...	...	3	...	...	...	...	...	...	...	...
North Melb.	*	...	*	*	*	4	...	*	*	*	*	4	*	...
Footscray ...	8*	...	8*	8*	8	4*	...	8*	8	*	8	6	8*	...
Newport ...	5*	...	5*	5*	6	5*	...	5	5	14	6	8	5*	...
Altona ...	3*	...	3*	3*	3*	3*	...	3*	3*	3*	3*	3*	3*	...
Junction														
Paisley ...	*	...	*	*	*	*	...	2	*	*	2	4	*	...
Galvin ...	*	...	*	*	*	*	...	4	*	*	4	6	*	...
Laverton ...	5*	...	5*	5*	6	5*	...	3	5	6*	3	4	6*	...
Aircraft ...	*	...	*	*	*	*	...	2	*	*	2	2	*	...
Werribee ...	6*	...	7*	6*	8	6*	...	8	8	9	5	11	8*	...
Manor ...	5*	...	5*	5*	6	5*	...	5*	5*	6*	...	...	5*	...
Little River	4*	...	4*	4*	5	4*	...	5	5	5*	...	...	5*	...
Lara ...	6*	...	6*	5*	7	6	...	6	6	6*	...	...	6*	...
Corio ...	3*	...	3*	3*	5	5	...	4	4	4*	...	...	4*	...
North Shore	*	...	*	*	*	3	...	3	3	3	...	...	3*	...
Nth. Geelong "A"	...	...	...	5*	...	...	...	...	...	...	...	...	...	...
Nth. Geelong	5*	...	6	...	6	3	...	3	3	4	...	...	3*	...
Geelong ...	4	...	4	...	4	4	...	4	4	4	...	...	4	...
Sth. Geelong	4*	4	4	...	...	...	4*	...	...	...	...	...	...	...
Moriac ...	17	17	...	...	...	...	16*	...	...	...	...	...	...	...
Winchelsea	13	13	...	...	...	...	12*	...	...	...	...	...	...	...
Birregurra ...	15	15	...	...	...	...	14*	...	...	...	...	...	...	...
Colac ...	14	14	...	...	...	...	14	...	...	...	...	...	...	...
Pirron Y'lock	11	10	...	...	...	...	10*	...	...	...	...	...	...	...
Pomborneit	10	9	...	...	...	...	9*	...	...	...	...	...	...	...
Camperdown	11	10	...	...	...	...	10	...	...	...	...	...	...	...
Timboon Jct.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Booroan ...	9*	9*	...	...	...	...	*	...	...	...	...	...	...	10*
Terang ...	6	7	...	...	...	...	15	...	...	...	...	...	...	8
Panmure ...	16	15	...	...	...	...	14*	...	...	...	...	...	...	18
Allansford ...	9	9	...	...	...	...	8*	...	...	...	...	...	...	11
Warrnambool	10	9	...	...	...	...	9	...	...	...	...	...	...	11
Illowa ...	9	9	...	...	...	...	...	...	...	...	...	...	...	...
Koroit ...	6	7	...	...	...	...	...	...	...	...	...	...	...	...
Port Fairy ...	18	18	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	232	175	60	49	64	60	135	65	60	64	37	48	60	58

DOWN	ENGINE RUNNING TIME.			
Melbourne to–	Mins.	Mins.	Mins.	Mins.
(Flinders St.)				
(Spencer St.)	...	...	...	3
North Melb.	*	*	*	4
Footscray ...	8*	8*	8*	5
Newport ...	6	5*	6	6
Altona ...	3*	3*	3*	3*
Junction				
Paisley ...	*	*	*	2
Galvin ...	*	*	*	4
Laverton ...	7	6*	7	3
Aircraft ...	*	*	*	2
Werribee ...	10	9*	11	9
Manor ...	7	5*	8	7
Little River	7	6*	8	7
Lara ...	8	6*	9	8
Corio ...	6	4*	6	6
North Shore	5	3*	5	5
Nth. Geelong "A"	...	...	...	...
Nth Geelong	4	3*	4	4
Geelong ...	4	4	4	4
Total ...	75	62	79	82

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

PORT FAIRY–WARRNAMBOOL–GEELONG–MELBOURNE.

UP	ENGINE RUNNING TIME.											
	Mins.	Mins.	Min.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Port Fairy to—												
Koroit	...	18	18	...	...	...	...	...	...	...	...	...
Illowa	...	6	6	...	...	...	...	...	...	...	...	...
Warrnambool	...	9	9	...	...	...	...	...	...	...	...	...
Allansford	12*	10	11	...	...	...	...	...	...	...	...	...
Panmure	12*	10	11	...	...	...	...	...	...	...	...	...
Terang	16	16	17	...	...	...	...	...	...	...	...	...
Boorcan	*	7*	8*	...	...	...	...	...	...	...	...	...
Timboon Junction ...	*	...	...	...	...	...	...	...	...	...	...	...
Camperdown	17	9	9	...	...	...	...	...	...	...	...	...
Pomborneit	11*	10	11	...	...	...	...	...	...	...	...	...
Pirron Yallock ...	10*	9	10	...	...	...	...	...	...	...	...	...
Colac	11	10	11	...	...	...	...	...	...	...	...	...
Birregurra	13*	13	14	...	...	...	...	...	...	...	...	...
Winchelsea	13*	13	14	...	...	...	...	...	...	...	...	...
Moriac	11*	12	12	...	...	...	...	...	...	...	...	...
South Geelong... ...	14*	14*	15*	...	...	...	...	...	...	...	...	...
Geelong	3	3	3	...	...	...	...	...	...	...	...	...
North Geelong ...	...	4*	4*	4	4	4	4	4	...	...	...	4*
North Shore	...	*	*	3	3	*	4	4	...	...	...	3*
Corio	...	4*	4*	4	4	6*	5	5	...	...	...	3*
Lara	...	4*	4*	5	5	4*	6	6	...	...	...	4*
Little River	...	6*	6*	7	7	6*	8	8	...	...	...	6*
Manor	...	4*	4*	6	5	5*	7	7	...	...	...	5*
Werribee	...	5*	5*	6	6	*	7	7	...	...	...	5*
Aircraft	...	*	*	7	7	*	*	*	8	8	10	*
Laverton	...	6*	6*	2	2	8*	9	9	2	2	2	7*
Galvin	...	*	*	3	3	*	*	*	*	3	4	*
Paisley	...	*	*	4	3	*	*	*	3*	4	6	*
Altona Junction ...	...	5*	5*	2*	2*	6*	7*	7*	3*	2*	4*	6*
Newport	...	2½*	2½*	3	3	3	3	3	3	3	3	3*
Footscray	...	5*	5*	6	6	6*	6	6	6	6	8	5*
North Melbourne ...	...	*	*	*	*	*	*	*	5	*	6	*
Melbourne (Spencer St. ...	...	8	8	8	8	8	8	8	4	8	4	8
(Flinders St.)	...	...	...	...	...	...	...	...	...	...	...	...
Total	143	222½	232½	70	68	66	74	37	36	47	59	

	Mins.	Mins.	Mins.								
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	...	...	...	...	...	...	...	...
(Flinders St.)	...	...	3	...	...	...	...	...	...	...	...
Total	60	79	81	...	...	...	...	...	...	...	...

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

GEELONG-BALLARAT

Section	Engine Running Time		Engine Running Time		Express trains from Melbourne (via N. Geelong Loop) Engine Running Time	Express trains from Melbourne (via N. Geelong Loop) 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
Total ...	99	...	91	...	84	76

T 235 tons

B 430 tons

"S" or "X" 650 tons

B 220 tons

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*	...	...	...
North Geelong "C"	...	...	...	...	...	6*
North Geelong "A"	...	...	...	...	...	2*
Geelong	4	...	4	...	...	...
Total ...	82	...	79	...	...	73

T 235 tons

B 430 tons

Two "S" or Two "X" 650 tons

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

GEELONG-QUEENSCLIFF

Section	Engine Running Time		Section	Engine Running Time	
DOWN			UP		
Geelong to—	Mins.		**Queenscliff to—**	Mins.	
South Geelong	4	"T" 235 tons	Drysdale	20	"T" 235 tons
Drysdale	20		South Geelong	19	
Queenscliff	17		Geelong	4	
Total	41			43	

RAIL MOTOR RUNNING SCHEDULES.

MELBOURNE–GEELONG.

DOWN	Diesel Electric Rail Motor			Diesel Rail Car (280 H.P.)				
	With Trailer		With two Trailer Vehicles	Without Trailer		With Trailer		With Two Trailers
Spencer St. to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Melbourne	3	*	3	3	3*	3*	3*	3
Footscray	5	*	5	4½	4½*	5	5*	5
Newport	6	13*	7	5	5*	5½	5½*	7
Altona Junction	3*	3*	3*	3*	3*	3*	3*	3*
Paisley	*	*	2	2	*	3	*	3½
Galvin	*	*	5	4	*	4	*	4½
Laverton	10	7*	4	3	6½*	3	7*	3½
Aircraft	*	*	3	2	*	2	*	2
Werribee	13	10*	10	8	8*	9	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	40½

UP	Diesel Electric Rail Motor				Diesel Rail Car (280 H.P.)				
	With Trailer		With two Trailer Vehicles	Without Trailer	Without Trailer		With Trailer		With Two Trailers
Geelong to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Geelong ...	4	3*	...	4	5	4*	5	4*	...
North Shore ...	4	*	...	4	4	3*	4	3*	...
Corio	4	7*	...	4	3½	2½*	4	3*	...
Lara	7	6*	...	5½	5½	4½*	6	5*	...
Little River ...	10	9*	...	9	8	7*	9	8*	...
Manor	7	7*	...	7	6½	5½*	7	6*	...
Werribee	7	7*	...	6½	7½	6*	8	7*	...
Aircraft	*	*	10	*	8	*	9	*	11½
Laverton	11	9*	3	10	2	8*	2	9*	2
Galvin	*	*	4	*	3	*	3	*	2½
Paisley	*	*	5	*	4	*	4	*	4
Altona Junction ...	8*	7*	2*	8*	2*	6½*	3*	7*	2½
Newport	3	3*	3	3	3	3*	3	3*	3
Footscray ...	5	*	7	5	5½	5½*	5	5*	7
North Melbourne ..	5	*	5	5	4½	4½*	5*	5*	6
Spencer Street ...	4	13	4	4	3	3	3	3	3
Total ...	79	71	43	75	75	63	80	68	41½

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

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.

GENERAL INSTRUCTIONS

METHOD OF NUMBERING TRAIN TIME-TABLES, ETC.

Down trains are given odd, and Up trains even numbers (Suburban Trains 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 10, appears the following :—

UP		No. 34 Passenger
		p.m.
Murtoa	arr.	2 48
		–25, 106
	dep.	2 56

The above example indicates—

That number 34 (Up) meets number 25 (Down), and precedes number 106.

Footnote references are indicated by Capital Letters **A, B, C,** etc., shown after the figures in Train Schedules such as 12.14**F** shown for No. 25 at Trawalla (Page 6).

COMPILATION OF GUARDS' TRUCK SHEET—

MELBOURNE-ADELAIDE

EXPRESS GOODS TRAINS

The following special instructions will apply to the preparation of Victorian Guards' Truck Sheets (T.R. 44) and the South Australian Guards Journal (Form 196A) for all Express Goods Trains between Dynon and Mile End :—

The Victorian Guard working a "Down" Express Goods train, Dynon to Serviceton shall prepare Victorian Guards' Truck Sheet T.R. 44, original and THREE clear carbon copies.

On arrival at Serviceton, the original is to be handed over to the Relief South Australian Guard and the three copies handed to S.M. Serviceton for interchanges purposes.

The Victorian Guard taking over Express Goods Train from South Australian Guard at Serviceton, is to obtain from him, original of the South Australian Journal (Form 196A) which will have been prepared by the South Australian Guard.

The South Australian Journal (Form 196A) is to be used by the Victorian Guard to prepare the Victorian T.R 44 Truck Sheet. The details shown on form 196A will suffice and it will not be necessary for the Victorian Guard to ascertain further particulars of the train load of the Express Goods from South Australia, except to indicate any vehicle detached or attached at Serviceton.

Particulars of the Locomotive, Driver and Guard are to be shown as usual.

South Australian Guards working Express Goods trains into Servicteon, will on arrival, hand THREE clear carbon copies of the South Australian Journal (Form 196A) to S.M. Serviceton for interchange purposes.

OTHER GOODS TRAINS

The Victorian Guard working a "Down" Goods train, other than an Express Goods into Serviceton shall prepare Victorian Guards' Truck Sheet T.R. 44 original and three clear carbon copies.

On arrival at Serviceton, the original and all THREE copies, are to be handed to S.M. Serviceton for interchange and other purposes.

South Australian Guards working goods trains into Serviceton, other than Express Goods, will hand THREE carbon cpoies of Guards' Journal (Form 196 A) to S.M. Serviceton for interchange purposes.

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.

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).

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.

ENGINE RUNNING SCHEDULES.

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

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

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

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

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

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

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

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

Page	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 Pomborneit
201	Dimboola to Serviceton	224	Pomborneit to Camperdown
202	Serviceton to Nhill	224	Camperdown to Warrnambool
202	Nhill 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		

(*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.

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

AUTHORISED GOODS TRAIN LOADS

MELBOURNE–BALLARAT–ARARAT–SERVICETON

Authorised Loads—Express Goods Trains

Nos. 145, 7 Melbourne–Ararat	2 "S" or "X" 1400 tons 2 "B" 1300 tons
Nos. 129, 133, 137, 139, 159 Melbourne–Serviceton ...	"S" or "X" 700 tons "B" 650 tons
No. 103 Melbourne–Ballarat (via Meredith)	"B" 400 tons

Authorised Loads—Fast Goods Trains

No. 9 Melbourne–Ballarat (via Bacchus Marsh)	"B" 650 tons
No. 9 Ballarat–Ararat–Horsham–Dimboola	"B" 500 tons
No. 59 Melbourne–Ararat	"B" 650 tons "S" or "X" 780 tons
No. 59 Ararat–Dimboola	"B" 900 tons
No. 75, 95 Melbourne–Ballarat (via Bacchus Marsh)	"B" 650 tons
No. 77 Melbourne–Ararat (via Bacchus Marsh)	2 "B" 1300 tons
No. 77, Ararat–Serviceton	2 "B" 1500 tons
No. 77 Melbourne–Ararat (via Bacchus Marsh)	2 "S" or "X" 1560 tons
No. 77 Ararat–Serviceton	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

Authorised Loads—Express Goods Trains

No. 134 Ballarat–Melbourne (ex Mildura)	"B" 400 tons
Nos. 140, 150, 160, 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 "S" or "X" 900 tons
No. 88 Serviceton–Dimboola	"T" 450 tons
No. 88 Dimboola–Ararat	"T" 600 tons
Nos. 66, 106 Murtoa–Ararat	"T" 530 tons
No. 32 Ballarat–Melbourne (Ex Mildura)	"B" 700 tons
No. 96 Ballarat–Melbourne	"B" 700 tons
No. 36 Dimboola–Horsham	"J" 700 tons "K" 600 tons
No. 36 Horsham–Ararat	"B" 750 tons "S" or "X" 900 tons

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. or H.							Y.	W.
					Melbourne Yard to—											
12	13	12	15	2	South Kensington ...	...	...	...	...	...	...	...	...	...	...	...
7	9	7	9	5	West Footscray ...	...	...	...	...	...	...	...	...	...	720	720
14	16	14	16	8	Sunshine	1800	1600	1200	...	...	...	...	...	...	800	800

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. or H.							Y.	W.
					Newport (*d*) to—											
3	4	3	3	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	H. 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.

Engine Running Time: Roadside Sectional Loads		Engine Running Time: Through Ruling Grade Loads		SECTION.		LOAD.												
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	UP.	S. or X	B.	T. or H							Y.		W.
					Sunshine to—												
12	13	10	13	3	West Footscray (a)	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: Roadside Main Line Loads		Engine Running Time: Through Main Line Loads		SECTION.		LOAD.												
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	UP	S. or X	B.	T. or H							Y.		W.
...	...	...	...	...	Tottenham Yard	...	...	...	...			...	...	...	...	...	...
7	8	7	7	2	Brooklyn	2100	2100	2100	...			...	...	...	1200	...	1200
					Sunshine (d) to—												
...	...	...	...	1	Western Metro. Market Trust Sdg. (Brooklyn) (See footnote)	...	...	...	...			...	...	...	...	...	...
...	...	...	...	1	Stanley Quarries ...	...	...	...	...			...	...	...	...	...	...
...	...	...	...	1	Monsanto Siding ...	...	...	...	...			...	...	...	...	...	...
...	...	...	...	1	Armbrook Siding... ...	...	...	...	...			...	...	...	...	...	...
...	...	...	...	1	V.R. Rubbish Tip ...	...	...	...	...			...	...	...	...	...	...
...	...	...	...	2	Pioneer Cement Siding ...	...	...	...	...			...	...	...	...	...	...
...	...	...	...	2	Melbourne Machinery Co.	...	...	...	...			...	...	...	...	...	...
...	...	...	...	2	S.E.C. Mills Siding ...	...	...	...	...			...	...	...	...	...	...
...	...	...	...	2	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—(a) 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.

Engine Running Time — Road-side Sectional Loads			Through Trains — Ruling Grade Loads			Exp. Gds–Maximum permissible speed fifty (50) M.P.H. 2 "S" or "X" 1400 tns., 2 "B" 1300 tns., "S" or "X" 700 tns., "B" 650 tns., (See Note).	No. 103 Express G'ds "B" 400 t'ns	Exp. Gds–Maximum permissible speed sixty (60) M.P.H. 2 "S" or "X" 1400 tns., 2 "B" 1300 tns., "S" or "X" 700 tns., "B" 650 tns. (See Note)	"B" 500 tons.	East Goods "B" 650 tons. 2 "B" 1300 tons. 2 "S" 1500 tons.	Fast Goods "B" 750 tons.	Mileage.	SECTION. DOWN.	LOAD. S. or X	B.	T. or H			Y.	W.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load														
Via Tottenham Goods Line.										Via Pass. Lines									
													Melbourne Yard to—						
10	10	10	10	10	10	...	...	...	...	...	...	2	Sth. Kensington	...	...	...	...	...	...	...
10	11	12	8	9	10	...	...	...	...	...	...	6	Tott'hamYard or West F'scray	...	...	...	...	...	750	750
8	9	10	7	8	9	25*	25*	25*	22	25	...	8	Sunshine	1800	1600	1200	...	...	850	850
...	...	...	...	...	...	...	...	...	...	...	...	10	Ardeer Siding	...	...	...	...	...	...	...
8	9	11	7	7	8	...	...	...	...	...	...	11	Deer Park	1800	1800	1400	...	...	900	900
18	19	21	14	15	16	19*	15*	19*	20	20	...	19	Rockbank	...	...	...	...	...	...	
11	12	13	8	9	10	7*	5*	7*	10	8	...	23	Melton	1500	1400	1000	...	...	720	...
15	16	19	11	12	13	10*	9*	10*	12	11	...	29	Parwan	...	...	...	...	...	...	...
6	6	7	6	6	6	6*	5*	6*	7	6	...	32	Bacchus Marsh	1200	1000	800	...	...	600	...
27	33	39	24	26	30	30*	21*	30*	26	33	...	40	Bank Box Loop	...	...	...	...	...	...	...
27	33	41	23	24	28	27*	19*	27*	24	28	...	50	Ballan	780	650	400	...	...	300	...
16	19	22	15	17	19	14*	11*	12*	17	16	...	57	Gordon	...	...	...	...	...	...	...
12	13	14	11	12	13	...	...	...	...	...	...	62	Wallace	850	700	450	...	...	350	...
6	6	7	4	4	4	11*	10*	10*	15	14	...	64	Bungaree	...	...	...	...	...	...	...
8	9	11	7	7	8	...	...	...	...	...	...	68	Dunnstown	...	...	...	...	...	...	...
6	7	8	5	5	5	7*	7*	7*	12	11	...	70	Warrenheip	1600	1400	800	...	...	500	...
													" (x)	1800	1600	900	...	...	600	...
...	...	...	...	...	...	...	...	...	8	...	...	73	Ballarat East	...	...	...	...	...	...	...
11	12	14	9	10	11	8	7	8	5	12	11	74	Ballarat (d)	2100	2100	2100	...	...	1250	...
...	...	...	...	...	...	...	...	...	...	...	...	75	North Ballarat	...	...	...	...	...	...	...
10	11	12	8	10	13	7*	...	7*	...	8	8	77	Linton Junction	1500	1400	900	...	...	500	...
													" " (h)	1800	1800	1400	...	...	1000	...
12	13	14	12	12	13	9*	...	7*	...	10	10	84	Windermere	...	...	...	...	...	...	...
7	8	10	6	7	8	4*	...	4*	...	6	6	87	Burrumbeet	...	...	...	...	...	...	...
22	24	26	20	21	23	14*	...	12*	...	17	18	98	Trawalla	...	...	...	...	...	900	...
11	12	13	9	10	11	7*	...	6*	...	8	8	103	Beaufort	1800	1800	1400	...	...	500	...
25	28	31	23	26	29	18*	...	14*	...	20	22	113	Middle Creek	900	750	500	...	...	350	...
8	9	11	7	8	8	5*	...	4*	...	7	7	117	Buangor	1800	1800	1600	...	...	1250	...
33	36	40	30	33	37	23	...	20	...	26	28	131	Ararat	900	750	500	...	...	350	...
						See Note		See Note												

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

(*d*) Reference to General Appendix.

