

(A 2.)

VICTORIAN



RAILWAYS.

# WORKING TIME TABLE.

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## EASTERN & SOUTH-EASTERN DISTRICTS.

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(NOT TO BE ISSUED TO THE PUBLIC.)

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ON AND AFTER 3RD MAY, 1915.

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N.B.—Suggestions or proposed alterations for next issue must be forwarded to the  
General Superintendent of Transportation.

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C. MACAW,

GENERAL SUPERINTENDENT OF TRANSPORTATION.

BY ORDER OF

THE VICTORIAN RAILWAYS COMMISSIONERS.

By Authority:

ALBERT J. MULLETT, GOVERNMENT PRINTER, MELBOURNE.

**GENERAL NOTES (APPLICABLE TO ALL LINES).**

It is imperative that each Station-master carefully examine and compare this Time Table (so far as his own station is concerned) with each Time Bill sent him to be posted for the information of the public. He will be held responsible to correct any inaccuracies which may appear in the latter before they are issued to the public.

All inaccuracies must be immediately reported to the General Superintendent Transportation Branch.

Every Station-master or other employe connected with the working of the Transportation or Rolling-Stock Branches of the Victorian Railways is to be supplied, at the station where he is located, with a copy of every fresh issue of the Working Time Table Book, or section of the Book, in accordance with Regulation 8, and every such Station-master is held responsible that he thoroughly examines it so far as his own station and any stations he supervises are concerned. Station-masters and Locomotive Foremen must personally see that the foregoing is given effect to.

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Guards and Drivers will take notice that where the Times of Arrival and Departure are not expressly stated in the Time Tables the time specified is that of Departure from Stations, and in all cases trains should arrive in sufficient time to enable shunting (if any) and other work to be done, in order that they may leave at the appointed hour. Every effort must be made by Guards and Drivers to keep time shown in the Time Tables.

Guards and Drivers will take notice that the figures inserted on the right hand side of columns opposite the train time at certain stations, denote the numbers of trains as per Time Table (Up or Down, as the case may be) which have to be met on the journey.

Passengers will not be booked by any of the Trains on the Main Lines for journeys between stations in the suburbs of Melbourne, nor to and from Melbourne and any suburban station, **except** where in the Time Tables Trains are timed to stop to pick up and set down Passengers, but this exception will only apply to Passengers to and from Melbourne.

## References applicable to Passenger and Mixed Trains.

- \* Trains will not stop to pick up or set down passengers at stations marked thus \*.

Trains to stop when required to pick up or set down Passengers at Stations marked thus §, excepting for Inter Suburban Station travelling. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire. This will not apply, however, where mails are concerned, and in all such cases trains must stop for the delivery and receipt of mails, even when not required to do so for passengers.

- ¶ Trains to stop to pick up Passengers at Stations marked thus ¶. Necessary signal to be exhibited when trains are required to stop.

- †† Trains to stop to set down, but not to pick up, Passengers at stations marked thus ††. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire.

Suburban trains should only stop 20 seconds at stations unless otherwise shown. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

- (e) **Workmen's trains.** Workmen are to be allowed to travel on Workmen's Tickets in the Suburban area by trains which will reach such Workmen's destination by 8.10 a.m.

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## References applicable to Stations.

**T.** These are Tablet Stations, at which a Tablet must be obtained before starting, and delivered up on arrival.

**E.S.** These are Electric Staff Stations, at which an Electric Staff must be obtained before starting, and delivered up on arrival.

- +** These are Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered up on arrival.

The switching in and out of Block Posts must be done strictly subject to Block Rule 26.

**G.** These are Greasing and Examining Stations.

**W.** These are Watering Stations.

The names of Stations on the various lines where there is a "Caretaker" are printed in italics.

**N.C.** There is no one in charge at these Stations.

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## Reference applicable to Goods Trains.

- ‡ These Trains run as may be required. They are put on and off by special orders from the General Superintendent of Transportation or Depôt Stations. When put on to run "till further notice," the issue of new Time Tables will not affect them unless they are cancelled in the new issue.

**Passengers travelling in Vans of Goods Trains.**—For the information of the Staff, a list is appended showing the Goods Trains (other than those with car attached) which, when running, may be stopped (subject to grade limitations contained in the General Appendix, page 258) to pick up or set down passengers, provided the conditions set out in the instructions in the General Appendix (pages 257-259) be complied with. This privilege will not apply on days that powder is forwarded.

In the event of any of the following trains being altered, it must be understood that the foregoing instructions will apply to the altered train :—

Section.	Train (when running).
Melbourne—Woodend ... ..	4.30 a.m. Down
Bendigo—Melbourne ... ..	1.20 p.m. Up
Bendigo—Korong Vale ... ..	7.30 a.m. Down
Maryborough—Castlemaine ... ..	3 a.m. Up
Ballarat—Stawell ... ..	10.40 a.m. Up
	8.20 a.m. Down
Geelong—Ballarat ... ..	6.30 a.m. Down
	11.30 p.m. Down
Melbourne—Seymour ... ..	9 a.m. Down
	12.25 p.m. Up
Seymour—Benalla ... ..	11.30 a.m. Down
Benalla—Wodonga ... ..	2 p.m. Up
Seymour—Toolamba ... ..	6 a.m. Down
Toolamba—Nunurkah ... ..	4 a.m. Down (Ex Seymour)
	5.25 p.m. Up
Melbourne—Warragul ... ..	3 a.m. Down
	1 p.m. Up
Warragul—Traralgon ... ..	12.15 a.m. Down
	5.5 p.m. Up
Traralgon—Sale ... ..	8.50 a.m. Down.
	1.30 p.m. Up (Mons.)
Melbourne—Nyora ... ..	4 a.m. Down
	3.20 p.m. Up
Nyora—Korumburra ... ..	1.30 p.m. Up
Korumburra—Port Albert ... ..	8.5 a.m. Down
	9 a.m. Up
Nyora—Wonthaggi ... ..	12.30 p.m. Down
	7.40 a.m. Up
Melbourne—Lilydale ... ..	4.25 a.m. Down
	9.38 a.m. Down Lilydale (Mons. and Tues. to Yarra Glen)
Yarra Glen—Lilydale ... ..	3.10 p.m. Up (Mons. and Tues. only)
Melbourne—Morningside Junction ... ..	9.1 a.m. Down
	7.5 p.m. Up

*For Running Schedules, etc., of Passenger, Mixed, and Goods Trains, see Pages 271-287.*

NOTE.—Passengers must not be allowed to travel in the vans of Ballast Trains under any circumstances.

**EASTERN LINE.**

**MELBOURNE TO SALE AND SALE TO BAIRNSDALE.**

Down.

STATIONS.	1	2	2a	3	4	5	6a	7	8	9	9a	10	10a	10b	11	12	13	14	15	16	17	18	19
	Gds. vions Exc.		Goods News (Powder Tues.)	Pass. Mon.	Pass.	Goods.	Limited Thro. Mixed Tu, Th, Fri.	Goods. +	Fast. Goods. nuts. exceptd.	Pass. Sat.	Fast. G'ds. Sat.	Gds. + Sats. ex.	Gds. Thro. Sats. exceptd.	Thro. Goods Sats. ex.	Pass. Sats. ex.	Thro. Mixed Sats.	Eng. and Van.	Goods.	Goods.	Pass.	Pass. Sats.	Milk Saus.	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBOURNE— Spencer-st. dep.	1 0	...	3 0	...	...	9 25	11 0	11 38	12 32	...	1 33	2 30	2 33	2 49	...	...	6 33	7 19	8 39	10 45	...	...	12 50
Flinders-st. { W G { arr. dep.	...	...	...	...	...	...	11 7	...	...	...	...	...	2 54	...	...	6 37	...	8 44	10 50	...	...	...	12 55
Richmond	...	...	7 34	7 39	7 52	9 35	11 20	11 55	12 37	1 30	1 53	2 35	2 40	3 0	3 30	6 35	6 40	7 23	8 50	10 54	11 25	11 2	1 0
South Yarra	...	...	7 43	7 48	8 1	...	11 25	P.M.	...	1 34	...	...	2 45	3 5	*	6 40	7	...	...	...	11 29	11 6	1 6
Hawkeburn	...	...	7 46	7 51	*M	...	11 30	12 4	...	1 36	...	...	2 50	3 10	*	6 45	7	...	...	...	11 33	11 10	1 12
Toorak { Armadale { arr. dep.	...	...	7 49	7 54	*M	...	*	...	...	1 45	...	...	3 0	3 20	*	6 50	8	...	...	...	11 40	11 17	1 22
Malvern { Caulfield W { arr. dep.	...	...	7 52	7 57	*M	...	*	...	...	1 47	...	...	3 6	3 26	*	6 55	7	...	...	...	11 42	11 19	...
Carnegie	...	...	7 55	8 0	*M	...	11 44	...	...	1 50	...	...	3 6	3 26	*	7 0	8	...	...	...	11 45	11 22	1 31
Murrumbidgee	...	...	7 59	8 14	*M	...	11 46	12 20	1 2	1 53	2 19	3 53	3 11	3 31	4 48	6 59	7 10	...	...	...	11 48	11 25	1 36
Oakleigh { ... { arr. dep.	...	...	8 21	8 26	*	...	*	...	...	1 57	...	...	...	...	*	7 2	7 4	...	...	...	11 52	11 29	1 40
Clayton	...	...	8 25	8 30	*	...	11 54	...	...	2 3	...	...	...	...	4 54	...	7 18	...	...	...	11 54	11 31	1 42
Spring Vale	...	...	8 31	8 36	*	...	11 57	12 30	...	2 4	...	...	3 23	3 45	4 56	7 10	7 20	...	...	...	11 58	11 35	1 46
Sandown Pk N C	...	...	8 37	8 42	*	...	P.M.	...	...	2 11	...	...	...	3 53	5 2	7 16	7 27	...	...	...	12 0	11 42	1 54
	...	...	8 43	8 48	*	...	12 12	...	...	2 16	2 44	...	...	3 58	5 8	7 22	7 33	...	...	...	12 11	11 47	2 4