(*h*) For trains assisted in the rear from Ballarat to Linton Junction, see page 254.

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

Note:— Maximum permissible speed for Express Goods Trains Melbourne–Serviceton

Down No 129 Ex Dynon Mon. to Fri. Fifty (50) Miles Per Hour.
No 145 " Saturday Fifty (50) " " "
No 133 " Mon. to Fri. Fifty (50) " " "
No 139 " Sat., Sun. Fifty (50) " " "
No 139 " Mon. to Fri. Sixty (60) " " "
No 159 Ex Melb. Yard Mon. to Sat. Fifty (50) " " "
No 7 As between Melbourne and Ararat Mon. to Fri. Sixty (60) M.P.H.

Roadside Sectional Loads.			Engine Running Time. Through Trains. Ruling Grade Loads.					Express Goods maximum permissible speed fifty (50) M.P.H. 2 "S" or "X" 1400 tons; 2 "B" 1300 tons; "S" or "X" 700 tons; "B" 650 tons. (See note page 202).	Exp. Gds. Max. Perm. Speed 60 M.P.H. 2 "S" or "X" 1400 tons, 2 "B" 1300 tons, "S" or "X" 700 tons "B" 650 tons. (See note page 202).	Fast Goods. 2 "B" 1500 tons. "B" 750 tons. 2 "S" 1800 tons.	SECTION.		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.				Mileage.	DOWN.	S. or X	B.	T.	J.	K.	Y.
11	12	14	10	11	13	...	13	9*		9*	10	6	**Ararat to—**						
...	...	...	...	...	...	...	...	...		...	...		**Armstrong** (kk)	1400	1200	800	405	390	400
10	11	12	9	10	11	...	9	8*		6*	8	11	**Great Western**	1800	1600	1200	630	580	850
19	21	24	17	19	21	...	23	13*		11*	13	19	**Stawell** (c)	1800	1800	1800	1250	800	1250
11	12	14	10	11	13	...	10	...		...	...	24	**Deep Lead** (c)	1300	1100	800	630	580	500
15	17	19	14	15	17	...	14	16*		14*	19	32	**Glenorchy**	1400	1400	900	800	725	600
14	15	17	12	13	15	...	12	8*		7*	10	38	**Wal Wal**	...	...	...	...	...	...
13	14	16	11	12	14	...	11	8*		6*	9	44	**Lubeck**	...	...	...	...	...	...
24	26	30	21	23	27	...	19	13*		11*	16	54	**Murtoa**	...	1800	1800	1250	1130	1250
15	17	20	14	16	18	...	15	9*		8*	11	61	**Jung** (c)	...	1600	900	800	725	600
14	16	18	12	14	16	...	12	8*		6*	10	67	**Dooen**	...	...	...	...	...	...
12	13	16	10	11	13	...	12	7*		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	13*		11*	16	83	**Pimpinio** (c)	...	...	...	...	...	...
13	15	19	11	13	16	...	...	...		...	...	88	**Wail**	...	...	...	...	...	...
12	13	15	11	12	14	...	21	15		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	22*		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	11*		10*	12	118	**Nhill** (c)	...	...	...	...	...	...
16	17	19	15	16	18	...	...	...		...	...	125	**Tarranginnie**	...	...	...	...	...	...
8	9	10	7	8	9	19	24	16*		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	20*		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	20		17	22	156	**Serviceton** (c)	1700	1400	1000	570	545	570

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

(kk) For trains assisted in the rear from Ararat to Stop Board at 132M. 40C, see page 254.

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

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

(c) Momentum grades, Down journey—

At Mileage.		Speed Necessary (Miles per hour.)
142¼	after leaving Great Western	20
143¾	after leaving Great Western	30
147¼	approaching Stawell	30
153¾	approaching Deep Lead	35
191¼	approaching Jung (train not to be checked if possible to avoid it)	35
199¼	after leaving Dooen	20
208¾	approaching Pimpinio	30
234¼	approaching Gerang Gerung	25
242¾	after leaving Salisbury	25
279	after leaving Lillimur	25

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Exp. Goods Maximum permissible speed sixty (60) M.P.H. 2 "S", "X" or "B" 1400 tons, "S", "X" or "B" 700 tons. See note page 205.	Express Goods–Maximum permissible speed fifty (50) M.P.H. 2 'S', 'X' or 'B' 1400 tons 'S', 'X' or 'B' 700 tons. See note page 205.	"K" 510 tons, "J" 630 tons.	J. 700 tons.	Fast Goods. 2 "B" 1500 tons. "B" 750 tons, 2 "S" 1800 tons.	Mileage.	SECTION. UP.	LOAD. S. or X	B.	T.	J.	K	Y.
												Serviceton to						
17	18	19	16	17	18	...	...	...	...	...	S	Lillimur ...	...	...	...	...	...	...
14	16	17	12	14	15	...	18*	21*	...	...	14	Kaniva ...	1600	1400	700	...	...	...
13	14	15	12	13	14	...	...	...	...	...	20	Miram ...	...	...	...	...	...	...
17	18	20	16	17	19	...	17*	21*	...	...	27	Dimpur ...	900	750	450	405	390	350
10	11	12	7	8	9	...	...	...	...	...	31	Tarranginnie ...	...	...	...	...	...	...
15	16	17	12	13	14	...	12*	13*	...	...	38	Nhill (c), (g) ...	1700	1400	1000	800	725	800
18	20	21	15	17	18	...	...	...	...	...	44	Salisbury (c) ...	1000	850	600	500	480	400
7	8	9	5	5	6	...	12*	13*	...	...	47	Kiata (g) ...	...	...	...	...	...	...
13	14	15	10	11	12	...	...	...	...	...	51	Gerang Gerung (c)	...	...	...	900	800	800
22	24	26	18	19	20	...	18	20	...	...	62	Dimboola (c)	1800	1800	1200	1000	900	800
			Banked Loads															
			1/2	2/3	4/5	Full												
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	14*	17*	...	...	73	Pimpinio ...	...	...	...	...	...	...
13	14	16	9	11	12	14	...	...	...	...	78	Dahlen siding	...	...	...	1200	1090	...
14	15	16	11	12	13	14	11*	13*	...	...	84	Horsham ...	...	...	...	1260	1130	...
14	16	18	12	12	14	16	6*	7*	...	...	89	Dooen ...	...	...	...	...	...	...
18	20	22	14	16	18	20	6*	8*	†	†	95	Jung (c) ...	...	...	...	1200	1090	...
15	16	18	12	14	15	17	7*	9*	...	...	102	Murtoa ...	...	...	...	1260	1200	1260
29	31	33	23	26	28	30	11*	13*	21	23	15	112	Lubeck ...	...	...	...	...	...	...
15	17	18	11	14	16	17	6*	8*	...	...	9	118	Wal Wal ...	...	...	...	...	...	...
18	20	22	15	17	19	20	7*	9*	24	27	10	124	Glenorchy ...	2100	2100	1800	1260	1200	1250
			R.G. Loads															
			3/5	4/5	Full	...												
29	32	36	27	30	34	...	...	...	22	27	...	132	Deep Lead (c)	...	...	...	...	...	...
12	14	16	11	13	15	...	16*	19*	10	13	22	137	Stawell ...	1800	1400	950	940	820	640
			Banked Ld															
22	25	29	21	24	28	...	12*	14*	19	25	17	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	...	7*	10*	16	26	11	150	Armstrong (d)	...	...	...	...	...	...
23	26	30	21	24	28	...	11	11	18	26	13	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.

(c) Momentum grades—

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

(d) Reference to General Appendix.

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

(h) For trains assisted in the rear from Dimboola to the Stop Board at 220¼ 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.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads 3/5ths Load.	4/5ths Load.	Full Load.	Double Load.	No. 134 Exp. Gds. 'B' 400 tons.	Ex. Gds. Maximum permissible speed Sixty (60) m.p.h. 2 'S' 'X' or 'B' 1400 tons. 'S' 'X' or 'B' 700 tons. (See Note)	Express Goods—Maximum permissible speed Fifty (50) m.p.h. 2 'S' 'X' or 'B' 1400 tons; 'S', 'X' or 'B' 700 tons. See Note	Fast Goods. 2 "S" 1700 tons. 2 'B' 1400 tons, 'B' 700 tons.	Mileage.		LOAD UP.	S. or X	B.	T. or H		Y.	W.
													Ararat to—						
35	38	43	33	35	40	...	...	20*	24*	29	14		Buangor ...	950	800	500	...	350	...
9	10	12	8	9	10	...	...	4*	5*	6	18		Middle Creek ...	1800	1800	1200	...	850	...
29	33	38	27	31	35	...	...	16*	20*	22	28		Beaufort ...	850	750	450	...	350	...
10	11	12	9	9	10	...	...	6*	7*	8	33		Trawalla ...	...	1800	1600	...	900	...
23	26	29	20	22	25	...	...	12*	14*	17	44		Burrumbeet ...	...	...	...	...	450	...
9	10	11	6	7	8	...	...	4*	5*	6	47		Windermere ...	...	...	900	...	620	...
17	20	25	15	17	21	...	...	10*	11*	13	54		Linton Jct. ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	56		Nth. Ballarat	...	...	...	...	...	...
9	9	10	9	9	10	...	...	8	9	10	57		Ballarat ...	1800	1400	800	...	450	...
2	3	3	2	2	2	...	...	...	...	...	58		Ballarat East	...	...	...	...	...	...
16	20	25	15	19	24	...	...	10*	12*	13*	17	61	Warrenheip ...	850	750	450	...	350	...
6	7	8	5	5	6	...	...	...	...	...	...	63	Dunnstown ...	...	...	...	...	...	...
9	10	12	7	8	9	...	...	7*	9*	11*	13	67	Bungaree ...	...	...	...	...	...	...
7	8	10	6	7	8	...	...	...	...	...	...	69	Wallace ...	...	...	...	...	...	...
9	10	11	9	10	11	...	...	9*	10*	11*	16	74	Gordon ...	900	750	500	...	350	...
13	15	17	13	15	17	...	...	8*	8*	10*	12	81	Ballan ...	...	1400	900	...	480	...
21	22	23	20	21	22	...	...	11*	12*	14*	16	91	Bank Box Loop	...	...	...	...	...	...
16	18	19	15	17	18	...	...	10*	10*	11*	14	99	Bacchus Marsh	1800	1800	1800	...	620	...
7	9	11	6	8	10	...	10	6*	6*	6*	6	102	Parwan ...	850	700	500	...	350	...
12	13	15	10	11	12	...	13	8*	8*	9*	11	108	Melton ...	...	...	...	...	...	...
11	13	15	8	9	10	...	12	6*	5*	7*	7	112	Rockbank	1600	1600	850	...	625	—
14	15	17	13	13	14	..	...	...	...	...	...	120	Deer Park ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	121	Ardeer Siding	...	...	...	...	...	...
7	8	10	6	6	7	...	22	13*	12*	14*	19	123	Sunshine ...	...	...	...	...	1250	1250
14	15	16	14	15	16	...	...	...	...	...	...	126	W. Footscray or Tott'ham Yd.	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...								
8	9	11	8	9	11	...	...	...	...	...	...	129	Sth. Kensington	...	...	...	...	...	...
10	10	10	10	10	10	...	...	25	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.

NOTE:— MAXIMUM PERMISSIBLE SPEED FOR EXPRESS GOODS TRAINS, SERVICETON-MELBOURNE

UP	No. 140	11.55 p.m. Ex Serviceton	Sun. to Fri. — Sixty (60) Miles per hour	**A.**
	No. 140	11.45 p.m. " "	Saturday — Fifty (50) " " "	
	No. 150	Ex Serviceton	Tues. to Sun. — Fifty (50) " " "	
	No. 154	" "	Sun., Mon. — Fifty (50) " " "	
	No. 154	" "	Tues. to Sat. — Sixty (60) " " "	**A.**
	No. 160	" "	Mon. to Fri. — Fifty (50) " " "	
	No. 16	As between Ararat and Melbourne, Tues. to Sat. Sixty (60) Miles per hour.		

A. No. 140 Express Goods, Sun. to Fri., and No. 154 Express Goods, Tues. to Sat., Serviceton to Melbourne, **when conveying steel traffic, are limited to a maximum permissible speed of Fifty (50) miles per hour.** In the event of either train conveying steel, **the Guard must specially inform the Driver** accordingly.

BALLARAT AND BALLARAT CATTLE YARDS.

Engine Running Time: Roadside Sectional Loads 3/6ths Load.	Roadside Sectional Loads 4/6ths Load.	Roadside Sectional Loads Full Load.	Through Ruling Grade Loads. 3/6ths Load.	Through Ruling Grade Loads. 4/6ths Load.	Through Ruling Grade Loads. Full Load.	Mileage.	SECTION.	LOAD. T.	Y.	W.
							DOWN.			
							Ballarat to—			
						1	North Ballarat			
10	11	12				3	Linton Junction			
						3	Flax Mill Siding			
12	12	12				6	Ballarat Cattle Yards and Redan	900	500	500
							UP.			
							Ballarat Cattle Yards and Redan to—			
						3	Flax Mill Siding	900	600	600
12	13	14				3	Linton Junction			
						5	North Ballarat			
9	9	10				6	Ballarat	1400	1250	1250

BALLARAT AND EUREKA.

							DOWN.			
							Ballarat to—			
2	2	3				1	Ballarat East			
6	6	6				2	Eureka	400	400	
							UP.			
							Eureka to—			
6	6	6				1	Ballarat East			
2	2	3				2	Ballarat	500	500	

Engine Running Time. Road-side Sectional Loads 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. S. or X	B.	T.	Y.	W.
							DOWN.					
							Ballarat to—					
3	4	5	...	...	...	1	**North Ballarat** ...	...	...	...	...	...
12	13	14	...	...	...	6	**Waubra Junction** ...	1600	1400	900	600	600
							UP.					
							Waubra Junction to—					
			...	...		16	**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 82¾ miles and the train is to be divided and taken in two portions to the Racecourse Siding, where both portions are to be put together and the complete train taken to Ballarat. See General Appendix for further instructions.

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

(h) For trains assisted in the rear from Ballarat to Linton Junction, see page 254

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.	No. 7 Exp. Gds "T", 800 tons	Mileage.	DOWN.	S. or X.	B.	T.	H.						Y.	
								Ararat to—											
16	17		15	16		12*	6	**Langi Logan** ...	...	...	...	...	...	...	...	...	...	...	...
16	19		15	16		13*	13	**Maroona** ...	1800	1800	1600	1600	...	...	...	...	...	1100	...
12	14		11	12		...	19	**Calvert** ...	1400	1200	1000	...	...	...	...	...	...	700	...
10	12		9	10		18*	24	**Willaura**	1800	1600	1200	...	...	...	...	...	...	900	...
16	18		15	16		...	31	**Stavely** (c)... ...	1400	1200	800	...	...	...	...	...	...	530	...
14	16		12	14		24*	36	**Glen Thompson** ...	...	...	...	...	...	...	...	...	...	...	...
23	23		22	24		21*	48	**Dunkeld** ...	...	...	...	...	...	...	...	...	...	...	...
12	14		11	12		...	54	**Moutajup**	...	...	...	...	...	...	...	...	...	...	...
14	16		13	14		...	61	**Strathkellar** (c) ...	1400	1200	800	...	...	...	...	...	...	...	...
12	14		9	11		32	67	**Hamilton** ...	1400	1200	800	...	...	...	...	...	...	530	...
35	40		34	39		—	83	**Branxholme** ...	...	...	...	...	...	...	...	...	...	...	...
18	19		17	18		...	91	**Condah**	...	...	...	...	...	...	...	...	...	...	...
12	14		11	12		...	94	**Myamyn**	...	...	...	...	...	...	...	...	...	...	...
23	24		21	22		...	105	**Heywood** ...	1400	1200	900	...	...	...	...	...	...	650	...
...	...		...	...		...	119q	**Portland Freez. Sdg.**...	...	...	...	...	...	...	...	...	...	...	...
...	...		...	...		...	119q	**Wool Growers' Sdg.**...	...	...	...	...	...	...	...	...	...	...	...
...	...		...	...		...	120q	**Portland H'bour Exchange & Sorting Sdgs**	...	...	...	...	...	...	...	...	...	...	...
33	37		32	36			120q	**Portland**	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.)
157¼ after leaving Willaura ...	35
192¼ after passing Strathkellar ...	35
242¼ after passing Heywood ...	35

(q) The mileage of Goods trains from Heywood to Portland Freezing Siding is 14 miles; from Heywood to Wool Growers Siding 14 miles; from Heywood to Portland Harbour Exchange and Sorting Sidings 15 miles; from Portland Harbour Exchange and Sorting Sidings to Portland 2 miles.

Engine Running Time: B'side Sectional Loads 3-5ths Load.	4-5ths Load.	Full Load	Through Ruling Grade Loads 3-5ths Load.	4-5ths Load.	Full Load.	Nos. 16, 128 Exp. Goods, "T" 500 tons, 2 "T" 1000 tons, "X" 700 tons, "B" 600 tons.	SECTION. Mileage.	UP.	LOAD. S. or X.	B.	T.	H					Y.	
								Portland to—										
...	...	...	...	...	...		...q	Portland Harbour Exchange and Sorting Sgs.	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...		1q	Wool Growers' Sdg.	...	...	...	...	...	...	...	...	...	...
5	...	7	...	...	...		1q	Pt'land F'zing Sdg. ...	900	750	600	...	...	...	...	...	400	...
32	...	36	35	...	41		15	Heywood	1200	1000	750	...	...	...	...	...	450	...
33	...	42	30	...	38	...	26	Myamyn (hh) ...	950	700	500	...	...	...	...	...	350	...
11	...	12	10	...	11	39*	29	Gondah	...	...	...	...	...	...	...	...	...	...
19	...	21	17	...	19	14*	37	Branxholme ...	...	...	...	...	...	...	...	...	...	...
39	...	43	38	...	42	34	53	Hamilton	1200	1000	700	...	...	...	...	...	480	...
Banked Load			Banked Load															
18	...	18	17	...	17	...	59	Strathkellar ...	900	750	500	...	...	...	...	...	350	...
...			...				...	" (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	1000	...	...	...	...	650	...
16	...	18	15	...	16	12	120	Ararat (t) ...	1500	1400	800	800	...	...	...	...	500	...

* 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 255).

(hh) For "Up" Goods trains assisted in the rear, or a doubleheaded "Up" Goods train assisted in the rear between Heywood and Myamyn the maximum tonnage which may be hauled will be the combined ruling grade loads shown for the diesel locomotives so utilized. See page 256.

(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 Heywood 15 miles; from Wool Growers Siding to Heywood 14 miles; from Portland Freezing Siding to Heywood 14 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, Express Goods
- "T" 500 tons.
- 2 "T" 1000 tons.
- "X" 700 tons.
- "B" 600 tons.

Engine Running Time		Through Ruling Grade Loads: Full Load (Diesel Electric)				Mileage	SECTION	LOAD: B.	T.				Y.	
							DOWN							
							Maryborough to—							
		...	...		...	7½	**Bung Bong Ballast Sdg.**	...	...	...	...	...	...	...
		50	...		...	15	**Avoca**	700	450	...	...	...	350	...
		...	...		...	32¾	**Elmhurst**	...	...	...	...	...	...	...
		135	...		...	54½	**Ararat**	...	450	...	...	...	350	...
							UP							
		...	...		...	...	**Ararat to —**	...	...	...	...	...	...	...
		...	...		...	21¾	**Elmhurst**	...	600	...	...	...	400	...
		125				39½	**Avoca**	...	450	...	...	...	350	
		...	...			47	**Bung Bong Ballast Sdg.**	...	...	...	...	...	...	...
		50	...			54½	**Maryborough** ...	700	450	...	...	...	350	...

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. T.	B.	X.			Y.
							Hamilton to—						
...	...	...	...	...	...	2	**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
13	14	15	...	...	...	24	**Coleraine**	1600	...	...	...	...	1100
							UP.						
							Coleraine to—						
17	20	24	...	...	...	6	**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.

(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

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. T.	Y.
							Branxholme to—		
27	29	30	...	...	...	9	**Grassdale**	...	...
22	23	25	...	...	...	18	**Merino**	600	360
14	14	15	...	...	...	23	**Henty**	900	600
15	16	17	...	...	...	29	**Sandford**	500	320
8	8	9	...	...	...	32	**Casterton**	1200	900
							UP.		
							Casterton to—		
8	8	9	...	...	...	3	**Sandford** ...	1200	800
16	17	18	...	...	...	9	**Henty**	500	320
15	16	17	...	...	...	14	**Merino**	700	400
25	29	33	...	...	...	23	**Grassdale**	400	300
26	27	29	...	...	...	32	**Branxholme** ...	600	380

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

No. 16 Express Goods.
"T" 900 tons Mt. Gambier–Dartmoor
"T" 500 tons Dartmoor–Heywood
2 "T" 1000 tons Dartmoor–Heywood

NOTES.

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

(t) For trains assisted in the rear from Dartmoor to "Stop Board" at Mileage 252M. 54C. See page 257.

AUTHORISED LOADS.

No. 7 Through Goods. "T" 550 tons

No. 16 Express Goods.
Mt. Gambier–Dartmoor "T" 900 tons.
Dartmoor–Heywood { "T" 500 tons. 2 "T" 1000 tons.