# Eastern District.

May, 1915.

## EASTERN LINE.—Bairnsdale to Stratford and Melbourne via Sale—continued.

Up.

Stations	2	3	4	4a	5	6	6a	7	7a	7b	8	8b	9	9a	9b	10	11	12	12a	13	14	14a
	Pass.	Thro. Mixed.	Pass.	Pass. Mon.	Pass. Mon. Sats.	Pass. Sats.	Milk Daily	Goods.	Thro. Mixed Thurs., Fri.	Goods.	Pass.	P.M.	P.M.	P.M.	Goods	Goods. Sat. ex.	Goods. Daily.	Goods. A.M.	Goods. Sun. Inc. Mon. ex.	Pass. Sun. Sats.	Goods. Sun. Sats.	
142½ Beaconsfield	arr. 7 27	7 50	12 10	*	12 18 13	13	...	...	5 15	...	9 3	...	...	...	...	...	...	...	...	7 27	...	14 14a
144 Berwick ES	arr. 7 32	8 0	12 16	11 52*	12 24 18	18	6 50	7 30	5 22	...	9 9	...	...	...	11 10 1	20	2 0	...	...	7 32	7 53	14 14a
146½ Narre Warren ES	arr. 7 37	8 13	12 22	*	12 30 4 25	25	7 15	8 20	5 28	...	9 18	...	...	...	...	...	...	...	...	7 38	8 6	14 14a
148½ Hallam	arr. 7 41	8 26	12 27	*	12 35 4 31	31	7 50	8 50	5 35	...	9 24	...	...	...	...	...	...	...	...	7 43	8 18	14 14a
150½ Dandenong ES WG	arr. 7 50	8 38	12 35	P.M. ...	12 43 4 40	40	7 50	8 50	5 51	...	9 32	...	...	...	11 30	...	...	...	...	7 52	8 26	14 14a
152½ Noble Park	dep. 7 53	8 57	12 39	12 10*	12 47 4 46	46	8 32	9 45	6 8	...	9 35	...	...	...	11 35	2 20	2 40	...	...	7 56	8 41	14 14a
154½ Sand'n Park N C	8 0	*	*	C	4 52	52	...	...	*	...	*	...	...	...	...	...	...	...	...	8 2	*	14 14a
156½ Spring Vale	8 6	9 10	12 49	*	12 57 4 58	58	...	...	6 21	...	*	...	...	...	...	...	...	...	...	8 9	8 53	14 14a
159 Clayton	8 13	9 19	12 55	*	1 35 3	3	...	...	6 29	...	*	...	...	...	...	...	...	...	...	8 16	9 4	14 14a
161½ Oakleigh	arr. 8 20	9 26	1 5	S S S	1 11 5 12	12	...	...	...	...	S	...	...	...	...	...	...	...	...	8 23	9 16	14 14a
162½ Murrumbeena	8 24	*	*	*	5 16	16	...	...	*	...	*	...	...	...	...	...	...	...	...	8 27	*	14 14a
163½ Carnegie	8 28	*	*	*	5 18	18	...	...	*	...	*	...	...	...	...	...	...	...	...	8 30	*	14 14a
164½ Gaulfield W	arr. 8 30	9 39	1 13	S S S	1 21 5 23	23	9 25	10 55	6 40	...	10 10	...	...	...	...	...	...	...	...	8 36	9 29	14 14a







SOUTH-EASTERN LINE.

MELBOURNE AND DANDENONG TO KORUMBURRA, LEONGATHA, AND PORT ALBERT

Down.

—continued.

Height above Sea.	Miles.	STATIONS.	1		2		3		5		7		10		11		12		13		14		15		16			
			Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.
745	68 1/2	KORUMBURRA W G E S	arr. 6 0	A.M. 6 0	...	...	A.M. 10 32	P.M. 7 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
511	71 1/2	Kardella	dep. 6 50	A.M. 5 30	...	...	Thro. Mixed. 8 5 10 47	...	...	...	...	...	Thro. Mixed. 6 34 8 36	...	...	...	Thro. Mixed. 10 20	...	...	...	...	...	...	...	...	...	...	...
266	74 1/2	Ruby	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
273	78	LEONGATHA E S	arr. 7 20	6 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
—	79 1/2	Ballast Siding N C	dep. 8 0	7 25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
109	83	Koomarra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
67	86 1/2	Tarwin W	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
77	88	Meenyan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
156	90	Stony Creek E S	arr. 9 50	8 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
148	94 1/2	Buffalo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
308	97 1/2	Boys N C	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
165	99 1/2	Fish Creek E S	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
422	102 1/2	Hoddle Range	arr. 11 15	10 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
76	107 1/2	Foster E S + W	dep. 10 50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...





SOUTH-EASTERN LINE.

UP. PORT ALBERT, LEONGATHA, AND KORUMBURRA TO DANDENONG AND MELBOURNE.

STATIONS.	1	2	3	4	6	7	8	9	10	11	12	13	14	15
PORT ALBERT†	A.M. ...	A.M. 4 50	A.M. ...	A.M. ...	P.M. 12 5	P.M. ...	P.M. ...	P.M. ...	P.M. ...	A.M. 9 0	P.M. ...	P.M. ...	A.M. ...	P.M. ...
Alberton † W	... { dep. / arr. }	4 58	... { dep. / arr. }	... { dep. / arr. }	12 14	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Geltondale ...	... { dep. / arr. }	5 5	... { dep. / arr. }	... { dep. / arr. }	12 24	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Hedley ...	... { dep. / arr. }	5 15	... { dep. / arr. }	... { dep. / arr. }	12 36	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Welshpool† ...	... { arr. / dep. }	5 26	... { arr. / dep. }	... { arr. / dep. }	12 50	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Agnes N C ...	... { arr. / dep. }	5 36	... { arr. / dep. }	... { arr. / dep. }	1 6	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Toora †	... { arr. / dep. }	5 50	... { arr. / dep. }	... { arr. / dep. }	1 11	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	11 30	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Bennison ...	... { arr. / dep. }	5 58	... { arr. / dep. }	... { arr. / dep. }	1 15	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	11 45	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Foster Est	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	1 50	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	12 15	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Hodde Range	... { dep. / arr. }	6 5	... { dep. / arr. }	... { dep. / arr. }	Th. Mtd.	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	1 10	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Fish Creek E S	... { dep. / arr. }	6 20	... { dep. / arr. }	... { dep. / arr. }	2 10	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	2 42	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Boys N C ...	... { dep. / arr. }	6 30	... { dep. / arr. }	... { dep. / arr. }	2 30	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Buffalo ...	... { dep. / arr. }	6 35	... { dep. / arr. }	... { dep. / arr. }	2 40	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }	... { dep. / arr. }
Stony Creek E S	... { arr. / dep. }	6 42	... { arr. / dep. }	... { arr. / dep. }	2 49	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	2 40	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Meenyan ...	... { arr. / dep. }	6 52	... { arr. / dep. }	... { arr. / dep. }	2 58	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	4 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Tarwin W ...	... { arr. / dep. }	6 57	... { arr. / dep. }	... { arr. / dep. }	3 11	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	5 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Koonawarra ...	... { arr. / dep. }	7 1	... { arr. / dep. }	... { arr. / dep. }	3 18	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	6 10	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Ballast Siding NC	... { arr. / dep. }	7 15	... { arr. / dep. }	... { arr. / dep. }	3 25	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	7 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
LEONGATHA E S ...	... { arr. / dep. }	7 10	... { arr. / dep. }	... { arr. / dep. }	3 35	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	8 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Ruby ...	... { arr. / dep. }	7 20	... { arr. / dep. }	... { arr. / dep. }	3 50	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	9 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }
Korumburra ...	... { arr. / dep. }	7 25	... { arr. / dep. }	... { arr. / dep. }	4 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	10 0	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }	... { arr. / dep. }



SOUTH-EASTERN LINE.