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

NOTES.

(*c*) Momentum grades—

	At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—		
196¼ 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.

Engine Running Times. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. S. or X.	B.	T.		J.	K.	Y	
							Murtoa to—								
15	16	17	14	15	16	6	**Coromby** ...	...	...	...	...	...	...	...	...
19	21	23	17	19	21	13	**Minyip** ...	...	...	...	...	...	...	...	...
12	13	15	10	11	12	17	**Nullan** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	21	**Sheephills** ...	...	...	...	...	...	...	...	...
26	29	33	25	27	30	31	**Warracknabeal** (*c*) ...	2100	1800	...	...	1250	1090	...	...
...	...	...	...	...	...	36	**Batchica Siding** ...			...	...	...	...	...	...
23	25	27	21	23	25	40	**Lah** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	44	**Brim** ...	...	...	...	...	...	...	...	...
15	16	18	13	14	16	50	**Galaquil** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	54	**Beulah** ...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	54	**Thomas's Siding** ...	...	...	...	...	...	...	...	...
18	20	22	16	18	20	61	**Rosebery** ...	...	...	...	...	...	...	...	...
8	9	10	7	7	8	64	**Goyura** ...	...	...	...	...	...	...	...	...
14	16	17	13	14	15	69	**Hopetoun** ...	...	...	1600	...	1250	1090	1250	...
Tender First.															
53	58	59	...	...	...	86	**Yarto** (*c*) ...	...	...	...	...	1250	800	...	...
31	33	35	...	...	...	96	**Patchewollock** (*c*) ...	...	...	1800	...	1250	665	1250	...
							UP.								
Engine 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	1600	...

(*For notes see next page*).

(c) Momentum grades—

At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—	
212¾ approaching Warracknabeal	20
250¾ after leaving Goyura	20
251¼ after leaving Goyura	20
261¼ after leaving Hopetoun	20
269 approaching Yarto	20
271¼ approaching Yarto	20
274½ after leaving Yarto	15
280 approaching Patchewollock	20
Up Journey—	
280¼ after leaving Patchewollock	15
276 approaching Yarto	20
271 after leaving Yarto	15
270¼ after leaving Yarto	20
270¼ after leaving Yarto	15
266¼ after leaving Yarto	15
264¾ after leaving Yarto	15
263¾ after leaving Yarto	20
252¼ after leaving Hopetoun	20
213¼ after leaving Warracknabeal	20
203¼ approaching Nullan	25

Engine Running Time: Road-side Sectional Loads 3-5ths Load.	4-5ths Load.	Full Load.	Through Ruling Grade Loads 3-5ths Load.	4-5ths Load.	Full Load.	Mileage.	SECTION DOWN	LOAD T.	J.	K.	Y.
							Horsham to—				
13	14	15	13	13	13	5	Remlaw Siding ...	... ...	...	...	... ...
9	9	10	8	8	8	8	Vectis	... ...	...	...	... ...
9	9	10	8	8	8	11	Quantong	1400 ...	1250	1090	... 1200
9	9	10	8	8	8	14	East Natimuk (c), (g)	1200 ...	1000	785	... 800
15	16	17	14	14	15	20	Noradjuha (c) ...	700 ...	490	470	... 420
							" (c), (z) ...	900 ...	770	710	... 600
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

NOTES

(c) Momentum Grades,

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

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

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

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

Engine Running Time. Road-side Sectional Loads			Through Ruling Grade Loads			SECTION.	LOAD.					
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	UP	T	J	K	Y	
							Hamilton to—					
16	18	21	15	17	20	5	**Kanawalla** ...	550	...	...	350	
16	17	18	15	16	17	11	**Kyup**	...	...	...	500	
11	12	13	11	11	12	15	**Cavendish**	900	...	...	...	
30	32	35	30	31	33	26	**Gatum**	...	...	...	...	
12	13	14	11	12	13	30	**Vasey**	600	...	...	350	
13	14	15	12	12	13	35	**Englefield** (c) ...	1200	...	...	800	
15	15	16	14	14	15	41	**Balmoral** (c) ...	900	...	...	500	
22	23	24	22	22	23	49	**Kanagulk**	700	...	405 390	...	350
17	17	18	16	16	16	54	**Jeffries**	...	...	...	...	...
19	19	20	18	18	18	60	**Toolondo**	...	...	...	...	...
10	11	12	9	9	10	64	**Jallumba**	...	...	...	...	...
16	16	17	15	15	16	71	**Noradjuha**	...	...	1250 1045	...	...
15	15	16	14	14	15	77	**East Natimuk** (c) ...	1400	...	1000 870	...	900
9	9	10	8	8	8	80	**Quantong**	...	...	...	...	...
9	9	10	8	8	9	83	**Vectis** (c)	1200	...	1000 945	...	800
9	9	10	8	8	8	86	**Remlaw Siding** ...	...	...	...	...	...
14	15	16	14	14	14	91	**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
237¾*	approaching Balmoral	25
212¾	between Quantong and Vectis ...	25
273¾	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 Running Time: Roadside Sectional Loads: 3/6ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads: 3/5ths Load.	4/5ths Load.	Full Load.	Mileage	SECTION	LOAD: T	J	K	Y
							DOWN				
							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
							UP				
Engine 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
17	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** ...	...	...	...	...
4	15	16	...	...	...	51	**Horsham** (f) ...	1400	1250	1090	1250

(For notes see next page.)

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

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

Down. Journey.

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

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

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

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

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

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

Engine Running Time— Roadside Sectional Loads "K" Class Engine 3/5ths Load.	4/5ths Load.	Full Load.	Roadside Sectional Loads All Classes (Tender) First) 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION DOWN	LOAD T.	J.	K.	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

NOTES

(c) Momentum grades—

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

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

Engine Running Time: Roadside Sectional Loads 3/5ths Load.	4/5th Load.	Full Load	Through Ruling Grade Loads 3/5ths Load.	4/5ths Load.	Full Load	Mileage.	SECTION DOWN	LOAD T.	J	K	Y.
Tender First							**Jeparit to—**				
27	30	33	...	...	...	8	**Detpa**	1200 ...	920	805 ...	800
23	26	31	...	...	...	14	**Lorquon**	750 ...	680	680 ...	650
21	23	26	...	...	...	20	**Netherby**	1200 ...	920	805 ...	800
41	43	46	...	...	...	32	**Yanac**	1000 ...	630	580 ...	550
							UP				
Engine First							**Yanac to—**				
33	35	39				12	**Netherby** (c) ...	750 ...	700	650 ...	600
17	18	19	...	...	...	18	**Lorquon**	... ...	...	... ...	...
17	18	20	...	...	...	24	**Detpa** (c)	... ...	860	750 ...	750
22	24	26	...	...	...	32	**Jeparit**	1400 ...	1250	1090 ...	1250

NOTES

(c) Momentum grades,

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

MELBOURNE TO GEELONG.

Authorised loads—Fast Goods Trains—MELBOURNE—GEELONG—WARNAMBOOL

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

No. 96 Geelong—Melbourne ... ... "B" 750 tons; "T" 500 tons

No. 5 Geelong—Warrnambool ... ... "B" 750 tons; "T" 500 tons

Authorised Loads—Roadside Goods Trains

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

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Express Gds., "B" 400 tons.	"B" 760 tons.	"B" 1800 tons	Mileage.	SECTION. DOWN.	LOAD. S. or X	B.	T. or H	Y.	W.	L.
12	13	15	12	13	15	...	...	...	2	Melb. Yard to—Sth. Kensington	...	...	...	...	...	...
										Via passenger line from North Melb.	2100	1800	1400	900	900	1400
										Via West and South West Goods Lines	2100	1800	1200	900	900	1400
16	17	18	14	15	16	18	...	20	22	7 Newport (d) ...	2100	1800	1400	900	900	1400
5	6	7	4	5	5	4	...	4	4	8 Altona Jnc. ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	8 Austral. Meat Sdg. (d) ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	9 Paisley ...	...	...	...	...	...	1400
...	...	...	...	...	...	...	...	...	...	10 BP. Oil Siding ...	...	...	...	...	...	
14	16	19	11	13	16	5	...	9	10	13 Laverton ...	...	...	1400	...	1000	...
...	...	...	...	...	...	...	...	...	...	14 Aircraft ...	...	...	...	...	...	...
21	24	24	17	19	22	8	...	12	13	20 Werribee ...	...	...	1300	...	...	...
13	15	17	12	14	16	5	...	8	8	25 Manor ...	...	...	...	...	...	...
13	15	17	11	13	15	5	...	7	8½	30 Little River ...	...	...	...	...	...	...
14	15	17	12	13	15	6	...	10	10	36 Lara ...	...	...	...	...	...	...
10	11	13	9	10	11	4	...	7	7½	40 Corio ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	41 Distiller's Siding ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	42 North Shore ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	42 Ford's Siding ...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	42 Phosphate Sdg. (m) ...	...	...	...	...	...	...
10	12	14	8	10	12	5 *	...	6 *	7 *	43 Nth. Geelong ...	2100	1800	1400	735	...	...
6	7	8	5	6	7	...	...	5	...	45 Geelong ...	2100	2100	1600	1100	...	...

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

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".

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		

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

NOTES

(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 lettored "45 vehicles" and "60 vehicles" and are erected 1200 feet and 1575 feet respectively from the Down end of the Up platform at Newport.

Engine Running Time: Roadside Sectional Loads. 3/5ths Load	4/5ths Load	Full Load			Through Trains: Ruling Grade Loads 3/5ths Load	4/5ths Load	Full Load		B'kd. Loads 3/5ths Load	4/5ths Load	Full Load		Fast Goods "B" 760 tons "T" 500 tons	Mileage	SECTION DOWN	S. or X.	B.	T.	H					Y.
...	6	6	...	...	...	6	6	...	...	...	6	...	4	1	**Geelong to—**	...							
...	...	...	...	...	...	...	...	...	...	...	...	...	...		**Sth Geelong** ...	900	750	500	500	...	...	...	...	350
...	...	...	...	...	...	...	...	...	...	...	...	...	...		" (*d*) ...	1300	1200	800	800	...	...	...	...	420
...	...	...	...	...	...	...	...	...	...	...	...	...	...		" (*dd*) ...	...	...	...	...	...	...	...	...	...
22	26	32	...	...	...	...	...	...	...	...	...	...	...	10	**Waurn P'ds**(*ddd*)...	...	...	...	...	...	...	...	...	...
9	10	12	...	...	...	35	43	...	...	...	47	...	29	15	**Moriac** ...	1300	1200	800	800	...	...	...	...	610
25	28	31	...	...	...	...	...	...	23	26	29	...	20	26	**Winchelsea** ...	1100	900	600	600	...	...	...	...	400
...	...	...	...	...	...	...	...	...	...	...	...	...	...		" (*xx*) ...	1300	1200	800	800	...	...	...	...	600
...	...	...	...	...	...	...	...	...	...	...	...	...	...		" (*hh*) ...	...	...	...	...	...	...	...	...	...
31	35	40	...	...	...	...	...	...	29	33	38	...	20	39	**Birregurra** ...	...	...	800	800	...	...	...	...	630
...	...	...	...	...	...	...	...	...	...	...	...	...	...		" (*xxx*) ...	...	...	...	...	...	...	...	...	...
27	31	36	...	...	...	...	...	...	24	28	33	...	23	50	**Colac** ...	1500	1400	1000	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	**Campordown** ...	1500	1400	800	800	...	...	...	...	700
...	...	...	...	...	...	...	...	...	...	...	...	...	...		" ...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	79	**Cattle Siding** ...	...	...	1200	1200	...	...	...	...	1100
15	17	19	...	...	14	16	18	...	...	...	...	...	13	86	**Boorcan** ...	...	...	...	...	...	...	...	...	...
13	14	16	...	...	11	12	14	...	...	...	...	...	11	92	**Terang** ...	...	...	...	...	...	...	...	...	900
27	29	32	...	...	24	26	29	...	...	...	...	...	23	106	**Panmure** ...	...	...	...	...	...	...	...	...	...
18	20	22	...	...	15	17	19	...	...	...	...	...	13	114	**Allansford** ...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	119	**Caltex Siding** ...	...	...	...	...	...	...	...	...	...
17	19	21	...	...	15	17	19	...	...	...	...	...	13	121	**Warrnambool** ...	1500	1400	1000	1000	...	...	...	...	760
...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	**W. Cattle Siding**	...	...	...	—	...	...	...	...	...
7	8	9	...	...	...	...	...	...	...	...	...	...	...	124	**Dennington** (*m*) ...	...	...	...	...	...	...	...	...	...
7	8	9	...	...	...	...	...	...	...	...	...	...	...	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

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 Waurn 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 58¾, and Geelong to Mileage 60¾ with loads determined in accordance with the above instruction.

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

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

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

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

Engine Running Time — Roadside Sectional Loads: 3-5ths Load.	4-5ths Load.	Full Load.	Through Trains — Ruling Grade Loads: 3-5ths Load.	4-5ths Load.	Full Load.	Fast Goods, "B" 750 tons, "T" 500 tons.	Mileage.	SECTION — UP.	LOAD. S. or X.	B.	T.	H				Y.	
								Port Fairy to—									
...	...	...	...	...	...	...	1	Glaxo Sdg. ...	...	...	...	...	...	...	...	...	...
25	31	38	...	...	...	...	11	Koroit ...	1200	1000	800	...	...	...	...	690	...
8	9	11	...	...	...	...	15	Illowa ...	...	...	...	...	...	...	...	...	...
6	7	8	...	...	...	...	18	Dennington (*m*) ...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	20	Cattle Siding ...	...	...	...	...	...	...	...	...	...
7	8	9	...	...	...	...	21	Warrnambool ...	1300	1200	900	——	...	...	..	900	...
...	...	...	...	...	...	...	23	Caltex Siding ...	...	...	...	...	...	...	...	...	...
16	18	21	...	...	...	15	28	Allansford ...	...	...	...	...	...	...	...	...	...
21	24	27	...	...	...	17	36	Panmure ...	900	750	500	500	...	...	...	470	...
33	37	42	...	...	...	24	50	Terang ...	1500	1400	900	900	...	...	...	770	...
14	15	17	...	...	...	11	56	Boorcan ...	1400	1200	800	800	...	...	...	570	...
...	...	...	...	...	...	...	60	Timboon Junction ...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	63	Cattle Siding ...	...	...	...	...	...	...	...	...	...
20	21	23	...	...	...	13	64	Camperdown ...	1800	1400	1000	1000	...	...	...	900	...
11	13	15	...	...	...	...	69	Weerite ...	...	...	1200	1200	...	...	...	900	...
13	15	17	...	...	...	16	73	Pomborneit ...	...	...	...	...	...	...	...	...	...
17	20	23	...	...	...	14	82	Pirron Yallock ...	...	...	...	...	...	...	...	760	...
20	22	25	...	...	...	16	92	Colac ...	1800	1400	1000	1000	...	...	...	900	...
28	31	35	...	...	...	23	103	Birregurra ...	...	...	...	...	...	...	...	...	...
26	29	32	...	...	...	22	116	Winchelsea ...	...	...	...	...	...	...	...	...	...
28	33	38	...	...	...	20	127	Moriac ...	...	...	...	...	...	...	...	500	...
9	10	11	...	...	...	...	132	Waurn Ponds ...	1600	1400	950	950	...	...	...	800	...
16	16	16	...	...	...	22	141	South Geelong ...	...	...	...	...	...	...	...	1000	...
5	6	6	...	...	...	4	142	Geelong ...	1800	1800	1200	1200	...	...	...	900	...

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

Engine Running Time. Roadside Sectional Load. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD S. or X.	B.	T.			W.	Y.				
							Geelong to—											
4	6	6	...	...	...	1	**South Geelong** (*dd*) ...	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.											
							Queenscliff to—											
7	7	8	...	...	...	3	**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.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Fast Goods "P" 750 tons.	SECTION. Mileage.	UP.	LOAD. S. or X	B.	T.	H.					Y.		
								Ballarat to—											
2	3	3	2	2	2		1	Ballarat East	...	...	...	...	...	...	...	...	...	...	...
6	20	25	15	19	24	18	4	Warrenheip	850	750	450	...	...	...	...	...	350	...	...
11	12	14	10	11	13	...	10	Yendon	...	...	...	...	...	...	...	...	...	...	...
18	9	10	6	7	8	14	13	Lal Lal	...	...	...	...	...	...	...	...	...	...	...
8	20	22	16	18	20	...	20	Elaine	...	...	...	...	...	...	...	...	...	...	...
12	13	15	10	11	12	20	26	Meredith	...	...	...	...	...	...	...	...	...	...	...
12	24	26	18	20	22	15	35	Lethbridge	...	...	...	...	...	...	...	...	...	...	...
23	14	16	11	12	13	10	41	Bannockburn ...	...	...	...	...	...	...	...	...	...	...	...
19	10	11	7	8	9	7	45	Gheringhap	...	...	...	...	...	...	...	...	...	...	...
0	11	12	8	9	10	7	49	Moorabool	...	...	...	450	...	...	...	...	...	...	...
11	11	11	9	9	9	10	53	North Geelong ...	2100	2100	2000	2000	...	...	...	...	1400	...	...
17	8	9	5	7	7		55	Geelong	2100	2100	1600	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.

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

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

NOTES.

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

(†) 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.

Engine Running Time							SECTION	LOAD.									
R'side Sectional Loads		Through Ruling Grade Loads															
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.		No. 88 Fast Goods "S", "X" or "B" 1,000 tons "T" 650 tons	Mileage.	UP	S. or X.	B.	T. or H.							Y.
							Ararat to—										
16	17	15	16	...	14*	6	**Langi Logan** ...	...	...	...	...	...	...	...	...	...	...
16	19	15	16	...	14*	13	**Maroona** ...	1800	1800	1600	...	...	...	...	...	...	1100
19	23	18	22	...	19	21	**Tatyoon** ...	...	...	...	...	...	...	...	...	...	...
13	15	11	13	...	...	26	**Mininera** ...	...	...	...	...	...	...	...	...	...	...
11	13	10	11	...	23	32	**Westmere** ...	...	...	...	...	...	...	...	...	...	...
12	13	10	11	...	...	38	**Norrin Norrin** ...	...	...	...	...	...	...	...	...	...	...
11	11	9	9	...	21	43	**Pura Pura** ...	...	...	...	...	...	...	...	...	...	...
16	17	13	15	...	...	49	**Vite Vite** ...	1800	1600	1100	...	...	...	...	...	...	680
13	13	11	11	...	26	55	**Derrinallum** ...	2100	2100	1800	...	...	...	...	...	...	1200
15	16	13	14	...	15	61	**Lismore** ...	...	...	...	...	...	...	...	...	...	...
22	24	20	22	...	22	70	**Berrybank** ...	...	...	...	...	...	...	...	...	...	...
20	21	18	19	...	20	79	**Cressy**	1800	1600	1250	...	...	...	...	...	...	680
26	29	24	27	...	26	91	**Wingeel** ...	...	...	...	...	...	...	...	...	...	...
25	25	23	23	...	25	102	**Inverleigh** ...	...	...	1400	...	...	...	...	...	...	1100
29	33	27	32	...	28*	113	**Gheringhap** ...	1800	1600	1100	...	...	...	...	...	...	680
10	11	8	9	...	7*	117	**Moorabool** ...	...	...	...	...	...	...	...	...	...	...
11	11	9	9	...	9	121	**North Geelong** ...	...	2100	2000	...	...	...	...	...	...	1400
7	9	5	7	...		123	**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.

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

NOTES.

(*c*) Momentum grades—

Down journey—At Mileage.	Speed Necessry (Miles per hour.)
45½ (local mileage about 1½ mile post)	15

(*d*) See General Appendix, for special instructions in regard to Fyansford line.

(*e*) The loads of Goods trains assisted in the rear from North Geelong to Fyansford shall be the combined loads of the two engines employed.

TERANG AND MORTLAKE.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. T.	Y
							DOWN.		
42	44	46	...	...	...	13	Terang to— Mortlake	1600	1400
							UP.		
42	44	46	...	...	...	13	Mortlake to— Terang	1500	1250

CAMPERDOWN AND TIMBOON.