Up. PORT ALBERT, LEONGATHA, AND KORUMBURRA TO DANDENONG AND MELBOURNE—continued.

STATIONS.	1	2	3	4	6	7	8	9	10	11	12	13	14	15
Cranbourne E S	Goods, Car at'ch. Daily.	A.M.	...	...	...	...	...	...	...	...	...	...	...	...
		6 45	10 22	...	...	...	...	...	...	...	...	...	...	...
Lyndhurst E S		...	...	...	6 36*	7 35	11 50	6 22	...	...	...	...	...	6 2
		...	...	...	...	7 43	...	6 32	...	...	...	2 5	...	...
DANDENONG E S W G		6 55	10 33	12 50	6 43*	7 47	A.M.	6 55	...	...	1 30	...	...	6 20
		7 10	10 43	12 50	6 53	7 58	12 15	7 15	9 42	...	...	2 30	3 30	6 30
Noble Park Sandown Park NC	Goods, Daily.	C	10 46	1 0	7 10	8 18	12 35	7 35	9 55	...	1 50	3 0	4 0	...
		9 15	...	...	...	...	...	...	...	...	...	...	...	...
Spring Vale Clayton		10 58	...	...	...	8 23	...	...	...	...	...	...	...	...
		11 4	...	...	...	8 31	...	...	...	...	...	...	...	...
Oakleigh		...	...	1 50	...	8 37	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...
Murrumbena Carnegie		11 10	1 40	2 5	7 27	8 43	...	8 15	10 25	...	...	...	...	...
		11 13	...	...	...	...	...	...	...	...	...	...	...	...
Caulfield W		11 16	...	2 15	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...
Malvern Armadale		11 25	2 4	2 23	7 36	8 52	...	8 26	10 36	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...
Tyorak Hawthorn South Yarra		...	...	...	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	...
Richmond		11 40	...	...	7 51	9 51	...	...	...	...	...	...	...	...
		11 46	...	...	7 51	9 51	...	...	...	...	...	...	...	...

Goes to Berwick.

May, 1915.

South-Eastern District.

MELBOURNE— Flinders-st. W C	arr. / dep.		10 25		11 50		2 26		2 45		7 55		9 10		2 0		8 46		10 56		3 30		4 25		5 25				
	arr.	dep.	M	...	M	...	M	...	M	...	...	...	M	...	M	...	M	...	M	...	M	...	M	...	M	...			
Spencer-street arr.	...	...	1	...	2	...	3	...	4	...	6	...	7	...	8	...	9	...	10	...	11	...	12	...	13	...	14	...	15

M Thence to Spencer-street as practicable.

S. Sets down passengers only.

C Through passengers by No 1 Up change to Suburban train at Dandenong, where the car is to be cut off.

Welshpool Horse Tram Line (Narrow Gauge) 3 1/4 miles in length between Welshpool Railway Station and Port Welshpool Jetty. Trips are run as under, viz:—Leave Welshpool daily at 9 a.m. and 2 15 p.m., returning from the Jetty at 11 a.m. and 3 15 p.m. Running time, 30 minutes each way. For instructions regarding the working of this line, see General Appendix, pages 489 and 490

For Block Sections, see Suburban District Working Time Table.

General Notes, pages 2, 3, and 4. For references, see page 3.