							DOWN.		
8	9	10	...	...	...	4	Camperdown to— Timboon Junction ...	... ...	...
10	12	15	...	...	...	8	Naroghid	450	400
11	12	13	...	...	...	13	Cobden	... ...	...
11	12	13	...	...	...	17	Elingamite	... ...	...
5	5	6	...	...	...	19	Glenlyne	... ...	...
13	13	14	...	...	...	23	Curdie	1200	1000
10	12	14	...	...	...	26	Timboon	550	420
							UP.		
8	9	10	...	...	...	3	Timboon to— Curdie	1600	1250
17	19	21	...	...	...	7	Glenlyne ...	350	280
5	5	6	...	...	...	9	Elingamite	... ...	...
11	12	13	...	...	...	13	Cobden	1200	1000
15	18	21	...	...	...	18	Naroghid	550	400
10	11	12	...	...	...	22	Timboon Junction ...	... ...	...
7	8	9	...	...	...	26	Camperdown ...	600	450

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION DOWN.	LOAD. S. or X.	B.	T.					Y		
							Warrnambool to—										
...	...	...	...	...	...	1	**Cattle Siding** ...	...	...	...	...	...	...	...	...	...	
7	8	9	...	...	...	3	**Dennington** (*m*) ...	...	...	...	...	...	...	...	...	...	
7	8	9	...	...	...	6	**Illowa**	1300	1000	800	...	...	...	...	700	...	
14	17	20	...	...	...	10	**Koroit**	900	750	540	...	...	...	...	450	...	
26	30	34	...	...	...	19	**Woolsthorpe** ...			600	...	...	...	...	...	...	
...	...	...	...	...	...	...	**Woolsthorpe** (*d*) ...	...	...	1200	...	...	...	...	1000	...	
12	13	15	...	...	...	24	**Hawkesdale**	...	...	700	...	...	...	...	600	...	
16	17	19	...	...	...	30	**Minhamite**	...	...	900	...	...	...	...	730	...	
15	17	19	...	...	...	36	**Purdeet**	...	...	...	...	...	...	...	...	...	
16	17	19	...	...	...	43	**Penshurst**	...	...	800	...	...	...	...	630	...	
15	16	18	...	...	...	49	**Tabor**	...	...	...	...	...	...	...	...	...	
12	13	15	...	...	...	55	**Yatchaw**	...	...	...	...	...	...	...	...	...	
15	16	18	...	...	...	62	**Hamilton**	...	...	1000	...	...	...	...	830	...	
							UP.										
							Hamilton to—										
18	19	21	...	...	...	7	**Yatchaw**	...	...	1000	...	...	...	...	700	...	
							" (h) ...	...	...	1400	...	...	...	...	1000	...	
12	13	15	...	...	...	13	**Tabor**	...	...	...	...	...	...	...	...	...	
15	17	19	...	...	...	19	**Penshurst**	...	...	1200	...	...	...	...	830	...	
15	16	17	...	...	...	26	**Purdeet**	...	...	...	...	...	...	...	...	...	
11	12	13	...	...	...	32	**Minhamite**	...	...	...	...	...	...	...	...	...	
14	15	16	...	...	...	38	**Hawkesdale**	...	...	...	...	...	...	...	...	...	
10	11	12	...	...	...	43	**Woolsthorpe** ...	...	...	...	...	...	...	...	...	...	
18	20	22	...	...	...	52	**Koroit**			1200	...	...	...	...	900	...	
8	9	11	...	...	...	56	**Illowa**	...	...	...	...	...	...	...	...	...	
6	7	8	...	...	...	59	**Dennington**	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	61	**Cattle Siding**	...	...	...	...	...	...	...	...	...	
7	8	9	...	...	...	62	**Warrnambool** ...	1300	1200	900	...	...	...	...	900	...	

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 226¼ miles. See page 256.

(*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 Manager, Passenger Operations 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 Manager, Passenger Operations.

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.
		F (Diesel Electric)	20	W (Diesel Hydraulic)	20
B (Diesel Electric)	70	H (Diesel Electric)	45	X (Diesel Electric)	70
		J	50	Y (No 175)	60
D3	60	K	50	(Diesel Electric)	
		L (Electric)	70	Y (Diesel Electric)	40
		R	70	NA (Narrow Gauge)	20
		S (See note 3) (Diesel Electric)	70		
E Electric 1102–1111	40	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 198 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.

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 footnote

† 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.

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 xxxii, 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
Branxholme	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 Signalman.

4. **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.

5. **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.

Suburban District Line or Portion of Line Between—	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains		Goods, Express Goods or Mixed Trains		
	Electric Diesel or Steam Loco. Funnel First	Steam Loco. Tender First	Electric Diesel or Steam Loco. Funnel First	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Flinders Street and Spencer Street ...	20	20	15	15	All classes
Spencer Street and North Melb. Jctn.	40	30	15	15	All classes
When diverging from 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 except 'H'
Newport and Williamstown ...	40	30	30	30	All classes except 'H'
Williamstown and Williamstown Pier Station	20	20	20	20	All classes except 'H'
Newport and Newport South 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 **Sunshine and Albion** ...	See page 241				
South Kensington and West Footscray	See note 6, page 243				All classes
South Kensington and South Dynon Junction* (Maribyrnong River)	...	...	25	25	All classes
South Dynon Junction and West Footscray Junction*	...	...	40	30	All classes
Over the Fixed Points at West Footscray Junction until the whole of the train has cleared the points	...	...	10	10	All classes
West Footscray and Sunshine—					
Into Tottenham Gravitation Yard	...	...	15	15	All classes

† See clauses 3 and 5, page 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.

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

Line or Portion of Line	Maximum Speed †
	Miles per Hour
Main Goods Lines between West Tower and Viaduct Junction	25
Coburg Goods Lines between West Tower and North Melbourne Junction.	25
Main Goods Lines between West Tower and South Kensington.	25
North Eastern Goods Lines to and from Kensington.	25
Outside Goods Lines.	25
Passing over Level Crossings between the Yard and Appleton and Victoria Docks.	5
On the Reversing Loop.	4
Goods trains passing through Sidings Between Arden Street and Macaulay. See General Appendix.	5
Flinders Street Station	
The speed of any train or engine, on any siding, or when being shunted to or from any siding and a running Line at Flinders Street, must not exceed 15 miles per hour. This is subject to the special 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

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— ... (See Note **A**)	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 (See Note **A**) ...	70	60 (See note 5 page 243)	40 (See note 4 page 243)	30	All classes
125 miles 40 chains and Ararat ... (See Note **A**)	60	60 (See note 4 page 243)	40	30	All classes

† See clauses 3 and 5, page 236.

NOTE **A.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 50 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	
Ararat and Serviceton (See Note **A**) ...	70	50 (See Notes 4 a and 5 page 243)	40 (See note 4 page 243)	30	All classes except 'H'
North Geelong and Gheringhap (See Note **A**)	60	60 (See Notes 4 a and 5 page 243)	40	30	All classes
Gheringhap and Warrenheip (See Note **A**) ...	60	60 (See note 4 a and 5 page 243)	40	30	All classes except 'H'
Newport South Junction and Laverton ... (See Note **A**)	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	
Laverton and Werribee (See Note **A**) ...					All classes
East Line	70	60	40 (See Note 4 page 243)	30	
West Line	60	50	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	
Werribee and North Shore (See Note **A**) ...	70	60	40 (See Note 4 page 243)	30	All classes
North Shore and Geelong (See Note **B**) ...	70	45	40 (See Note 4 page 243)	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.

NOTE **A.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 50 miles per hour.

NOTE **B.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 45 miles per hour.

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 Warrnambool 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.

4a. The maximum permissible speed for the **No. 139** ex Dynon, Monday to Friday; **No. 140** 11.55 p.m. ex Serviceton, Sunday to Friday and **No. 154** ex Serviceton, Tuesday to Saturday between Melbourne and Serviceton also **No. 7** and **No. 16** as between Melbourne and Ararat will be sixty (60) miles per hour.

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).

		Speed Indication M.P.H.
Melbourne—Serviceton		
Down Journey		
Mileage		
62¼	Approaching Bungaree	F 50
71¼	Approaching Ballarat East	F 50
101¼	Approaching Beaufort	F 55
135½	Approaching Armstrong	F 55
223½	Approaching Dimboola	F 55
Up Journey		
204¾	Approaching Horsham	F 50
133½	Approaching Ararat	F 50
118	Approaching Buangor	F 55
64¼	Approaching Bungaree	F 45 P 55
Geelong—Ballarat		
Up Journey		
86	Approaching Lal Lal	F 55
63½	Approaching Lethbridge	F 40
49½	Approaching Moorabool	F 55
45¾	Approaching North Geelong	F 55
Geelong—Port Fairy		
Down Journey		
59¼	Approaching Moriac...	P 65
69½	Approaching Winchelsea	G 40
94	Approaching Colac	G 40
122	Approaching Camperdown	P 65
135¾	Approaching Terang	P 50–G 35
149½	Approaching Panmure	P 65
157¾	Approaching Allansford	P 65–G40
164½	Approaching Warrnambool	P 40–G 30
Up Journey		
152	Approaching Panmure	P 65
138½	Approaching Terang	P 65
47½	Approaching South Geelong	G 40

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

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

Line or Portion of Line Between—	Maximum Speed. †			Classes of Engines Allowed to Run
	Engine Funnel First		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 except "H"
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—(See note **A**)				"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—(See note **B**)	15	15	15	"T" and lighter
Lubeck and Marnoo—(See note **B**)	15	15	15	"T" and lighter
Marnoo and Bolangum—(See note **B**)	10	10	10	"T" and lighter
Between mileages 202½ and 203½	20	20	20	
Murtoa and Warracknabeal	60	40	30	All classes except "H"
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 Beulah	50	40	25	"B" and lighter
Beulah and Hopetoun—(See note **A**)				"T" and lighter
"J" and "K", class engines ...	30	30	20	
"T" and "Y" class engines ...	20	20	...	
Rail Motors ...	40	...	...	
Hopetoun and Patchewollock—(See note **A**) ...	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.

Note **A.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to a maximum of 50 tons, may be operated at a speed not exceeding 20 miles per hour.

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

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 Funnel 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— (See note **A**)				"T" and lighter.
"J" and "K" class engines ...	30	25	25	
"T" and "Y" class engines	20	20	...	
Goroke and Carpolac— (See note **A**)	20	20	...	"T" and lighter
East Natimuk and Toolondo— (See note **A**)				"T" and lighter
"J" and "K" class engines ...	30	30	25	
Double-headed trains	25	25	25	
"T" and "Y" class engines	25	25	...	
Toolondo and Kanagulk (See note **A**)	20	20	20	"T" and lighter
Kanagulk and Hamilton— (See note **A**)				"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— (See note **A**)				"T" and lighter
"J" and "K" class engines ...	30	25	20	
"T" and "Y" class engines	25	20	...	
Rainbow and Mileage 267½ (See note **B**) ...	20	15	15	"T" and lighter
Mileage 267½ and Mileage 269 (See note **A**) ...	20	20	15	"T" and lighter
Mileage 269 and Yaapeet (See note **B**)... ...	20	15	15	"T" and lighter
Jeparit and Yanac— (See note **A**)				"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.

Note **A**:— Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to a maximum of 50 tons may be operated at a speed not exceeding 20 miles per hour.

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

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 Platforms on Nos. 1, 2, 3 and 4 Roads ...	25	25	15	All classes
Geelong and Warrnambool	70	40 (see note 4 page 243)	30	All classes
Geelong and Geelong Pier	...	5	5	"B" and lighter
Warrnambool and Port Fairy	60	40	30	All classes except "H"
Warrnambool and Warrnambool Pier	...	10	10	All classes except "H"

† 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—					"T" and lighter
"J" and "K" class engines	25	...	25	20	
"T" and "Y" class engines	20	...	20	...	
Terang and Mortlake	20	...	20	20	"T" and lighter
Koroit and Coleraine Junction—					"T" and lighter
"J" and "K" class engines	25	...	25	20	
"T" and "Y" class engines	20	...	20	...	
Gheringhap–Maroona—(See note **A**)	60	50	40	30	All classes
Ararat and Maroona—(See note **A**)	60	60	40 (see note)	25	All classes
Maroona and Stavely	50	40	40	25	All classes exc. 'H'
Stavely and Mileage 189M	50	50	40	25	All classes exc. 'H'
Mileage 189M and Mileage 193M 40C ... (See note **A**)	60	60	40 (see note)	25	All classes exc. 'H'
Mileage 193M 40C and Hamilton	50	50	40	25	All classes exc. 'H'
Hamilton and Heywood	50	40	40	25	All classes exc. 'H'
"B", "S", "T", "X" and "Y" class engines when passing over Grange Burn Creek between 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	...	
Heywood and Portland	50	...	40	25	All classes exc. 'H'
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.

Note **A**:—Goods trains wholly comprising GJX bogie hopper wheat wagons, loaded to the maximum capacity of 57 tons, may be operated at a speed not exceeding 50 miles per hour.

Line or portion of Line Between—	Maximum Speed. † Engine Funnel First: Passenger Trains	Engine Funnel First: Express Goods Trains	Engine Funnel First: Goods or Mixed Trains	Steam Loco. Tender First: All Trains	Classes of Engines Allowed to Run
	Miles per Hour	Miles per hour	Miles per Hour	Miles per Hour	
Coleraine Junction and Coleraine—					"T" and lighter
"J" and "K" class engines ... and double-headed trains	25	...	25	20 (a)	
"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 Greenwald ...	30	30	30	20	"T" and lighter
Greenwald and 256M 20C ...	20	20	20	20	"
256M 20C and 259M 30C ...	30	30	30	20	"
259M 30C and Sth. Australian Border...	20	20	20	20	"
South Australian Border & Mt. Gambier...	20	20	20	20	"T" and lighter
Over McDonald Av., Bay Rd. and Ferrars Street Level Crossing east end of Mount Gambier Station Yard, all trains	4	4	4	4	

(a) The speed of trains hauled by engines running tender first may be increased to 25 miles per hour to negotiate the momentum grade at 200¼ miles and 211 miles on the Down journey and at 205¼ miles, 204¼ miles and 200 miles on the Up journey. The speed of 25 miles per hour when running tender first will apply to the above mentioned locations only.

† 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.



(*b*) The following tables give respectively the maximum speeds around curves of certain radii on suburban Lines, and on all other Lines. These speeds are indicated on the Curve Boards.

Suburban Lines		All Other Lines	
Radius of Curve in Chains	Maximum Speed	Radius of Curve in Chains	Maximum Speed
	Miles per Hour		Miles per Hour
Less than 8	10	Less than 8	10
8 to 9	15	8 to 9	15
More than 9 " 11	20	More than 9 " 12	20
" 11 " 14	25	" 12 " 15	25
" 14 " 18	30	" 15 " 25	30
" 18 " 22	35	" 25 " 30	35
" 22 " 26	40	" 30 " 35	40
" 26 " 30	45	" 35 " 40	50
" 30 " 35	50	" 40	60
" 35 " 40	55	Special Speeds for curves between Sunshine and Serviceton.	
" 40	60	More than 15 to 25	35
		" 25 " 30	40
		" 30 " 35	45
		" 35 " 40	55
		" 40	60

2. **Passing Over Points.**—The following Speed Restrictions apply generally when passing over points at stations, junctions, and sidings :—

—	Maximum Speed	
	When Running to or from Lines Diverging from the Straight Road	When Running on the Straight Road
(*a*) Except as shown in sub-clauses (*b*) and (*c*) hereof—	Miles per Hour	Miles per Hour
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points	25	40‡
(ii) Over Facing Points held by hand	15	15
(*b*) 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 Warrnambool ...	25	70‡
(ii) Between Warrnambool and Port Fairy	25	50‡
Between Footscray and St. Albans	25	50
Serviceton Line—Between Sunshine and Serviceton except at Bacchus Marsh, Bungaree, Warrenheip, Ararat, Stawell, Murtoa, Horsham, Dimboola and Serviceton	25	70‡
At Bacchus Marsh, Bungaree, Warrenheip, Ararat, Stawell, Murtoa, Horsham, Dimboola and Serviceton	25	60‡
Portland Line—At Langi Logan and Strathkellar	...	45‡
At Shell Co. Siding and at Moutajup	...	50‡
Heywood-Mt. Gambier Line—At Sinclair, Greenwald and Winnap	20	20
Geelong-Ballarat Line—Between Nth. Geelong and Warrenheip	25	50‡
Gheringhap-Maroona Line—At Inverleigh, Wingeel, Cressy, Berrybank, Lismore, Derrinallum, Pura Pura, Westmere & Tatyoon—Trailable 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 Trailable 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.

3. At Various Places—(a) All trains

Description	Maximum Speed
	Miles per Hour
Terminal Stations—	
When engine is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 11, Appendix III., and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
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 Signalman standing on ground level, the speed of the train must not exceed six (6) miles per hour. When an Engineman is exchanging a Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely. ‡‡‡ When an Engineman on an "S" Class Diesel Locomotive running Hostler's End Leading is receiving a Staff from, or delivering a Staff to or exchanging a Staff with a Signalman either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be safely effected.



(b) **Express Goods Trains**— At various locations, a Speed Board (See diagram in margin) placed on the left-hand side of the line at a suitable distance before reaching a Signal indicates that **Express Goods Train** Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next Fixed Signal. The train will then proceed according to the aspect displayed.

(c) **Passenger Trains**—At various locations a speed board (see diagram in margin) placed on the left hand side of the line at a suitable distance before reaching a signal indicates that **Passenger Train** Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next fixed signal. The train will then proceed according to the aspect displayed.

(d) **Goods Trains**—At various locations, a Speed Board (see diagram in margin) placed on the left hand side of the line at a suitable distance before reaching a signal indicates that Goods train speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next signal. The train will then proceed according to the aspect displayed.

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

Description	Maximum Speed
	Miles per Hr.
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	30

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

4. **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," and "CM" Cars numbered below 500	50
Suburban "M" Cars numbered over 500	70
Light Engines—	
"X" Class Diesel Electric Locomotive	60
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 236)	30
"B", "L" or "T" class	60
"D3", "R", "J" or "K" class	50
"H" class	45
"Y" class	40
"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 Yaapeet	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 River Bridge subject to restrictions shown in Page 242.	
Linton and Skipton	15		
Lubeck and Rupanyup	20	North Geelong and Fyansford	15
Rupanyup and Bolangum	15	Gheringhap and Maroona	30
Murtoa and Warracknabeal	30	Ararat and Heywood	30
Warracknabeal and Hopetoun	20	Heywood and Portland	30
Hopetoun and Patchewollock	20	Timboon Junction and Timboon	20
Horsham and Goroke	20	Terang and Mortlake	20
Goroke and Mortat	20	Koroit and Coleraine Junction	20
Mortat and Carpolac	15	Coleraine Junction and Coleraine	20
East Natimuk and Kanagulk	20	Branxholme and Casterton	20
Kanagulk and Hamilton	20	Heywood and South Aust. Border	20

On Metropolitan 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. 3 and 4 (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)
Nos. 33 and 36 (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tons)	15
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons)	40 (See note)

NOTE :—When the 30-ton Wreckage Cranes (Nos. 5 and 7) and/or the 60 ton Wreckage Cranes (Nos. 18 and 19) are conveyed by Special Train, the train is permitted to run only on the lines and Up to the maximum speeds for the Cranes as set out below provided that the maximum speed of the train shall not exceed :—

(a) The maximum laid down for the class of locomotive hauling the train over the portion of the line concerned.
(b) The maximum speeds for goods trains.
(c) The speeds in the Special Speed section.

When conveyed by a goods train the speed of the train shall be that laid down for a goods train over the line concerned provided that it does not exceed the maximum speed for the Cranes as set out herein.

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

The maximum permissible speeds for 60 ton and 30 ton wreckage cranes on the following lines or portions of lines are as follows :—

Line or Portion of Line between	Maximum Speed	
	60 ton Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7
Western and South Western District—	Miles per Hour	Miles per Hour
Sunshine and Serviceton	40	40
Ballarat East and Eureka	Not allowed	15
North Geelong and Warrenheip	40	40
Linton Junction and Ballarat Cattle Yards	Not allowed	15
Linton Junction and Linton	"	25
Linton and Skipton	"	15
Lubeck and Rupanyup	"	25
Rupanyup and Bolangum	"	15
Murtoa and Warracknabeal	40	40
Warracknabeal and Hopetoun	Not allowed	30
Hopetoun and Patchewollock	"	20
Horsham and Goroke	"	30
Goroke and Mortat	"	25
Mortat and Carpolac	"	20
East Natimuk and Kanagulk	"	30
Kanagulk and Hamilton	"	30
Dimboola and Rainbow	"	30
Rainbow and Yaapeet	"	25
Jeparit and Yanac	"	30
Newport South Junction and South Geelong subject to restrictions shown in page 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 Colcraine Junction	"	25
Colcraine Junction and Colcraine	"	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

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 TRAINS
(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 and staff exchange apparatus 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.
Branxholme 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 220¼ miles.	Goods Trains.
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. (*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.

Section	Class of Train and Special Instructions to be Observed.
Geelong to South Geelong	1. Passenger Trains. On arrival at South Geelong the Fireman of the rear Engine must uncouple the Engine from the Train. 2. Goods Trains. (*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. (*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.
Geelong to— "Stop Board" at 54 miles 47 chains.	Goods Trains. See 2 (*a*), and 2 (*b*) above.
Geelong to Mileage 60¼ Down Side Moriac	Goods Trains. See 2 (*a*) and 2 (*b*) above. Trains must stop at Moriac for instructions from the Signalman, *vide* Instruction (*a*) on page 256. (*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 60¼, and also give written instructions as set out hereunder to the Driver of the Assisting Engine :— MORIAC *Date*..... *Time* ..... To the Driver of Engine No..... You are to assist .....train in the rear as far as the summit of the Bank at mileage 60¼ only, and return immediately to the Up Home Signal. *Signature* ..... *Signalman.* (*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. (*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.
Hamilton to "Stop Board" at 193¼ miles. Hamilton to Coleraine Junct. Coleraine Junction to mileage 226¼ on Koroit Line.	Goods Trains. 1. (*a*) Goods Trains. (*b*) Bank Engine to return to the Up Home Signal at Coleraine Junction. (i) Between Coleraine Junction and mileage 226¼, the Assisting Engine must be dealt with as set out hereunder :— (ii) In the event of the Train Engine travelling on a Staff Ticket, the Assisting Engine must carry the Train Staff in accordance with Rule 15 of Appendix II., Book of Rules and Regulations. (iii) In the event of the Train Engine carrying the Staff, the Assisting Engine is to be worked in accordance with the Instructions contained in clause (*c*) hereof.