**POWLETT COALFIELD LINE.  
NYORA TO WONTHAGGI.**

**DOWN.**

Height above sea level	Miles	STATIONS.	1	2	2a	3	4	5	6	7	8	9	10	P.M.	P.M.	A.M.	A.M.	A.M.
16	...	MELBOURNE (Flinders-street) WG	A.M. 3 20 M 8 36	A.M. 6 30	P.M. ...	A.M. 9 18 M 9 18 P.M. 1 30	P.M. 2 50	P.M. 4 45	P.M. 6 30	P.M. 8 30	P.M. ...	P.M. 8 36 A.M. 2 20 Mons. exc.	P.M. 10 10 M 10 10 A.M. 3 5	P.M. ...	P.M. ...	P.M. ...	P.M. ...	A.M. ...
396	55½	NYORA W E S	7 10	9 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
174	62½	Woodleigh E S	7 45 8 5	Through Mixed 9 20	12 30	2 55	Thro. Mxd. 6 30	Thro. Mxd. 7 45	Thro. Mxd. 9 22	9 50	11 30	2 40	3 30	...	...	...	...	...
149	65½	Kernot E S W	8 27	9 35	12 50	...	6 45	8 0	9 37	10 20	11 52	3 10	3 55	...	...	...	...	...
118	67	Abnurta ...	...	9 43 9 48	...	...	6 53 6 58	8 8 8 13	9 45 9 50	10 35	...	3 20	...	...	...	...	...	...
99	68½	Glen Forbes E S	8 50	9 54	...	...	7 4	8 19	9 56	10 48	12 47	...	...	...	...	...	...	...
69	72½	Woolamai E S	...	...	...	...	7 13	8 28	10 5	...	...	...	...	...	...	...	...	...
114	74½	Woolamai Quarries Sdg. N.C.	...	10 3	...	...	7 25	8 40	10 17	...	...	...	...	...	...	...	...	...
199	76	Anderson E S	9 20	10 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
221	76½	Co-operative Colliery Co.'s Sdg. N.C.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
125	78	Mitchell's Sdg. N.C.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	79½	Kilcunda E S	...	10 25	...	...	7 36	8 51	10 28	...	...	...	...	...	...	...	...	...
19	82½	Dalyston E S	9 42	10 34	...	4 42	7 46	9 1	10 38	11 43	...	...	...	...	...	...	...	...
27	84	Powlett N. Woolamai Sdg. N.C.	...	...	...	4 55	...	...	...	11 55	1 48	4 45	5 30	...	...	...	...	...
61	85½	State Mine E S +	9 52	...	2 21	...	8 1	9 16	10 53	...	...	...	...	...	...	...	...	...
61	86½	WONTHAGGI W +	...	10 49	...	...	...	...	...	...	...	...	...	...	...	...	...	...

M. Etc. Spencer-street as shown on page 265.

May, 1915.

Eastern District.

**POWLETT COALFIELD LINE.  
WONTHAGGI TO NYORA.**

UP.

Height above Sea.	Miles.	STATIONS.	1 Goods Daily.	2 Through Mixed.	3 Goods.	4 Goods.	5 Through Mixed.	6 Goods.	7 Goods.	7a Goods Sat. ex.	8 Goods.	9 Goods Daily.	10 Goods.	11 Goods.	12 Goods.	13 Goods.
81	—	WONTHAGGI W + ... dep.	A.M. ...	A.M. 7 2	A.M. ...	A.M. ...	P.M. 4 27	P.M. ...	P.M. ...	P.M. ...	F.M. ...	F.M. ...	P.M. ...	...	...	...
61	2	State Mine E S + ...	2 0	7 6	7 40	8 0	4 31	5 0	5 20	6 50	8 40	9 15	11 20	...	...	...
27	24	Powlett Nth. Woolamai Siding N C ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	4	Dalyston E S ...	...	7 15	...	...	4 40	...	...	7 20	9 5	...	11 34	...	...	...
41	7	Kileunda E S ...	...	...	...	...	...	...	...	7 40	...	...	...	...	...	...
125	84	Mitchell's Siding N C ...	...	7 25	...	...	4 50	...	...	...	...	...	...	...	...	...
221	10	Co-operative Colliery Coy s. Sdg. N C ...	...	...	...	...	...	...	...	...	...	10 10	...	...	...	...
199	104	Anderson E S ...	...	7 40	...	9 15	...	...	...	...	...	10 22	...	...	...	...
114	112	Woolamai Quarries Siding N C ...	...	...	...	9 35	5 5	...	...	...	...	...	...	...	...	...
69	14	Woolamai E S ...	...	7 50	...	10 5	...	...	6 50	8 31	10 10	10 49	...	...	...	...
89	17 1/2	Glen Forbes E S ...	...	8 0	8 52	...	5 15	...	7 10	...	...	10 55	...	...	...	...
118	19 1/2	Almura ...	...	8 6	...	...	5 31	6 33	...	...	10 27	...	...	...	...	...
149	20 1/2	Kernot E S W ...	3 18	8 15	...	...	...	6 55	8 10	...	10 45	...	...	...	...	...
174	24	Woodleigh E S ...	3 35	...	9 30	...	...	...	...	...	...	11 40	...	...	...	...
206	20 1/2	NYORA E S W ...	3 45	8 25	9 40	...	5 48	...	...	...	...	...	...	...	...	...
16	20 1/2	MELBOURNE (Fin- ders st).	4 30	8 47	10 20	11 40	6 8	7 38	9 10	9 50	11 28	11 55	...	...	...	...
		... arr.	11 50	Pass. 9 9	10 50	...	Pass. 6 18	7 40	...	10 0	11 55	12 30	...	...	...	...
		... arr.	M10 25	11 50	M2 45	...	9 10	M10 56	...	M2 0	M4 25	M5 25	...	...	...	...