Section.	Class of Train and Special Instructions to be Observed.
Hamilton to Coleraine Junct. Coleraine Junction to mileage 226¼ on Koroit Line. (cont.)	Goods Trains—continued. (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. Immediatley on return of the Assisting Engine, the "AWAK" message must be exchanged and the circumstances recorded in the Train Register Books. 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 :— HAMILTON. *Date* _____ *Time* _____ To Driver of Engine No._____ You are to assist _____ train in the rear as far as the summit of the Bank at mileage 226¼, and return immediately to the Up Home Signal Coleraine Junction. *Signature* _____ *Signalman.* (d) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing the word "Cancelled," with time, date, and signature of Signalman across the face of form, and forwarded with Train Register Book to the Block and Signal Inspector. (e) In the event of the Assisting Engine becoming disabled before returning to the Home Signal 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 11., Book of Rules and Regulations.
Heywood to Milltown ...	Goods Trains. (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 (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. 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 :— HEYWOOD Date ..... Time ..... To Driver of Engine No..... You are to assist.....train in the rear to Milltown, and return immediately to this station. Signature..... Signalman

Section.	Class of Train and Special Instructions to be Observed
Heywood to Milltown ...	Goods Trains—continued. (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.
Dartmoor to "Stop Board" at 252 Miles 54 Chains (Down side of Princes Highway Level Crossing at 252 Miles 41 Chains.)	Goods Trains. (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. (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. 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 :— DARTMOOR Date ..... Time ..... To Driver of Engine No..... You are to assist.....train in the rear to 252 miles 54 chains, and return immediately to this Station. Signature..... Signalman (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.

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR

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

Train or Class of Train	Section	Maximum Number of Vehicles
Empty passenger train	Between Geelong and South Geelong	—
" " "	Between Geelong and North Geelong	—
*Goods Train	Between Flinders Street and Spencer Street ..	10
	Between Melbourne Yard and Maribyrnong River Goods Siding	40
	Between Newport and Williamstown, Newport South and Newport Workshops	30
	Between Newport and Sunshine. (Loop Line) ..	40
	Between Tottenham Yard and Brooklyn	40
	†Between North Geelong and Corio	75
	†Between North Geelong and Fyansford	60
	†Between Geelong and North Geelong	50
	Between South Geelong and Cheetham's Siding ..	15
	From Camperdown Cattle Siding to Camperdown ..	10
	From Caltex Siding to Warrnambool	3
	Between Warrnambool and Dennington	25
	Between Glaxo Siding and Port Fairy	12
	†From Dunnstown to Warrenheip	10
	†Between Ballarat and Eureka	10
	†Between Ballarat and Ballarat Cattle Siding ..	35
	†From Seppelt's Siding to Great Western	3
	Between Ararat and Shell Co. Siding at 132 miles (Maroona Line)	10
	†Between Murtoa and Marmalake	40
	Between East Natimuk and Natimuk	20
	Between Goroke and Carpolac	30
	†Between Casterton Live Stock Siding and Casterton	20
	Between Balmoral and Kanagulk	10
	Between Marnoo and Bolangum	20

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

† Also during the hours of darkness.

AUTHORISED WORKING OF GOODS TRAINS

EXPRESS AND FAST GOODS

MELBOURNE–SERVICETON

DOWN

No. 9 Conveys loading for Ballarat, Beanfort, 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 taken through to Ballarat and returned by No. 22 Passenger train.
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, 137, 139, 145, 149, 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, 154, 160 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.

Marshalling arrangements for No. 7

From Melbourne	Brakevan*, Mt. Gambier, Portland, Hamilton, Ararat ldg., Loco.
From Ararat ...	Brakevan*, Hamilton, Portland, Mt. Gambier ldg. Loco.,
From Hamilton	Brakevan*, Mt. Gambier, "Z" type brakevan, Portland ldg., Loco.
From Heywood	"Z" type Brakevan, Mt. Gambier 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 emptios 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 Ballarat and 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	UP
No. 3 Conveys from Ararat loading for Murtoa, Warracknabeal line (Also Horsham and Dimboola, when extended to Dimboola).	Nos. 42, 46, 66, 76, 106, 166. Through.
Nos. 101, 141. Through.	No. 130. Shunt Lubeck, Glenorchy only.
No. 27. Shunt Stawell, Lubeck. Convey Marnoo line loading.	No. 86. Through to Horsham, then Roadsides.
No. 61 Roadside.	No. 164. Shunt Horsham, Murtoa.
No. 91, Shunt Stawell only.	No. 52. Through ex Marnoo line.
Nos. 105, 107. Shunt as arranged by Control Ararat.	No. 142. Shunt as arranged by Ararat control.

DIMBOOLA–SERVICETON

Nos. 101, 111, 113, 135, Through.	Nos. 50, 62. Roadsides.
No. 79, Shunt Nhill, Kaniva only.	Nos. 112, 164. Through.
No. 81. Roadside.	No. 116. Shunt as required.
Nos. 115, 117, Shunt as required.	

ARARAT–HAMILTON

Nos. 9, 13, 17, 61, 63. Through. Shunt Maroona only.	Nos. 4, 14. Roadsides.
Nos. 41. Roadside.	Nos. 50, 44, 48, 54, 92, 106, 192, 196. Through. Shunt Maroona only.
Nos. 47 and 181 Through.	No. 98, 194. Through.
No. 7 Conveys loading for Hamilton and beyond in vehicles permitted to operate on Express Goods trains.	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.	Nos. 18. Casterton Line loading.
No. 13. Roadside.	No. 30 Roadside.
No. 29. Conveys Casterton Line loading.	No. 192. Shunt Heywood only.
Nos. 9, 75. Through.	Nos. 106, 110. Through.
No. 7. Conveys from Hamilton loading for Portland and Mt. Gambier only.	No. 104. Conveys loading from Portland to go forward to Mt. Gambier by No. 7.
No. 103. Conveys loading for Portland off 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. 105. Conveys loading for Portland off No. 16 ex Mt. Gambier.	No. 16. Conveys loading from Mt. Gambier and Portland for Tottenham Yard and Melbourne Yard in vehicles permitted to operate on Express Goods trains.
	No. 40 Shunt as required

PORTLAND–HEYWOOD–MT. GAMBIER

No. 89. Shunt Heywood, then Roadsides.	No. 90. Roadsides to Heywood then through.
No. 7. 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).

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, 111, 155, 137, 49, 75, 51, 89, 149, 173, 187, 105, 185, 161, 127, 123, 171, 169, 151, 101, 205, 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, 162, 86, 188, 164, 170, 160, 138, 132, 186, 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 Waurn 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. 26, 68, 88 (Wed. to Sat.) 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.
No. 99 Shunt as required.
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 Waurn Ponds to Melbourne Yard.
Nos. 120 (Sat.), 82. Shunt Terang, Camperdown, Colac only.

GEELONG–BALLARAT

DOWN	UP
Nos. 1, 11, 17, 93, 87 Through. No. 19 Roadside.	Nos. 8, 158, 152, 172, 162. 130A. Through. No. 10 Roadside.

GEELONG–ARARAT (Via CRESSY)

No. 3 Roadside. Nos. 21, 35, 53, 57, 101, 157, 163. Through shunt Maroona. No. 147 Conveys loading for Ararat and beyond only. NOT to shunt Maroona.	No. 116 Roadside. Nos. 42, 48, 156, 20, 132, 160. Shunt Maroona only. No. 46, 88, Through.

AUTHORISED WORKING OF DIESEL RAIL CAR FOR VAN GOODS ONLY.

GORDON—BALLARAT.

DOWN	UP
No. 83. Conveys van goods only from Ballan, Gordon, Wallace, Bungaree, Dunnstown and Warrenheip.	No. 4. Conveys van goods only for Warrenheip, Dunnstown, Bungaree, Wallace, Gordon and Ballan.

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–Sth. Geelong ...	Geelong	Colac	Camperdown	Geelong

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES.

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

COUNTRY BRANCH LINE TRAINS

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

LIGHTING OF COUNTRY PASSENGER TRAINS—(continued)

Train	April to October	November to March
	NORTH WESTERN DISTRICT	
1.30 p.m. Melb.-Horsham (Dimboola. Sat.)	Ballarat to Light. Terminal extinguish ...	Ararat to Light. Terminal extinguish
4.23 p.m. Melbourne-Bacchus Marsh ...	Spencer Street to Light. Terminal extinguish ...	———
5.25 p.m. Melbourne-Ballarat 6.20 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	Spencer Street to Light Terminal extinguish. Con-
9.20 p.m. " " (Sun. & Fri.)	to reduce to "**Half Light**" at midnight	ductor to reduce to "**Half Light**" at midnight
8.40 p.m. Melbourne-Adelaide ... ... "*The Overland*"	Spencer Street to Light When Victorian sitting carriages are used on "*The Overland*" the Conductor to arrange to reduce lights in these carriages to "**Half Light**" at midnight	See April to October
1.58 a.m. Serviceton-Melbourne ... "*The Overland*"	Conductor to extinguish	Conductor to extinguish
6.10 a.m. Ballarat-Melbourne	Ballarat to Light. Terminal extinguish	———
7.14 a.m. Bacchus Marsh-Melbourne ...	Bacchus Marsh to Light. Terminal extinguish ...	———
1.50 p.m. Dimboola-Melbourne ... ... (2.0 p.m. Sats.)	Ararat to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
3.10 p.m. Horsham-Melbourne, Sun. ...	Horsham to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
9.0 p.m. 9.20 p.m. Mildura-Melbourne	Mildura to Light. Terminal extinguish. Conductor to reduce to "**Half Light**" at midnight	Mildura to Light. Terminal extinguish. Conductor to reduce to "**Half Light**" at midnight
	SOUTH WESTERN DISTRICT.	
6.31 a.m. Melbourne-Werribee	Spencer Street to Light and extinguish on return ...	———
7.4 a.m. Melbourne-Geelong	Spencer Street to Light. Terminal extinguish	———
7.30 a.m. Melbourne-Werribee	Spencer Street to Light. Terminal extinguish	———
8.25 a.m. Melbourne-Port Fairy ...	See Paragraph (a) Page 262	See Paragraph (a) Page 255
4.25 p.m. Melbourne-Werribee	Spencer Street to Light and extinguish on return ...	Werribee to Light prior to departing at 6.0 p.m. Terminal to extinguish
5.10 p.m. Melbourne-South Geelong ...	Spencer Street to Light. Terminal extinguish	———
5.19 p.m. Melbourne-Werribee	Spencer Street to Light and extinguish on return ...	Werribee to Light prior to departing at 7.12 p.m. Spencer Street to extinguish
5.52 p.m. Melbourne-Warrnambool	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.5 p.m. Melbourne-Geelong 6.15 p.m., Sat. ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.10 p.m. Melbourne-Warrnambool ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
7.32 p.m. Melbourne-Warrnambool, Sun.	Flinders street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
11.20 p.m. Melbourne-Geelong	Flinders Street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
6.0 a.m. Geelong-Melbourne	Geelong to Light Terminal extinguish	———
6.58 a.m. Geelong-Melbourne	Geelong to Light. Terminal extinguish	———
7.20 a.m. South Geelong-Melbourne ...	Geelong to Light. Terminal extinguish	———
7.26 a.m. Geelong-Melbourne	Geelong to Light. Terminal extinguish	———
7.45 a.m. Warrnambool-Melbourne ...	Warrnambool to Light. Camperdown to reduce to Half Light. Geelong extinguish	See paragraph (a) Page 262

Train	April to October	November to March
	SOUTH WESTERN DISTRICT.—cont.	
3.0 p.m. Port Fairy–Melbourne ...	Camperdown to Light. Terminal extinguish	Camperdown to Light. Terminal to extinguish
3.30 p.m. Port Fairy–Melbourne ...	Camperdown to Light. Terminal extinguish	Camperdown to Light. Terminal to extinguish
5.10 p.m. Port Fairy–Melbourne ...	Port Fairy to Light. Terminal extinguish	Port Fairy to Light. Terminal extinguish
5.12 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	
5.55 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinghish	Geelong to Light. Terminal extinguish
6.0 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
6.40 p.m. Geelong–Melbourne (Sun.) ...	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
5.55 p.m. Warrnambool–Melbourne ...	Warrnambool to Light. Terminal extinguish	Warrnambool to Light. Terminal extinguish

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS

(Measurement to Nearest Foot)

Location	Roads				Sidings and Extensions
	No. 1	No. 2	No. 3	No. 4	
SERVICETON LINE ..					
Deer Park	1450	1130	..	..	
Rockbank	2335	910	..	..	No. 2 Extension Down 1340
Melton	1005	790	445	..	No. 3 Extension Up 130; Down 725
Parwan	1360	1070	..	..	No. 2 Extension Up 860
Bacchus Marsh ..	1330	1050	1050	905	
Bank Box Loop ..	2590	2590	..	..	
Ballan	1090	770	720	..	
Gordon	1390	590	500	..	
Bungaree	1150	1030	1090	..	
Warrenheip ..	2770	2320	..	..	Siding "A"–750; Siding "B"–545; Siding "C"–835
Ballarat East ..	..	..	..	..	
Ballarat	..	..	..	..	
Windermere ..	1240	1100	..	..	
Burrumbeet ..	1160	610	..	..	
Trawalla	2350	2300	..	..	
Beaufort	970	720	550	..	Siding "A"–1000
Middle Creek ..	1050	770	360	..	No. 3 Extension Up 330
Buangor	2200	2300	..	..	
Ararat	1850	920	..	..	
Armstrong	1570	1450	490	..	
Great Western ..	2140	2020	1020	..	No. 3 Extension Up 350; Down 300
Stawell	1010	1100	860	700	No. 3 Extension Up 710
Deep Lead	1280	800	..	..	No. 2 Extension Up 310; Down 320
Glenorchy	2090	1410	680	680	No. 2 Extension Down 420
Wal Wal	780	635	..	..	No. 2 Extension Up 1190; Down 1220
Lubeck	1365	745	1130	..	No. 2 Extension Up 690
Murtoa	1200	..	1300	850	
Jung	1390	1210	420	..	No. 2 Extension Up 210; No. 3 Extension Up 345
Dooen	1210	1050	..	..	
Horsham	1410	1120	1030	..	No. 2 Extension Up 1090; No. 3 Extension Up 1130 Down 1930
Pimpinio	1285	1090	..	..	
Dimboola	1225	830	770	..	No. 3 Extension Up 460; Down 820
Kiata	1580	1180	..	..	
Nhill	920	690	445	..	No. 1 Extension Up 920; No. 2 Extension Up 1080
Diapur	3250	3050	..	..	
Kaniva	3220	1380	1200	..	
Serviceton	1320	1370	1900	..	No. 1 Extension Down1400; Loop 1200
SKIPTON LINE					
Linton	830	310	..	..	No. 2 Dead-end Extension Up 360; Down (Dead End) 380
Skipton	820	510	..	..	

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS (—*Continued*)

(Measurement to Nearest Foot)

Location	Roads				Sidings and Extensions
	No. 1	No. 2	No. 3	No. 4	
COLERAINE LINE ..					
Coleraine	830	590	..	..	
CASTERTON LINE					
Merino	830	625	..	..	
Casterton	890	890	..	..	
MT. GAMBIER LINE					
Dartmoor	1510	510	..	..	No. 2 Extension Down 930
BOLANGUM LINE					
Rupanyup	825	620	..	..	No. 2 Extension Down 235
Marnoo	785	565	..	..	
Bolangum	810	..	..	..	
PATCHEWOLLOCK LINE					
Minyip	960	755	560	..	No. 1 Extension Down 600; No. 3 Extension Down 760
Sheephills	960	765	..	..	
Warracknabeal ..	580	565	635	..	No. 2 Extension Down 1160; No. 3 Ext. Down 1285
Brim	695	460	..	..	No. 2 Extension Down 560
Beulah	700	575	370	..	
Rosebery	1180	550	..	..	No. 2 Extension Up 410
Hopetoun	765	540	..	..	No. 1 Extension Down 860
Patchewollock ..	825	590	..	..	No. 1 Extension Down 710
GOROKE LINE					
East Natimuk ..	830	585	550	..	
Natimuk	695	450	..	..	
Goroke	830	590	..	..	
Carpolac	825	595	..	..	
BALMORAL LINE					
Balmoral	720	620	..	..	No. 2 Extension Down 450
YAAPEET LINE					
Jeparit	1125	880	365	..	
Rainbow	830	580	410	..	No. 3 Extension Up 760
Yaapeet	820	580	..	..	
YANAC LINE					
Yanac	820	625	..	..	
PORT FAIRY LINE					
Manor	1050	975	..	..	No. 2 Extension Up 780; Down 2200
Little River	1210	1090	850	..	No. 2 Extension Down 1140; No. 3 Extension Down 250
Lara	1080	3130	1310	..	
Corio	1260	1210	..	..	
South Geelong ..	900	900	..	..	
Moriac	770	425	..	..	No. 2 Extension Down 320
Winchelsea	835	510	..	..	
Birregurra	2100	1590	..	..	
Colac	1700	1120	..	..	No. 2 Extension Up 620; Down 750
Pirron Yallock ..	2100	2100	..	..	
Pomborneit	970	..	..	..	
Camperdown ..	1125	980	980	..	
Terang	1545	1200	..	..	No. 2 Extension Down 765
Panmure	1850	1680	..	..	

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS (—cont.)

(Measurement to Nearest Foot)

Location	Roads				Sidings and Extensions
	No. 1	No. 2	No. 3	No. 4	
PORT FAIRY LINE (cont.)					
Allansford	830	670	..	..	
Warrnambool	2630	1980	1670	..	
Koroit	1100	850	..	..	
Port Fairy	530	980	850	..	No. 2 Extension Up 2000; Down Dead-end 690
PORTLAND LINE					
Langi Logan	1155	915	915	..	No. 2 Extension Up 210; Down 200
Maroona	1080	765	860	..	No. 1 Dead-end Extension Up 200; No. 2 Extension Up 1010; No. 3 Extension Up 630 and 610
Willaura	1025	840	650	..	Silo 620; Silo Extension Down 200
Glen Thompson	775	585	390	..	No. 3 Extension Down 475
Dunkeld	1705	460	205	..	No. 2 Extension Down 875
Hamilton	1375	1230	1350	..	No. 1 Extension Up 2135; No. 2 Extension Up 1510
Branxholme	1060	820	515	..	
Condah	1510	1415	..	..	
Heywood	2565	855	660	..	
Portland	975	850	530	..	No. 1 Extension Down 490; No. 2 Extension Down 625, No. 3 Extension Down 610
NORTH GEELONG—WARRENHEIP					
Moorabool	1130	1130	..	..	No. 2 Extension Up 860; Down 1240
Gheringhap	955	..	..	..	"A" Siding Up 2200; "B" Siding 740; "C" Siding Down 2500
Lethbridge	2240	2240	..	..	
Meredith	2010	2010	..	..	
Elaine	2170	2170	..	..	
Lal Lal	2500	2500	..	..	
CRESSY LINE					
Inverleigh	3620	3620	..	..	
Wingeel	2875	2875	..	..	
Cressy	1820	1820	..	..	
Berrybank	3050	3050	..	..	
Lismore	2950	2820	..	..	
Derrinallum	2970	2845	..	..	
Pura Pura	2995	2740	..	..	
Westmere	2970	2970	..	..	
Tatyoon	2905	2905	..	..	
QUEENSCLIFF LINE					
Queenscliff	285	355	..	..	No. 2 Extension Down 770
TIMBOON LINE					
Cobden	820	290	..	..	
Timboon	635	..	..	..	No. 1 Extension Down 240; Stockyard Road 340
MORTLAKE LINE					
Mortlake	1295	825	345	..	No. 2 Extension Down 660

Location	Track				Sidings and Diversions
	No. 1	No. 2	No. 3	No. 4	
NEW YORK LINE					
Passenger	850	855			
Intermediate	2425	1955	1905		
Express	1100	1255			
Bay Tracks	970	955	920		No. 1 Diversion Up 2000, Down and 970
PORTLAND LINE					
Local Tracks	1355	1315	1215		No. 1 Diversion Up 2110, Down 1960
Express	1560	1515	1415		No. 1 Cross-over Diversion Up 2010, Down Diversion
					Up 1910, No. 2 Diversion Up 2130 and 2030
Westbound	1955	1905	1805		No. 2 Up 2100, Diversion Down 1960
New Tracks	1715	1655	1555		No. 2 Diversion Down 1855
Eastbound	1455	1355	1255		No. 2 Diversion Down 1855
Branches	1275	1215	1115		No. 1 Diversion Up 1015, No. 2 Diversion Up 1910, Down
Express	1260	1205	1105		
Goods	1205	1145			
Intermediate	1345	1255	1155		
Express	975	915	815		No. 1 Diversion Down 695, No. 2 Diversion Down 810 and No. 2 Diversion Down 815
NORTH BRANCH—					
WATERBURY					
Platforms	1145	1105			No. 2 Diversion Up 2005, Down 1940
Centre Line	1355				No. 2 Diversion Up 2000, "F" Siding 2140, "C" Siding Down 1940
Loop Line	1455	1355			
Branches	1355	1255			
Bypass	1215	1155			
Local	2355	1955			
DISTRICT LINE					
Approach	1405	1355			
Platforms	1355	1255			
Local	1255	1155			
Branches	2055	1955			
Express	1255	1155			
Centre Line	1355	1255			
Bay Line	1215	1115			
Platforms	1455	1355			
CHERRYDALE LINE					
Down Line	955	915			No. 2 Diversion Down 775
THROOP LINE					
Centre	855	755			
Through	975				No. 1 Diversion Down 765 Southbound Road 765
HOWARD LINE					
Platforms	1255	1155	1055		No. 2 Diversion Down 955

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 of those of departure from stations.

Where the time for the train is shown without the addition of one of the undermentioned symbols or other special reference, a definite stop must be made.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

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

NC No one in charge stations.

W Watering Stations.

O 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*.

POSTAL MOTOR TROLLEY SERVICES

CONDITIONS OF OPERATION.

1. When it is found necessary to run a goods train on a line on a day on which a Postal Motor normally operates, 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, "NKS" and "KS" type	..	6 cwt.
Type "B" Inspection Cars	..	3 cwt.

NOTE—In the case of type "B" Inspection Cars, the load is to be distributed in such a way as to 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, parcel-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 Co-Ordinator of Time-tables (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, etc.

See the General Appendix for further instructions.

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.

LIMITED TRAIN SERVICES FOR THE DESPATCH OF GOODS

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

NORTHERN AND MIDLAND DISTRICT

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

Note:—Commencing on Thursday 19.3.70 and on alternate Thursdays, a road vehicle will operate between Redcliffs and Meringur for parcels and goods.

WESTERN AND SOUTH-WESTERN DISTRICT

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

NORTH EASTERN DISTRICT

Cathkin–Alexandra	Mon., Wed.	Rushworth–Girgarre	Mon., Thur.
Yarrawonga–Oaklands	Sun.	Rushworth–Colbinabbin	Wed.
Wangaratta–Peechelba East	Alternate Mon. (See Note **A**)	Shepparton–Katamatite	Mon.
Wangaratta–Beechworth	Tue., Thur.	Numurkah–Picola	Mon. (See Note **B**)
Wangaratta–Bright	Mon., Wed.	Numurkah–Nathalia	Mon., Wed.

A. Closed during the period 21st April–1st November, 1970.
B. A road service operates for goods and parcels traffic between Nathalia and Picola on Wednesday.

METROPOLITAN DISTRICT

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

EASTERN DISTRICT

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

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

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 economy 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 economy 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 Manager, Passenger Operations.

(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 date 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 date of travel.

(ii) By "Spirit of Progress" and Relief Express and "Intercapital Daylight" and Relief Express in each direction between Melbourne and Albury, seven (7) days prior to date of travel, (to extent of accommodation available).

Victorian Travel by " The Overland " Melbourne-Adelaide. Passengers for Victorian roadside stopping stations beyond Ballarat to Horsham inclusive are permitted to reserve seats on the day of travel, except that Horsham residents may reserve seats up to two calendar months in advance and residents of Ararat, Stawell and Murtoa may reserve 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 stations to Kaniva may reserve sleeping berths, 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. The booking for passengers for travel to Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 12 calendar months prior to the date of travel on the forward journey and 13 calendar months prior to the date of travel in respect of the return journey.

Other Interstate Destinations (Albury and Queensland Stations Excepted):—The booking for passengers 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 six (6) calendar months in advance of 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. (Sun. ‡)	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, (Moss Vale passengers change trains Goulburn), Strathfield, Sydney.
7.45 a.m. .. .. "Intercapital Daylight"	Mon. to Sat. (Sun. ‡)	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. .. .. "Spirit of Progress"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths to Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield, and Sydney. Sleeping berths and seats in through carriage to Canberra, Sun. to Fri.
8.10 p.m. .. .. "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	Sleeping berths 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.
8.0 p.m. .. .. "Southern Aurora"	Daily (Sun. Incl.)	Melbourne	Sydney	Sleeping berths and seats in through carriage from Canberra, Mon. to Sat.
8.0 p.m. .. "Southern Aurora"	Daily (Sun. Incl.)	Sydney	Melbourne	Sleeping berths only between Melbourne and Sydney. Booking compulsory.
8.40 p.m. .. .. "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	Sleeping berths 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 iv).
7.0 p.m. .. .. "The Overland"	Daily (Sun. Incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory from Adelaide and S.A. stations.

SLEEPING BERTHS AND 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 or berths may be booked
8.10 a.m. ..	Monday, 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. 6.5 p.m. Bendigo Sat. connects at Woodend for Daylesford line.
8.10 a.m. ..	Tue., Thur.	Melbourne	Bendigo	
8.20 a.m. ..	Saturday	Melbourne	Swan Hill	
1.35 p.m. ..	Monday, Wed., Fri. Sat.	Melbourne	Bendigo	
1.35 p.m. ..	Tue., Thur.	Melbourne	Swan Hill	
5.45 p.m. ..	Mon. to Fri.	Melbourne	Bendigo	
6.5 p.m. ..	Saturday	Melbourne	Bendigo	
9.30 a.m. ..	Mon. to Sat.	Melbourne	Daylesford	
4.55 p.m. ..	Mon. to Fri.	Melbourne	Daylesford	Woodend and stations beyond.
5.35 p.m. ..	Saturday	Melbourne	Daylesford	
9.5 p.m. ..	Mon. to Thu.	Melbourne	Mildura	Berths to Donald and stations beyond; seats Maryborough, and stopping stations beyond.
9.20 p.m. ..	Fri., Sun.	Melbourne	Mildura	
9.0 p.m.* ..	Sunday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.
9.20 p.m. ..	Monday to Friday	Mildura	Melbourne	

* Altered to 9.20 p.m. May to October.

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. ..	Monday to Friday	Melbourne	Ballarat	Ballarat only.
6.20 p.m. ..	Saturday	Melbourne	Ballarat	

SOUTH WESTERN LINES

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

(Continued)

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—*Continued.*

Train	Days of running	From	To	Stations from and to which seats may be booked
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.30 a.m.* ..	Mon. to Sat.	Melbourne	Albury ..	Avenel and stopping stations beyond. 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 connection 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.
6.30 p.m.	Saturday	Melbourne	Numurkah	
6.7 p.m.	Friday	Melbourne	Mansfield ..	Yea and stations beyond.
7.0 a.m.	Daily, (Sun. incl.)	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.
8.35 a.m.	Mon. to Sat.	Melbourne	Bairnsdale	Passengers change to non-seat-booked Rail Motor Train at Traralgon for Maffra line.
12.40 p.m.	Sat. ..	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.
6.3 p.m.	Mon., Tues., Wed., Thur.	Melbourne	Sale	Passengers change to non-seat-booked Rail Motor train at Traralgon for Maffra line.
3.58 p.m.	Mn. to Thur.	Melbourne	Yarram ..	Korumburra and stations beyond (Economy only)
6.12 p.m.	Fri., Sat.	Melbourne	Yarram ..	Korumburra and stations beyond. (Economy only).
2.10 p.m.	Mon. to Sat.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.

*Combined train to Seymour.

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

WITHIN VICTORIA

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

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

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

Melbourne–Benalla–Wangaratta–Albury:—Reserved seats if available on day of travel by **"Spirit of Progress"** in each direction 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 on "Southern Aurora".

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

MELBOURNE—ADELAIDE
ADELAIDE—MELBOURNE

"The Overland"

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

MELBOURNE—SYDNEY
SYDNEY—MELBOURNE

"Spirit of Progress"

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

"Intercapital Daylight"

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

ALBURY—SYDNEY
SYDNEY—ALBURY

"Riverina Express"

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

INTERSTATE SERVICES—continued

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.

SYDNEY—PERTH
PERTH—SYDNEY

"Indian Pacific"

With the exception of holders of Australasian Gold Passes, Standard Australian Book Passes and Intersystem Blue Linen Book Passes the following restrictions will apply to holders of Intersystem Paper Passes desiring to travel by "Indian Pacific" either via Sydney or Port Pirie to and from Perth.

During the periods 1st February until a week prior to Easter Monday and from Easter Tuesday until 7th December a maximum of four first class and six economy berths per train, subject to availability will be available for all Systems. A ballot will be held in Sydney and Perth two months in advance of date of travel and application therefore should be made to the Chief Traffic Manager of the respective Systems for accommodation advising of the route desired to travel.

During the periods 1st to 31st January, week prior and including Easter Monday, and 8th to 31st December Intersystem Paper Pass holders will not be permitted to travel by "Indian Pacific".

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

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 xiii-xix.

MAXIMUM LOADS :—

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

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

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

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

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 No. 6 Roads Carriage Shed Dock Road
Murtoa	No. 1 (Back platform) Road
Wodonga Line	Essendon, No. 3 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.

FREIGHT VEHICLES ON PASSENGER TRAINS

ALL V.R. BOGIE STOCK which have a letter **"P"** as the terminating letter of their classification **and S.A.R. 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 South Australian vehicles of the **"DRP", "MRP", "OWP", "RBP"** and **"RRP" class** which do not have a large letter **"P"** prominently displayed on diagonally opposite corners may only be attached to passenger trains when specially authorised by the Chief Traffic Manager; but the speed must not exceed that laid down for Express Goods Trains.

They must be marshalled either next to the engine or directly attached to the train Brakevan.

FREIGHT vehicles, except Victorian Bogie Stock with **"P"** as the terminating letter of their classification and South Australian Stock as indicated in the previous paragraph must not be attached to passenger trains unless specially authorised by the Chief Traffic Manager, and in such cases, the maximum speed must not exceed that laid down for the class of vehicle concerned.

"ZLP" and "ZP" Brakevans are permitted to be part of passenger trains. See Time-table for maximum speed. "Z" and "ZL" Brakevans are not permitted on passenger trains.

ENGINE RUNNING SCHEDULES (PASSENGER TRAINS)

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.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS.—The tonnage loads of Mixed trains computed on the basis of tonnage ratings as shown on pages xiii–xix, for the vehicle concerned plus the weight of goods vehicles and contents as shown on pages xxiii–xxxii.

Vehicle 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 UB, UF, or TP van (loaded or empty) CA, CP, JCP or ZLP brake-van (loaded or empty) as one; 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 telegraph 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. (Mixed Trains)

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

MIXED TRAINS—

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

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

FOGGY WEATHER

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

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 of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
		V. & S.A. Joint Stock (Bogie Carriages)							
Sleeping	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air conditioned (Roomettes)	20	..	50	78	3	Auto.	F.
"	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Air Conditioned (Twinettes)	20	..	50	78	3	Auto.	F.
"	2	Tawarri, Yankai, Air Conditioned (Twinettes)	20	..	53	78	3	Auto.	F.
"	3	Tambo, Dargo, Onkaparinga ..	20	..	45	74	1¼	Auto.	E.
AE	7	8 compartments	48	..	45	74	1¼	Auto.	E.
BE	5	9 compartments	..	72	45	74	1¼	Auto.	E.
AJ	3	2 compartments, Saloon type, Air conditioned	48	..	45	78	7¼	Auto.	F.
BJ	10	2 compartments, Saloon type, Air Conditioned	..	64	46	78	3	Auto.	F.
		Brakevan and Sundry Stock V. & S.A. Joint Stock (Bogie)							
Special	1	Dynamometer K	..	..	40	53	9¼	½ Auto., ½ Auto. and Screw	E.
CE	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	..	..	50	63	3¼	Auto.	E.
D	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	..	..	45	63	3¼	Auto.	—
D	1	Steel bulk mail van, No. 1 (25 tons capacity)	..	..	55	63	5¾	Auto.	—
JCP	9	‡ ExpressGoods 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	..	50M	75	0	Auto.	E.
BS	4	8 compartments (Air Conditioned, Nos. 1, 4, 7, 8	..	64	50M	75	0	Auto.	E.N.
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-Buffet, Five compartments and Mini-Buffet (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	1¼	Aut o.	E.
Buffet	1	Moorabool .. .. (Air-Conditioned)	19 diners 12 sitting		60	75	0	Auto.	E.

Note :—"F" Fluorescent; "E" Electric.

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

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

N. "BS" carriage No. 8 Fluorescent lighting.

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

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

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
		Victorian Stock (Bogie Carriages)							
Special	1	Norman (Air-Conditioned) ..	24	..	54	75	0	Auto.	E.
"	1	State No. 4	26	..	50	74	9¼	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	..	60	75	7¼	Auto.	F.
"	1	Melville	..	..	40	50	2	Auto.	E.
"	1	Medical and Vision Test ..	..	..	45	74	1¼	Auto.	E.
"	1	Carey (8 showers and sanitary accommodation)	..	..	30	48	2½	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths) ..	..	..	50	74	1¼	Auto.	E.
Parlor	1	Yarra	33	..	40	74	1¼	Auto.	E.
Breakdown	1	Campaspe	16 sleepers		50	74	9½	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air-Conditioned)	18 diners 18 sitting		60	74	1¼	Auto.	E.
Sleeping	4	Nos. 1, 2, 3, 4 (Air Conditioned)	20	..	55	74	1¼	Auto.	E.
"	6	Nos. 5 to 10	20	..	45	74	1¼	Auto.	E.
AE	22	8 compartments (Except Nos. 1, 3, 12)	48	..	45	74	1¼	Auto.	E.
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	..	72	55	74	1¼	Auto.	E.
BE ..	4	8 compartments No. 49 to 52 (Air Conditioned)	..	64	55	74	1¼	Auto.	E.
BE ..	31	9 compartments (Except Nos. 4, 19, 31, 34)	..	72	45	74	1¼	Auto.	E.
BG ..	2	Saloon and Compartment type (air-conditioned)	..	64	50	71	0	Auto.	E.
ABE ..	15	8 compartments, Nos. 1 to 8, 10 to 16	26	36	45	74	1¼	Auto.	E.
BCE ..	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	..	42	50	74	1¼	Auto.	E.
AW	35	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 ..	38	7 compartments, 58-ft. body Nos. 1, 2, 5 to 9, 11, 12, 14 to 26, 28, 29, 31 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 ..	1	6 compartments (3-1st, 3-2nd) 58-ft. body No. 42	19	25	35	61	2¾	½ Auto. ½ Trans.	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 ..	48	6 compartments (3-1st, 3-2nd) 58-ft. body	20	26	35	61	2¾	Auto. Nos. 7, 15, 17, 23, 25, 26, 31, 36, 38, 49, 50, 51 52; ½ Auto. ½ Trans. Nos. 2–5,6,8–14, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 35, 37, 39, 41, 43, 47	E.

Note :—"F" Fluorescent; "E" Electric.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity: 1st Class	Passenger Capacity: Economy	Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines: feet	Overall Length of Vehicle over buffers or pulling lines: in.	Coupling (For Notes see page xviii)	Lighting facilities (See note)
		Victorian Stock (Bogie Carriages) continued.							
BPL	23	9 compartments, Nos. 88 to 91, 93, 94, 100, 103 to 108, 110, 111, 116 to 120, 122, 125, 126	..	82	30	60	5½	Auto.	E.
BPL ..	22	9 compartments, Nos. 42 to 45, 48, 50 52 to 55, 61, 78, 79, 81, 83, 85, 95 to 97, 99, 123, 124	..	82	30	59	11¼	Auto.	E.
BPL	58	9 compartments, Nos. 1 to 4, 7, 9, to 17, 19 to 27, 39, 41, 56 to 60, 62, 63, 65 to 77, 80, 84, 87	..	82	30	61	8	Auto.	E.
ABL	1	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	3	6 compartments Nos. 1, 30, 35	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 ..	13	7 compartments	..	50	30	53	6½	Screw	E.
BC ..	1	8 compartments with brake-van, (15 cwt. capacity) No. 19	..	80	30	59	3½	Screw	—
BC	1	8 compartments with brake-van (15 cwt. capacity) No. 4	..	80	30	60	1¼	Screw	—
BC	1	7 compartments with brake-van (15 cwt. capacity) No. 15	..	70	30	60	1¼	Screw	—
BCPL ..	1	6 compartments with brake-van (4 tons capacity) No. 1	..	51	35	59	11¼	Auto.	E.
BCPL ..	7	8 compartments Nos. 2 to 8	..	76	30	61	8	Auto.	E.
BCPL ..	12	8 compartments, Nos. 9 to 20	..	76	30	60	5½	Auto.	E.
		Brakevan and Sundry Stock (Bogie)							
CE ..	6	Nos. 15, 33 to 37, (20 tons capacity)	..	..	50	63	3¼	Auto.	E.
CE ..	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	..	..	45	63	3¼	Auto.	E.
CP ..	30	Nos. 1, 3, 6–11, 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	0½	Auto.	E.
CW ..	5	Nos. 16 to 20 (12 tons capacity)	..	..	35	53	3½	Auto.	E.
CW ..	15	Nos. 1 to 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 tons capacity) ..	..	..	35	37	0	Auto.	E.

Note :—"E" Electric.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity: 1st Class	Passenger Capacity: Economy	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines	Coupling (For notes see page xviii)	Lighting facilities (See Note)
		Sundry Stock (Bogie)—continued.				feet in.		
FP ..	4	Horse Box, 12 horses, Nos. 7, 10, 12, 13	..	..	30	48 2½	Auto.	—
WW† ..	74	Workmen's sleeper, Nos. 100 and under	..	..	30	Various	Screw	K.
WW† ..	64	Workmen's sleeper, Nos. 101 and over	..	..	20	Various	Auto.	K.
WK(M)	1	Workmen's kitchen carriage..	..	..	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	—
		Brakevan and Sundry Stock (Fixed Wheel Base)						
ZP ..	21	2 tons capacity (6 wheels) Nos. 19, 31, 153, 211, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	..	..	18	27 4	Dual	K.
		Brakevan and Sundry Stock (Not available for passenger trains)						
Z ..	1	4 tons capacity (6 wheels) No. 174	..	..	15	27 6	Auto.	K.
Z ..	12	5 tons capacity (6 wheels) ..	..	..	15	27 4½	Auto.	K.
ZL ..	118	2 tons capacity (4 wheels) ..	..	..	15	27 4½	Auto.	K.
ZL ..	365	5 tons capacity (6 wheels) ..	..	..	15	27 4½	Auto.	K.
W† ..	264	Workmen's sleeper ..	..	..	15		Screw, 5 No. Auto., 259 No.	—
WM ..	1	Workmen's mess carriage (6 wheels)	..	..	15	Various	Auto.	—
WS ..	6	Workmen's shower carriage.. (4 wheels)	..	..	13	24 11	Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)						
NBC ..	1	One compartment with Brakevan 4 tons (No. 2)	..	7	10	27 3½	Auto.	—
NB ..	1	7 compartments (No. 24) ..	..	32	11	31 8	Auto.	—
NBH ..	11	Excursion carriage (Nos. 2–4, 6–11, 13, 14)	..	32	7	27 3¾	Auto.	—
NBL ..	4	Excursion carriage Nos. 1 to 4	..	36	11	31 0	Auto.	—
NC ..	3	Brakevan, 4 tons capacity (Nos. 2, 3 and 5)	..	..	7½	27 3¾	Auto.	—
		Electric Trains	One Class					
M ..	33	7 compartments (swing) ..	70		55	60 and 61 1¼	Screw	E.
M		8 compartments (swing) ..	80		55			
M ..	257	8 compartments (sliding) ..	84		55	61 8	Screw	E.
						61 8	Screw 210, Trans Hook 47	E.

Note:—"E" Electric; "K" Kerosene.

(M) The maximum load which may be hauled behind WK carriage is shown in part (c) of maximum loads of Express and Passenger trains, page xi.

† Not to be attached to passengers trains unless authorised.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity: One Class	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines: feet	Overall Length of Vehicle over buffers or Pulling lines: in.	Coupling (For Notes see page xviii)	Lighting facilities (See Note)
		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	17	1 compartment (sliding) Walk Through	71	55	62	11½	Auto.	F.
D	4	7 compartments (swing)	70	35	60 and 61	1¼ and 8	Screw	E.
D	10	8 compartments (swing)	80	35			Screw	E.
D	56	8 compartments (sliding)	84	35	61	6	Screw	E
T	11	9 compartments (swing)	90	35	59	3½	Screw	E.
T	191	9 compartments (sliding)	94	35	61 and 59	6 and 3½	Screw 149 Trans. Hook 42	E.
T	90	3 compartments (sliding)	72	40	62	11¼	Auto.	F.
T	75	1 compartment (sliding)	80	40	62	11¼	Auto.	F.
T	15	1 compartment (sliding) Walk Through	82	40	62	11¼	Auto.	F.
BT	14	9 compartments (swing)	90	35	59	3½	Screw	E.
BT	1	3 compartments (sliding)	73	30	59	3½	Trans. Hook	E.
BT	30	3 compartments (sliding)	72	40	62	11¼	Auto.	F.
BT	25	1 compartment (sliding)	80	40	62	11¼	Auto.	F.
BT	5	1 compartment (sliding) Walk Through	82	40	62	11¼	Auto.	F.
G	100	9 compartments (sliding)	94	35	59	3	Screw 53, Trans. Hook 47	E.
CM	11	Parcels Coach (10 tons capacity)	..	55	61	8	Dual Nos. 1 to 5; 10 to 13 Screw No. 14, 15	E.