This train (No. 1 up) picks up a car at Nyora and leaves it at Dandenong daily. M Thence to Spencer-street as shown on page 268.

TRARALGON, BRIAGOLONG, AND BAIRNSDALE LINES.

Down. TRARALGON TO BAIRNSDALE via MAFFRA, AND TO BRIAGOLONG.

Height above Sea.	Miles.	STATIONS.	2		3	4	5	5a	6	7	8	9
			Goods. Car att. Mon. Tu. Sat. Goods Wed. Thur. Fri.	Goods. ++	Pass.	Goods. †	Live Stock or Goods. †	Live Stock or Goods. †	Pass.	Live Stock or Goods. †		
feet			A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.
16	—	MELBOURNE—(Flinders-street) ... dep.	...	...	7 52	...	...	...	...	4 30	...	...
		... arr.	...	...	12 10	...	...	...	...	9 4	...	...
141	97½	TRARALGON + WG ...			Thro. Mixed				4, 5			
		... dep.	5 0	9 45	12 25	2 0	...	2 15	6 0	9 30	11 20	
144	103½	Glengarry † ...	... arr.	...	...	...	...	...	...	...	...	...
		... dep.	5 23	...	12 39	2 15	...	...	...	9 44	...	...
		... arr.	...	...	...	2 40	...	2 55	...	...	...	...
231	108¾	Toongabbie † ...			12 52	2 50	...	3 15	6 40	9 56	11 55	
		... dep.	5 50	...	...	...	...	...	...	...	...	...
		... arr.	...	...	...	...	...	...	...	...	...	...
184	113¾	Cowwarr † ...			1 4	...	...	...	7 0	10 7	...	...
		... dep.	6 10	...	1 12	...	...	...	...	...	...	...
181	117	Dawson ...			...	...	...	...	...	...	...	...
		... dep.	6 20	...	...	...	...	...	...	...	...	...
		... arr.	...	...	...	...	...	3 55	...	...	...	A.M. 12 35
190	120½	Heyfield † W ...			1 23	3 15	...	4 0	7 25	10 22	12 40	
		... dep.	7 0	...	...	...	...	4 20	...	...	...	...
		... arr.	7 25	...	...	...	...	...	...	...	...	...
105	126½	Tinamba † ...			1 36	3 45	...	4 40	7 45	10 34	1 0	
		... dep.	7 40	...	1 46	4 0	...	5 0	...	10 44	...	...
87	131½	MAFFRA † W ...			11 45	...	...	...	...	...	...	...
		... arr.	7 52	...	...	...	...	...	...	...	...	...
BRIAGOLONG LINE.					Tricycle with Mails. Mon., Wed., Fri. p.m.	Mixed Tu. Th. Sats. P.M.						
87	—	MAFFRA † W ... dep.	...	...	2 5	1 56	...	...	...	...	...	...
113	138½	Boisdale ...	...	...	2 50	2 16S	...	...	...	...	...	...
130	140	Bushy Park N C ...	...	...	...	2 22S	...	...	...	...	...	...
196	143½	Briagolong † ... arr.	...	...	3 25	2 40	...	...	...	...	...	...
87	131½	MAFFRA E S † W ... dep.	8 10	11 59	1 49	4 20	...	...	8 0	10 45	1 15	
87	134½	Powerscourt Siding N C ...	...	...	...	...	...	...	...	...	...	...
		... arr.	...	...	...	...	...	...	...	...	...	...
54	136½	Stratford Junction E S †			P.M.				Ex. Sale.			
		... dep.	8 22*	...	2 0*	4 35	...	...	8 19	10 56*	1 30	
		... arr.	8 26	12 15	2 3	4 38	...	...	8 22	10 59	1 33	
72	137½	STRATFORD † W ...			Goods Daily Car att.	Pass. Daily.		Mxd. Thu. P.M.	Thro. Mixed Mon. Wed. P.M. Fri. Sat. A.M.		Thence to Sale.	
		... dep.	8 50	...	...	2 14	...	7 30	11 11	...	...	...
46	170½	BAIRNSDALE † W ... arr.	11 15	...	3 25	...	...	8 50	12 18	...	...	...