Note :—"F" Fluorescent; "E" Electric.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines)		Coupling (For Notes, see below)	Lighting facilities (see Note "B")
			1st Class	Economy					
		Victorian Stock Rail Motor Vehicles (Bogie)			Loaded.	feet	in.		
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92 (includes spare power unit) 2 brakevans (each 20 cwt. capacity) situated either side of the central power unit	38	56	55	121	8¼	Link and Pin (See Note "A")	F.
"	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	24	54	4⅛	Link and Pin	E.
"	2	Walker 102 H.P., Nos. 8, 13, small brakevan (25 cwt. capacity)	18	27	24	54	4⅛	Link and Pin	E.
"	14	Walker 153 H.P., Nos 20 to 32, 34, 35 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	27	56	4⅜	Link and Pin	E.
"	1	Walker 153 H.P. No. 33, small brakevan (25 cwt. capacity)	18	27	26	56	4⅜	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56–64 (40 cwt. capacity)	16	22	17	44	1¾	Link and Pin	E.
"	1	" " No. 55	—	38	17	44	1¾	" "	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
"	1	With brakevan and lavatory No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
"	3	With large brakevan and lavatory, Nos. 26, 27, 28 (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

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

Note B.—"F" Flourescent; "E" Electric.

EXPLANATORY NOTES :—

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

VICTORIAN PASSENGER ROLLING STOCK—*Continued.*

TONNAGE RATING OF VEHICLES WHEN EMPTY.

Class of Vehicles	Tonnage Rating	Class of Vehicles	Tonnage Rating
	Tons		Tons
CA Brakevans	23	TP (Refrigerated Vans) (Nos. 1 to 5) ..	21
CE Brakevans	40	BP Vans	24
CP Brakevans	27	FP Horse Box (Nos. 7, 10, 12, 13) ..	25
CV Brakevans	27	Bogie Horse-Box (South Australian) ..	26
CW Brakevans	32	LP (Bogie Sheep Van)	26
C Brakevans	20	VP (Bogie Vans)	25
ZLP Brakevans	23		
JCP Brakevans	27		
D Mail Vans (Nos. 3 and 4)	30		
D Mail Van, Steel (No. 1)	40		

SOUTH AUSTRALIAN ROLLING STOCK.

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Lgth. of vehicle over buffers	
			1st Class	Economy		feet	ins.
Sleeping ..	2	"Angas" and "Finniss"	20	..	45	73	8¼
Special ..	1	Officers' Inspection carriage "Murray" (sleeper and diner)	8	..	52	77	7½
" ..	1	Vice Regal Carriage	10	..	51	77	10⅜
"AD" class ..	2	All steel (air-conditioned) Nos. 1 & 2 ..	70	..	51	78	3
"AD" class ..	3	All steel (air-conditioned) Nos. 3 to 5 ..	68	..	51	78	3
"BD" class ..	4	All steel (air-conditioned)	..	70	51	78	3
500 class ..	4	All steel (corridor)	42	..	45	71	4¼
600 class ..	8	All steel (corridor)	..	64	45	71	4¼
700 class ..	11	All steel (country)	..	56	39	62	4⅛
700 class ..	4	All steel (country)	56	..	39	62	4⅛
750 class ..	4	All steel (country)	22	24	39	62	4⅛
780 class ..	4	All steel (country)	38	..	39	62	4⅛
"CD" class ..	11	Brakevan Passenger, 8 wheels, capacity, 25 tons	..	..	64 (39 when ety.)	72	3
GB ..	11	Brakevan (Passenger and Freight) 8 wheels, Capacity 6 tons	..	..	28	39	8
8300 class .. (Nos 8300-8313)	14	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	..	4	35	40	2½
8300 class .. (Nos. 8314-8363 8375-8379) ..	55	Brakevan (All steel) Passenger and Freight, 8 wheels, capacity 10 tons	..	8	34	40	2½
4400 class ..	20	Brakevan, Passenger and Freight, 8 wheels, capacity 10 tons	..	10	24	42	1¾
CGP ..	7	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	..	8	34	40	2½

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 effect 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 portion of that load,** e.g., **3/5ths or 4/5ths of the train concerned, must be shown under the respective headings.**

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

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

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

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

The 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 area, which shall also be the procedure in regard to the original statement. Every change in the composition or tonnage of the train must be recorded and the total number of each class of vehicle shown. Full particulars of detentions and time lost or gained over each section must also be shown.

COMPILATION OF GUARDS' TRUCK SHEET

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

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

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 vehicle.

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

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

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

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

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)

The despatching station must record the actual weight of contents of each vehicle on the waybill envelope accompanying it, except that standard weights for certain commodities as indicated hereunder will apply and the Guard to obtain 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—
16¼ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with under 3 feet firewood to water level	13 tons
16¼ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded 2 feet 6 inches abovewater level with mallee roots	12 "
16¼ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 "
16½/22 ton "GY" wagon with firewood less than 3 feet long to water level	16 "
16½/22 ton "GY" wagon loaded 2 feet 6 inches above water level with mallee roots	13 "
16½/22 ton "GY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 "
16½/22 ton "GY" wagon loaded with props, palings and laths 3 feet 6 inches high	16 "
16½/22 ton "RY" wagon loaded with firewood less than 3 feet long to water level	15 "
16½/22 tons "RY" wagon loaded 2 feet 6 inches above water level with mallee roots	12½ "
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 props, palings and laths	19 "
31 ton "QR" (Nos. 1–376 and 407) wagon loaded with 5 feet firewood (on end)	18 "
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 gallon capacity)	9 "
"M" or "MB" Van of horses or cattle	5½ "
"MM", "MF", Van of horses or cattle	11 "
"L" Van of sheep or calves (two tiers)	4½ "
"L" Van of sheep or calves (one tier)	2½ "
Wagon or "M" Van loaded with sheep or calves	2¼ "
"L" Van of pigs (two tiers)	6½ "
Wagon or "M" Van, or one tier of "L" Van loaded pigs	3¼ "
"LL", "LF" or "LP" Van of sheep or calves (two tiers)	9 "
"LL", "LF" or "LP" Van of sheep or calves (one tier)	4½ "
"LL", "LF" or "LP" Van of pigs (two tiers)	13 "
"LL", "LF" or "LP" Van of pigs (one tier)	6½ "

Tare to be added in each case as directed

Vehicles partly loaded with livestock :—

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

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

"GY" loaded with bulk wheat	22 tons
"GJX" (55, 57 tons) loaded with bulk oats	40 tons

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

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

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

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

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

WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES

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

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

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)
TARE WEIGHT TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.
WATER TANK UNITS-EX LOCOMOTIVE TENDER TANKS.

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

TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES

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

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
	FIXED WHEEL BASE				
B	Box Van	45	25	11	14
DW	Domestic Water	45	26	10	7
FJ	Bulk Flour	45	25	12	20
G	Bulk Wheat Hopper	45	26	11	25
GY	Open Bulk Wheat	45	25	9	22
H	Box Wagon (Dept. use only) ..	45	21	9	10
HD (Nos. 220–223)	Box Wagon (Dept. use only) ..	40	27	9	11
HD (except 220-223)	Box Wagon (Dept. use only) ..	45	27	9	11
HR	Flat Top Transport Wagon	45	26	8	16
HY	Open	45	25	9	22
I†	Open	45	26	8	16½
IA†	Open	45	26	8	16½
IC†	Open Tippler	45	26	8	16½
IK	Safety Wagon–Pipe Transport 4 wheel	45	26	7	16½
IT	Timber	45	26	8	16½
IY	Open	45	25	9	22
IZ	Open	45	25	9	27
J	Bulk Cement Hopper	45	25	11	20
K	Flat (Nos. 372, 373–20 tons)	45	22	7	16
KAB	Particle Board	45	29	10	17½
KC, KMC ..	Flat Top LCL Container Traffic ..	45	25	8	22
KCC	Cement Container Traffic	45	26	8	16½
KL	Flat Wagon Container Loading Plat. ..	45	25	8	16½
KPC	Special Container Traffic	45	22	7	16
KPW	Wood Pulp 4 wheel	45	26	8	16½
KQ	Flat Wagon (Container Traffic) ..	45	25	8	20
KR	Rails	45	28	8	16
KS	Scantlings	45	25	9	22
KT	Open Timber	45	25	10	22
KW	4 Wheel Chipwood	45	26	9	15
L	Sheep Van (Floor Area 308 Sq. Ft.) ..	45	23	10	10
M	Cattle Van (" " 141 " ") ..	45	23	9	10
MB	Cattle Van (Bulls) (" 141 " ") ..	45	23	9	10
MS	Fertilizer	45	23	9	10
N ..	Ballast Plough Wagon	45	19	7	..
O	Open Hopper	45	23	9	16½
OC	Sand Hopper	45	23	9	15½
OH†	Overhead (Dept. use only)	45	48	Tare	..
ON	Open Hopper	45	23	8	16½
P	Powder Van	45	22	10	6
RY	Open Wagon	45	25	9	22
T Nos. 192–417 ..	Refrigerated Van (Wooden)	45	29	14	15½
T Nos. 420–469 ..	Refrigerated Van (Steel)	45	29	12	15½
T Nos. 1–191 ..	Refrigerated Van	45	22	11	12½
Tanks	Various	45	Various	Tare	..
TW†	Petroleum Products	45	25	Tare	40
U Nos. 1217–1466	Louvre Van	45	29	12	16
U Nos. 1467–1796	Louvre Van	45	22	10	11½
WT	Water Wagon	45	26	11	9
WTT	Weighbridge Test Truck .. .. (Dept. use only)	45	..	{ 21 / 15½	.. / ..
WZ	Weedex Spray Van (6 wheel) ..	45	26	13	..
BRAKEVANS ..					
Z	6 wheel (Nos. 1 to 626)	45	27	13	4
Z	4 wheel (Nos. 627 to 746)	45	27	13	4
ZL	6 wheel	45	27	13	2 or 5
ZP	6 wheel	60	27	16	2

† Maximum length quoted where different lengths exist.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
	BOGIE VEHICLES available for change of bogie 5′ 3″–4′ 8½″				
AX	Car Transport Wagon	60	59	20	10
ALX .. .. (Nos. under 200)	Car Transport Wagon	60	76	21	15
BLX	Box Van	60	43	21	40
BMX	Box Van	60	42	20	35
CSX	Coil Steel Wagon	60	35	21	52
CSX	Coil Steel Wagon	60	40	22	52
ELX .. .. (Nos. under 500)	Open Wagon	60	49	21	50
ESX	Steel Transport Open Wagon ..	60	49	21	50
EX	Open Wagon	60	46	19	44
FQX	Flat Wagon Containers	60	66	19	55
FX	Bulk Flour Hopper Wagon	60	54	29	44
GJX (Nos. 1–100) ..	Bulk Wheat Hopper Wagon	60A	49	16	57
GJX (Nos. 101–200)	Bulk Wheat Hopper Wagon	60A	49	20	55
JX	Bulk Cement Wagon	60	46	25	50
QCX	Flat Wagon L.C.L. Containers	60	48	17	44
SBX	Flat Wagon with Bulkheads	60	43	18	44
SCX	Flat Wagon, Cable Drums	60	46	20	44
SFX†	Flat Wagon End Bulkhead (63 ft.) ..	60	68	26	49
SKX	Flat Wagon (Container) (75 ft.) ..	60	78	25	50
TVX .. .. (Nos. 11–32) ..	Flat Wagon, Twin Flexi-vans	60	76	27	46
TWX (f) ..	Petroleum Products	60B	48	Tare	40
VHX	Louvre Van	60	55	25	50
VLX	Louvre Van	60	43	21	40

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

A—50 m.p.h. in N.S.W.

B—50 m.p.h. when loaded; 50 m.p.h. in N.S.W Loaded or Empty.

† Maximum length quoted where different lengths exist.

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

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length over Pull Lines (Nearest Foot)	Tare Weight Tons	Carrying Capacity Tons
	BOGIE VEHICLES NOT available for change of bogie 5'3" – 4'8½"				
BB	Box Van	45	42	20	35
BLF	Box Van	60	43	21	44
BMF	Box Van	60	42	20	35
BP	Box Van	70	42	24	35
CJ	Bulk Cement Hopper	45	37	19	43
CJF	Bulk Cement Hopper	60	37	19	50
E	Open Wagon	45	46	19	44
EF	Open Wagon	60	46	19	44
FP	Horse Box Nos. 7, 10, 12, 13	70	48	25	(12 horses)
FVF	Single Flexivan	60	43	18	24
HH	Casualty Van (Dept. use only) Nos. 1 to 6	45	51	24	40
HH	" " " " " Nos 7 to 12	45	38	20	23
HR	Flat Top Transport Wagon	45	27	18	26
HW	Weedex Staff Car	45	29	13	..
KR	Flat Rails	45	26	16	25
LF	Sheep Van, Floor area 616 sq. ft.	60	39	21	30
LL	Sheep Van " " " "	45	39	21	30
LP	Sheep Van " " " "	70	39	25	30
MF	Cattle Van " " 282 "	60	39	19	30
MM	Cattle Van " " " "	45	39	19	30
NN††	Hopper Ballast Wagon Nos. 2 to 45	30	30	14	31
NN††	Hopper Ballast Wagon Nos. 46 onwards	30	30	14	35
Q†	Flat Wagon	45	48	Tare	31
QAB	Particle Board	45	53	20	30
QB	Well Wagon Nos. 1 to 12	45	55	19	31
QD	Crawlercrane rail transport	45	..	15½	10
QF	Flat Wagon	45	53	19	31
QH	Flat Wagon	45	40	31	90
QN	Hopper Ballast Wagon	45	37	14	26
QR†	Open Wagon Nos. 377 to 406 incl. 4 Door	45	43	17	31
QR	" " Nos. 1–376 & 407 3 Door	45	38	16	27
QS	Flat Wagon—Special Loads	*	Various	Tare	171
QTF	Container (Tallow)	60	46	17	44
QW	Well Wagon	*	95	92	150
QWF	Well Wagon, No. 1	*	54	33	60
S	Flat Wagon	45	46	17	44
TP	Refrigerated Van Nos. 1 to 5	70	28	21	15½
TW†	Petroleum Products	45	48	Tare	40
TWF† Empty	Petroleum Products	60	48	Tare	40
TWF† Loaded	Petroleum Products	50	48	Tare	40
UB	Louvre Van	45	29	15	16
UF	Louvre Van	60	29	15	16
V	Louvre Van	45	39	19	35
VF	Louvre Van	60	39	20	35
VP	Louvre Van	70	42	25	35
WA	Weedex Tankers	45	46	Tare	30
Tanks	Various	45	Various	Tare	..
BRAKEVANS					
CA		70	43	23	10
CP		70	42	26	10
JCP		70	42	26	10
ZLP		70	37	23	10

* Special instructions.

† Maximum length quoted where different lengths exist.

†† Empty 45 m.p.h.

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—*Contd.*

See Notes "A" & "B" (Page xxix)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines (Nearest foot)	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons
	BOGIE VEHICLES NOT available for change of bogie 5′ 3″–4′ 8½″					
BH	Horse Box	70	52	26	12 Horses	..
C	Cattle Van	45	39	18	18 Beasts	..
CS	Cattle Van	60	39	18	18 Beasts	..
DP	Van	70	39	19	33 Tons	..
DRP (f) ..	"	60	39	19	33	..
DFS, DS ..	"	60	39	19	33	..
DW	"	45	43	20	29	..
DWP ..	"	70	39	23	33	..
DWR (f) ..	"	60	43	20	29	..
FB	Flat Wagon	45	46	17	55	..
FBA	" "	45	46	16	33	..
FBF ..	" "	45	46	17	44	..
FBR (f) ..	" "	60	46	18	44	..
FBT	" "	45	46	17	55	..
FC, FCC ..	" "	45	39	14	35	..
FCD	" "	45	49	15	35	..
FDB	" "	45	52	17	50	..
FSC	Flat Container	45	39	14	35	..
FVS	Flexivan	60	43	18	24	..
FWC ..	Flat Container	45	46	15	44	..
H	Hopper	45	35	19	55	..
HC	"	45	35	19	50	..
HCA †† ..	Hopper (Cement)	60D	35	18	30	..
HCA	" " "	60	44	23	49	..
HS	" " "	45	35	19	55	..
M, MG ..	Box Van	45	39	18	33	..
MB	Van	60	39	23	33	..
MRP †† ..	"	60	39	18	33	..
O	Open Wagon	45	46	18	44	..
OB	" "	45	46	18	44	..
OC	Open (Pyrites)	45	46	18	55	..
OMB	"	45	46	19	44	..
OS	"	60	46	18	44	..
OW	"	45	46	17	44	..
OWP †† ..	"	60	46	17	44	..
OWS ..	"	60	46	17	44	..
RB	Refrigerator	45	39	20	33	..
RBP †† ..	"	70	39	23	33	..
RRP †† ..	"	60	39	22	33	..
S	Sheep Wagon	45	39	19	200 Sheep	..
SBS	" "	60	39	19	200 Sheep	..
SFC	Flat Wagon	45	43	25	..	..
W	Open Wagon	45	43	17	33 Tons	..
WV	Van	45	43	23	28	..
TA	Acid Tank	45	39–46	18to22	..	4500
TAL	Ammonia Tank	45	46	22	..	9000
TC	Petrol tank	45	39	20	..	4800
TC	" "	45	39	18	..	5300
TC	" "	45	41	25	..	10000
TC	" "	45	46	28	..	9900
TC	" "	45	43	26	..	7900
TC	" "	45	39	23	..	10000
TCA	Petrol Tank	45	39	20	..	5500
TCA	Petrol or Kero. tank	45	39	24	..	8700
TCA	" " "	45	39	22	..	10000

(f) Not available for attaching to 60 m.p.h. Goods Trains.

†† Not available for attaching to 60 m.p.h. Goods trains when loaded.

D 45 m.p.h. when loaded.

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

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—*Contd.*

See Notes "A" & "B" (Page xxix)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines — Nearest Foot	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons
TCA	Fuel Oil Tank	45	39	22	..	10000
TCO	Fuel Oil Tank	45	39	23	..	9000
TDF	" "	45	39	24	..	9000
TG	LPG Tank	45	58	34, 35	..	16,700
TG	Ammonia Tank	45	43	21	..	5000
TOL	Fuel Oil Tank	45	39	23	..	9000
TS	" "	45	43	22	..	4900
TS	" "	45	34	17	..	5300
TS	" "	45	39	24	..	9000
TS	" "	45	40	23	..	10500
TS	" "	45	46	26	..	10500
TS	" "	45	39	22	..	8900
TV	" "	45	46	28	..	8500
TV	" "	45	43	20	..	5000
TV	" "	45	46	22	..	5000
TV	" "	45	39	25	..	8500
TV	" "	45	39	24	..	8900
TV	" "	45	39	21	..	10000
TV	" "	45	46	26	..	10000
TV	Petrol or Kero. tank ..	45	46	23	..	5200
TV	Bitumen Oil Tank	45	41	31	..	10000
TW	Water Tank	45	39	23	..	9000

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—*Continued*—See Notes "A" & "B".

Class of Vehicle	Description of Vehicle	Maximum Speed m.p.h.	Maximum Length Over Pull Lines (Nearest foot)	Tare Weight Tons	Carrying Capacity Tons	Nominal Capacity Gallons
	Bogie VEHICLES available for change of bogie 5′ 3″–4′ 8½″					
ALX (Nos. 200 onwards)	Motor Car Carrier	60	76	20	15	..
ELX (No. 500 & onwards)	Open Wagon	60	49	22	50	..
FBX	Flat Wagon	60	48	18	54	..
FPX	Flat Wagon (Particle Board) ..	60	48	20	52	..
FVX	Flexivan	60	43	17	22	..
LX	Louvre Van	60	43	20	40	..
OAX ..	Open Wagon	60	73	20	35	..
OMX ..	Motor Body Transport ..	60	73	21	35	..
OX	Open Wagon	60	46	18	44	..
RX	Insulated Van	60	39	20	33	..
SGX	Open Wagon	60	49	22	49 (46SA)	..
SGMX ..	" "	60	59	24½	47½	..
SHBX ..	Hopper Wagon Bulk Grain ..	60	48	20	52	..
SHCX ..	Hopper Cement	60	44	23	49	..
	FIXED WHEEL BASE					
CF	Cattle Van	45	21	8	9 Beasts	..
DA	Van	45	23	11	13 Tons	..
DWF ..	"	45	23	10	15	..
EE	Explosive Van	45	23	11	15*	..
OBF	Open Wagon	45	25	9	22	..
OF	" "	45	25	8	17	..
R	Refrigerator Van	45	23	11	16	..
SF	Sheep Van	45	21	10	..	..
TC	Fuel Oil Tank	45	25	14	..	4500
TDF	" "	45	21	12	..	2000
Y	Open Wagon	45	23	9	17	..
YA	Acid Tank	45	23	12	..	1200
Z	Hopper Wagon	45	25	10	61	..

Note :—See page x for SAR vehicles which may be attached to passenger trains.

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

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

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

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

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

Note "B"—The maximum load which can be hauled behind the following SAR Goods vehicles when on Express Goods Trains between Tailem Bend and Mile End is 1100 tons.

DP
DS (Nos 26 to 115)
DFS
DWP
OAX
OMX (Nos 9, 17, 51, 57, 60, 79)
OS
OWS
OX (Except Nos. 64, 67, 70, 71, 73, 76)
RX (Except No. 9035)

TARE WEIGHTS TO BE ALLOWED FOR COMMONWEALTH RAILWAYS GOODS VEHICLES

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

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
GBX ..	Open Wagons	60	47	20	50
GDX ..	Open Wagons	60	47	21	45
GMX ..	Open Wagons	60	78	30½	45
GNX ..	Motor Car Carrier Wagon	60	78	25	12
GOX ..	Open Wagons	60	78	28	45
LBX ..	Louvre Vans	60	48	21	40
LCX ..	Louvre Vans	60	48	22	40
LDX ..	Louvre Vans	60	48	23	40
LEX ..	Louvre Vans	60	78	31	44
RGX ..	Flat Wagons	60	50	20	55
RLX ..	Flat Wagons	60	59	22	53
RMX ..	Flat Wagon (Containers)	60	66	23	54
ROX ..	Flat Wagon (Containers)	60	..	..	..
VCX ..	Box Vans	60	48	21	40
VDX ..	Box Vans	60	48	22	40
VEX ..	Box Vans	60	78	31	43

TARE WEIGHTS TO BE ALLOWED FOR WESTERN AUSTRALIAN GOODS VEHICLES

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

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
WFX ..	Flat Wagon	60	57	27	53
WGX ..	Open Wagon	60	59	26	49
WMX ..	Motor Car Carrier Wagon	60	78	24	12–Mtr. Cars
WQX ..	Flat Wagon	60	..	..	..
WVX ..	Covered Wagon	60	59	25	50

GENERAL INSTRUCTIONS—*Contd.* TARE WEIGHT TO BE ALLOWED FOR NEW SOUTH WALES GOODS VEHICLES (Available for change of Bogie 4′ 8½″—5′ 3″)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
ARX ..	Hopper Wagon–Cement	50	40	16	56
BBX ..	Flat Wagon Steel Plate Bolstered ..	60	76	27½	45½
BCX ..	Flat Wagon Container	60	76	27½	45½††
BDX ..	Open Wagon	60	49	21	52
BEX ..	Flat Wagon	60	48	21	51
BKX ..	Motor Car Bodies	60	76	20	15 (10 Mtr. Cars)
CBX ..	Flat Wagons for Containers	60	76	27½	45½††
CCX ..	Open Wagon, Coiled Steel	60	49	23	49
CGX ..	Ore Concentrates	60	36	17	55
CMX ..	Flat Wagon Container	60	48	20	53
CPX ..	Flat Wagon, End Bulkhead Panelboard	60	61	24	49
FCX ..	Open Wagon Furnace Coke	60	43	20	40
GCX ..	" " " "	60	43	20	40
GX ..	Open Wagon	60	43	20	40 & 52
GLX ..	Louvre Van	60	48	24	47
HGX ..	Open Wagon	60	43	20	50
HLX ..	Louvre Van	60	48	25	47
HMX ..	Flat Wagon	60	48	20	50
HPX ..	Flat Wagon Panelboard	60	48	21	51
JLX ..	Louvre Van	60	59	26	47
OCX ..	Flat Wagon, Container	60	66	21	52 (54 on lines shown in Footnote)
PMX ..	Flat Wagon Steel Plate	60	49	24	40
SMX ..	Flat Wagon Semi-Trailer	60	48	20	50
STX ..	Flat Wagon Semi-Trailer	60	76	27½	45½††
TLX ..	Louvre Van Tin Plate	60	48	27	45
TMX ..	Flat Wagon for Pipes	60	48	20	53
TVX ..	Flat Wagon Twin Flexi-van .. .. (No. 12416 & onwards) ..	60	76	24	46
TANKS	"Esso" Bitumen Nos. 139–143 Ety. ..	60	52	28	11300–11950 gals.
"	" " " Loaded	50	52	28	11300–11950 gals.
WHX ..	Hopper Wagon–Wheat	60	47	17	56

†† 49½ tons when operating on main lines between Sydney Metropolitan Area, Albury and South Brisbane.

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES

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

Steam Crane—	To count as—
No. 3 (with tender)	60 tons
No. 4 (without tender)	40 "
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 "
3-ton steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagon ..	30 "
Grab cranes (Nos. 33 and 36)	35 "

ENGINE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

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

Class	Maximum Axle Load	Length Overall	Weight (Nearest Ton) "DEAD"
	T. C. Q.	Ft. Ins.	
Broad-gauge—			
"H" (Diesel Electric)	20 0 0	43 11	80
"R"	19 10 0	77 3¼	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 onwards)	17 0 0	43 11	68
"F" (Diesel Electric)	16 14 0	30 1½	50
"L" (Electric)	16 4 0	59 0	97
"W" (Diesel Hydraulic)	16 0 0	30 1	48
"Y" (Diesel Electric)	16 0 0	40 0	64
"J"	14 10 0	60 5½	114
"E" (Electric) (1102 to 1111)	13 15 2	38 8	55
"K"	13 10 0	60 3	105
"D 3"	13 14 0	58 3	100
Narrow-gauge—			
"NA"	9 9 2	— —	35

MAXIMUM GROSS TONNAGE PER GOODS VEHICLE ALLOWED IN VICTORIA, SOUTH AUSTRALIA AND NEW SOUTH WALES

VICTORIA The gross weight of any vehicle permitted to operate over this System (except where special instructions are issued to the contrary) **must not exceed 75 tons.** EBC Wagons are permitted a gross weight of 83 tons between Dynon and Albury on the Standard Gauge Line.

SOUTH AUSTRALIA The gross weight of any vehicle permitted to operate over the South Australian Railway System **must not exceed 72 tons,** except in respect of wagons loaded with Standard 20-feet containers only, a gross weight of 75 tons will apply on the main line as between Melbourne and Adelaide.

NEW SOUTH WALES The gross weight of any vehicle permitted to operate over the New South Wales Railway System **must not exceed 73 tons,** except in respect to "BC" type wagons conveying containers between Albury and South Brisbane, the gross weight **must not exceed 77 tons,** and **73 tons** on all other lines. EBC wagons conveying refrigerated cargo are permitted to operate between Albury and South Brisbane with a gross weight of 83 tons.

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 "CA", "JCP", "ZLP", "CP" brakevan or S.A.R. "GB" bogie brakevan (except those of 62 ft. 10 ins. overall length and weighing 50 tons) as one; and each other bogie wagon, van, or carriage as two.

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

VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS.

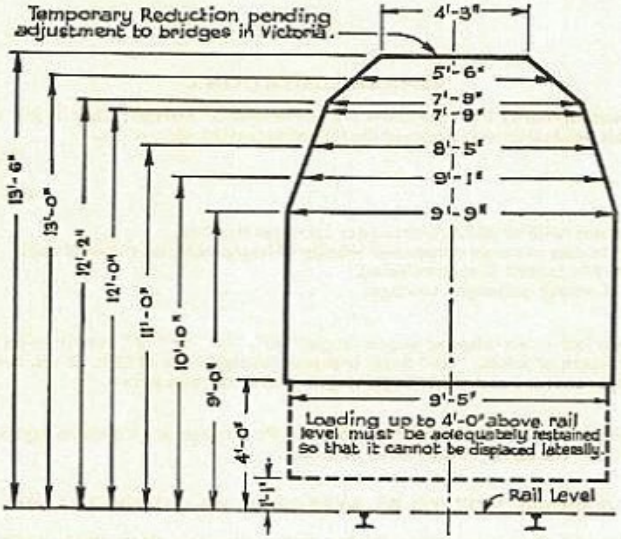
Special, Vice-regal, State, Inspection, Dining, Buffet, Sleeping, "AJ", "BJ", "AZ", "BZ", "AS", "BS", "MBS" and "ABS" carriages, and automatically coupled carriages and passenger brakevans with vestibule buffers must not be attached to goods trains, unless authorised by the Chief Traffic Manager.

MAXIMUM LOADING OUTLINE

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

Above Rail Level		Width Centrally Located
at	13′ 6″	4′ 3″
"	13′ 0″	5′ 6″
"	12′ 2″	7′ 8″
"	12′ 0″	7′ 9″
"	11′ 0″	8′ 5″
"	10′ 0″	9′ 1″
"	9′ 0″	9′ 9″

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



COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

(See Footnote)

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

Train	Line	Plat.	Days
8 10 a.m.	Bendigo ..	5	Tue., Thurs.
8 10	Bendigo and Swan Hill	5	Monday, Wed., Fri.
8 20	Bendigo and Swan Hill	5	Saturday
9 30	Daylesford ..	6	Mon. to Sat.
12 20 p.m.	Woodend ..	8	Saturday
1 35	Bendigo ..	1	Mon., Wed., Fri., Sat.
1 35	Bendigo and Swan Hill	1	Tue., Thurs.
4 27	Sunbury ..	6	Mon. to Fri.
4 55	Daylesford ..	6	Mon. to Fri.
5 14	Woodend ..	8	Friday
5 14	Kyneton ..	8	Mon. to Thur.
5 35	Woodend— Daylesford ..	6	Saturday
5 45	Bendigo ..	5	Mon. to Fri.
6 5	Bendigo (connect Daylesford) ..	4	Saturday
9 30 a.m.	Bendigo and Daylesford ..	3	Sunday
7 5 p.m.	Bendigo ..	3	Sunday

BALLARAT–SERVICETON–ADELAIDE

7 4 a.m.	Ballarat (via Geelong)	7	Mon. to Sat. ..
9 10	Dimboola ..	5	Mon. to Sat.
12 25 p.m.	Bacchus Marsh ..	6	Saturday ..
1 30	Horsham ..	2	Mon. to Fri.
1 30	Dimboola ..	2	Saturday ..
2 5	Ballarat (via Geelong)	6	Saturday ..
3 41	Bacchus Marsh	6	Mon. to Fri.
4 0	Ballarat (via Geelong)	4	Mon. to Fri.
4 23	Bacchus Marsh	5	Mon. to Fri.
5 25	Ballarat ..	7	Mon. to Fri.
6 20	Ballarat ..	8	Saturday ..
6 20	Bacchus Marsh	4	Mon. to Fri.
8 40	Adelaide "The Overland"	2	Daily, Sun. inc. (to W.A. Sun., Mon Tue., Thur., Fri.)
9 5	Ballarat and Mildura	5	Monday to Thursday
9 20	Ballarat and Mildura	5	Fri. Sun.
9 35 a.m.	Horsham ..	4	Sunday
7 10 p.m.	Ballarat ..	4	Sunday

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

Train	Line	Plat.	Days
7 15 a.m.	Sunbury ..	9	Mon. to Fri.
8 20	Kyneton ..	8	Mon. to Fri.
8 20	Woodend ..	8	Saturday
8 53	Daylesford ..	6	Mon. to Sat.
9 40	Bendigo ..	3	Mon. to Sat.
2 25 p.m.	Swan Hill & Bendigo ..	1	Mon. to Sat.
4 40	Daylesford ..	6	Mon. to Fri.
5 20	Daylesford ..	6	Saturday
8 15	Bendigo ..	6	Mon. to Fri.
8 31	Bendigo ..	5	Saturday
11 39 a.m.	Bendigo ..	3	Sunday
8 45 p.m.	Daylesford ..	3	Sunday
9 25	Bendigo ..	2	Sunday

ADELAIDE–SERVICETON–BALLARAT

7 30 a.m.	Bacchus Marsh ..	5	Mon. to Fri.
7 58	Mildura and Ballarat (via Nth. Geelong Loop) ..	3	Saturday
8 5	Mildura and Ballarat (via Nth Geelong Loop)	3	Mon. to Fri.
8 18	Bacchus Marsh	9	Tue. to Fri.
		6	Saturday
8 18	Ballarat ..	9	Monday
8 57	Adelaide "The Overland"	2	Daily Sun. inc. (from W.A. Sun. Tues., Wed., Fri., Sat.)
9 17	Bacchus Marsh	7	Monday
9 24	Ballarat ..	7	Tue. to Sat.
9 50	Ballarat (via Geelong)	4	Mon. to Fri.
10 35	Ballarat (via Geelong) ..	9	Saturday
2 0 p.m.	Horsham ..	2	Tues. to Sat.
2 0	Dimboola ..	2	Monday
6 10	Ballarat B (via Geelong)	10	Saturday
6 20	Ballarat (via Geelong) B	10	Mon. to Fri.
8 0	Dimboola ..	4	Mon. to Sat.
10 55 a.m.	Ballarat ..	4	Sunday
8 20 p.m.	Horsham ..	1	Sunday

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

B—To Flinders Street.

(Continued on next page)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, Page xxxv).

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

Train	Line	Plat.	Days
6 8 a.m.	Werribee ..	9	Mon. to Fri.
6 31	Werribee ..	8	Mon. to Fri.
7 4	Geelong and Ballarat	7	Mon. to Sat.
7 30	Werribee ..	6	Saturday
7 33	Werribee ..	6	Mon. to Fri.
7 57	Werribee ..	9	Mon. to Fri.
8 25	Port Fairy ..	4	Mon. to Sat.
9 18	Werribee N A	12	Mon. to Fri.
9 36	Geelong ..	10	Mon. to Fri.
		3	Saturday
11 0	Geelong ..	6	Mon. to Fri.
12 15 p.m.	Geelong ..	7	Saturday
12 22	Geelong ..	4	Saturday
12 27	Werribee N A	12	Mon. to Fri.
12 50	Geelong ..	7	Mon. to Fri.
2 5	Geelong and Ballarat	6	Saturday
2 20	Geelong ..	5	Mon. to Fri.
3 0	Werribee ..	6	Mon. to Fri.
3 44	Werribee ..	3	Mon. to Fri.
4 0	Geelong and Ballarat	4	Mon. to Fri.
4 25	Werribee ..	9	Mon. to Fri.
5 10	South Geelong	1	Mon. to Fri.
5 19	Werribee ..	9	Mon. to Fri.
5 20	Werribee ..	9	Saturday
5 52	Warrnambool	2	Mon. to Fri.
6 5	Geelong ..	7	Mon. to Fri.
6 10	Warrnambool ..	3	Saturday
6 15	Geelong ..	7	Saturday
8 5	Werribee ..	6	Mon. to Fri.
9 25	Geelong A ..	12	Mon. to Fri.
11 24	Geelong A ..	12	Mon. to Sat.
9 26 a.m.	Geelong A ..	10	Sunday
10 48	Werribee N A	14	Sunday
2 5 p.m.	Geelong A ..	10	Sunday
5 10	Werribee ..	6	Sunday
7 37	Warrnambool A	10	Sunday
8 12	Werribee A ..	14	Sunday
11 29	Werribee A ..	14	Sunday

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

Train	Line	Plat.	Days
7 3 a.m.	Werribee ..	6	Mon. to Fri.
7 12	Werribee N B	11	Saturday
7 23	Geelong ..	8	Mon. to Fri.
7 54	Werribee ..	6	Mon. to Fri.
7 58	Mildura and Ballarat	3	Saturday
8 5	Mildura and Ballarat	3	Mon. to Fri.
8 12	Geelong ..	7	Mon. to Fri.
8 25	Werribee ..	7	Mon. to Fri.
8 26	Werribee ..	6	Saturday
8 37	South Geelong	4	Mon. to Fri.
8 40	Geelong ..	4	Saturday
9 11	Werribee B ..	11	Saturday
9 26	Werribee N B ..	11	Mon. to Fri.
9 50	Geelong and Ballarat	4	Mon. to Fri.
10 8	Werribee ..	6	Mon. to Fri.
10 35	Geelong and Ballarat	9	Saturday
11 24	Werribee N B	11	Mon. to Fri.
11 45	Warrnambool ..	3	Mon. to Sat.
1 7 p.m.	Geelong ..	6	Mon. to Fri.
1 40	Geelong ..	7	Saturday
2 16	Werribee ..	6	Mon. to Fri.
3 10	Geelong ..	6	Mon. to Fri.
4 40	Geelong ..	1	Saturday
4 46	Werribee ..	6	Mon. to Fri.
5 27	Werribee ..	3	Mon. to Fri.
5 53	Geelong B ..	10	Mon. to Fri.
6 10	Geelong and Ballarat B	10	Saturday
6 20	Geelong and Ballarat B	10	Mon. to Fri.
6 45	Werribee ..	8	Mon. to Fri.
7 16	Werribee B ..	13	Saturday
7 26	Geelong B ..	11	Saturday
7 30	Geelong ..	7	Mon. to Fri.
7 42	Geelong B ..	11	Friday
7 45	Port Fairy ..	5	Mon. to Thur.
8 2	Werribee ..	8	Mon. to Fri.
8 5	Port Fairy B ..	10	Saturday
10 5	Port Fairy ..	2	Friday
11 3	Werribee ..	6	Mon. to Fri
9 44 a.m.	Werribee N B	13	Sunday
10 26	Geelong B ..	10	Sunday
12 51 p.m.	Werribee B	13	Sunday
6 49	Werribee B ..	13	Sunday
7 58	Geelong B ..	10	Sunday
9 37	Warrnambool B	10	Sunday
9 56	Werribee B ..	13	Sunday

A—From Flinders Street.

B—To Flinders Street.

N—Passengers change trains Newport.

(Continued on next page).

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

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

B. To Flinders Street.

Standard gauge trains shown in heavy black type.

(Continued on next page)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote Page xxxv).

Trains LEAVE FLINDERS STREET as under for :—

Train	Line	Plat.	Days
6 39 a.m.	Warragul **D** ..	6	Mon. to Fri.
7 25	Traralgon ..	1 Cent	Mon. to Sat.
8 35	Bairnsdale ..	1 Cent	Mon. to Sat.
	"The Gippslander"		
9 5	Leongatha & Wonthaggi	1 Cent	Mon. to Sat.
9 15	Werribee **N** ..	7	Mon. to Fri.
12 24 p.m.	Werribee **N** ..	7	Mon. to Fri.
12 40	Traralgon ..	1 Cent	Saturday
1 0	Leongatha ..	1 Cent	Saturday
1 15	Warragul ..	1 Cent	Mon. to Fri.
3 38	Warragul ..	1 Cent	Mon. to Fri.
3 58	Leongatha ..	1 Cent	Fri.
3 58	Yarram ..	1 Cent	Mon. to Thur.
4 53	Traralgon ..	1 Cent	Mon. to Fri.
5 13	Warragul **D** ..	6	Mon. to Fri.
6 3	Sale ..	1 Cent	Mon. to Thur.
6 3	Bairnsdale ..	1 Cent	Fri., Sat.
6 12	Yarram ..	1 Cent	Fri., Sat.
9 20	Geelong ..	1 Cent	Mon. to Fri.
11 20	Geelong ..	1 Cent	Mon. to Sat.
9 22 a.m.	Geelong ..	1 West	Sunday
9 35	Sale ..	1 Cent	Sunday
10 45	Werribee **N** ..	7	Sunday
2 0 p.m.	Geelong ..	1 Cent	Sunday
6 45	Leongatha & Wonthaggi	1 Cent	Sunday
7 5	Traralgon ..	1 Cent	Sunday
7 32	Warrnambool ..	1 Cent	Sunday
8 8	Werribee ..	2	Sunday
11 25	Werribee ..	1 Cent	Sunday

Trains ARRIVE FLINDERS STREET as under from :—

Train	Line	Plat.	Days
7 15 a.m.	Werribee **N** ..	6	Saturday
8 1	Warragul **D** ..	7	Mon. to Fri.
8 38	Traralgon ..	1 Cent	Saturday
8 40	Warragul ..	11 East	Mon. to Fri.
9 5	Leongatha ..	1 East	Mon. to Sat.
9 14	Werribee ..	1 Cent	Saturday
9 19	Traralgon ..	1 Cent	Mon. to Fri.
9 30	Werribee **N** ..	6	Mon. to Fri.
11 2	Yarram & Wonthaggi	1 Cent	Mon. to Sat.
11 15	Bairnsdale ..	1 Cent	Mon.
11 15	Sale ..	1 Cent	Tue., Wed., Thur., Fri.
11 27	Werribee **N** ..	7	Mon. to Fri.
11 40	Bairnsdale ..	1 Cent	Saturday
12 Noon	Warragul ..	1 East	Mon. to Fri.
4 50 p.m.	Traralgon ..	1 Cent	Saturday
5 57	Geelong ..	1 East	Mon. to Fri.
6 10	Warragul **D** ..	7	Mon. to Fri.
6 17	Geelong and Ballarat	1 Cent	Saturday
6 26	Geelong and Ballarat	1 Cent	Mon. to Fri.
6 50	Bairnsdale ..	1 Cent	Mon. to Sat.
	'The Gippslander'		
7 10	Leongatha & Wonthaggi	1 Cent	Mon. to Fri.
7 19	Werribee **N** ..	6	Saturday
7 29	Geelong ..	1 East	Saturday
7 45	Geelong ..	1 East	Friday
7 48	Traralgon ..	1 Cent	Mon. to Fri.
8 1	Leongatha & Wonthaggi	1 Cent	Saturday
8 14	Port Fairy ..	1 Cent	Saturday
9 47 a.m.	Werribee **N** ..	7	Sunday
10 30	Geelong ..	1 Cent	Sunday
11 20	Traralgon ..	1 Cent	Sunday
12 55 p.m.	Werribee ..	1 Cent	Sunday
6 52	Werribee ..	2	Sunday
8 3	Geelong ..	1 Cent	Sunday
9 44	Leongatha & Wonthaggi	1 East	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.

IMPORTANT

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

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

xxxx

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

NOTES

1970

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

Good Friday, March 27, 1970

1971

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

Good Friday, April 9, 1971