For intermediate times of trains between Stratford and Bairnsdale, see Melbourne to Bairnsdale via Sale service.

Vehicles are allowed to stand in No. 2 Road at Traralgon and Bairnsdale. See Conditions General Appendix, pages 274-276.

See General Notes, pages 2, 3, and 4. For references, see page 3.

May, 1915.

Eastern District.

BAIRNSDALE, BRIAGOLONG, AND TRARALGON LINES.

Up. BAIRNSDALE AND BRIAGOLONG TO TRARALGON via MAFFRA.

Height above Sea.	Miles.	STATIONS.	1	1a	1b	2	3	4	5	6	7
			Pass. Mon., Thurs., Sat.	Gds Car attd. Fri.	Goods Car attached. Mon., Tu., Wed., Th., Sat.		Goods. †	Goods Car att. M., Tu., Goods. W., Th., Fri.	Goods Car attd. Sats.	Pass.	Goods Car attd. Mon., Thurs.
feet			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
46	-	BAIRNSDALE † W	dep. 5 40	6 45	9 30	...	...	...	2 21	5 30	...
			arr. 6 51	8 35	11 30	...	...	...	3 44	6 58	...
72	32 1/4	STRATFORD † W	Daily	— 3 01	—	...	...	...	Mixed. Mon., Wed., Fri.	7 10	6 5
			dep. 7 0	9 5	11 45	10 15	12 15	2 30	3 55	To Sale. M, Fr.	6 5
				To Sale.	To Sale.						
54	33 3/4	Stratford Jun. ES †	arr. ...	...	...	...	...	...	...	...	...
87	36	Powerscourt Sdg. NC	dep. 7 3*	...	...	10 18	12 18*	...	3 58*	...	6 8
87	39	Maffra ES † W	arr. 7 14	...	...	...	12 33	2 48	4 9	...	...
196	...	BRIAGOLONG LINE. Briagolong † dep.	...	...	The cycle with mails. Mon., Wed., Fri. A.M. 11 10	...	...	...	Mixed Tu, Th. Sat. P.M. 3 10	...	...
130	3 1/2	Bushy Park NC	...	...	...	...	...	...	3 20\$	...	...
113	5 1/2	Boisdale	...	...	11.55 P.M.	...	...	...	3 35\$	...	...
87	12 1/2	Maffra † W arr.	...	...	12 30	...	...	...	4 7	...	...
					— 266 —	Cannot run when No. 3 down runs.			Thro Mxd. Daily.	Goods †	
87	39	Maffra † W ...	dep. 7 18	...	...	10 33	12 53	3 3	4 17	P.M. 5 52	6 37
			arr. 7 28	...	...	...	1 6	3 16	...	...	...
105	43 1/2	Tinamba † ...	dep. 7 29	...	...	10 45	1 38	3 30	4 28	6 7	6 42
			arr. 7 42	...	...	...	1 54	3 46	...	...	7 10
190	49 1/2	Heyfield † W	dep. 7 44	...	...	...	...	...	...	...	...
181	53 1/2	Dawson ...	... 7 53	...	...	11 5	2 5	4 0	4 44	6 35	7 25
			... 7 53	...	...	11 17	2 14\$	4 0\$	4 53	...	...
184	56 1/2	Cowwarr † ...	arr. ...	...	...	...	...	...	...	6 56	...
			dep. 8 1	...	...	11 27	2 30	4 26	5 1	7 0	7 46
			arr. ...	...	...	...	2 43	...	...	...	...
231	61 1/2	Toongabbie † ...	dep. 8 12	...	...	11 50	2 53	4 46	5 12	7 20	8 6
			arr. ...	...	...	...	...	5 0	...	...	...
144	66 1/2	Glengarry † ...	dep. 8 24	...	...	...	...	...	...	...	...
			arr. 8 36	...	...	...	...	...	...	...	...
141	72 1/2	Traralgon † WG	dep. 9 5	...	...	...	...	...	...	...	...
16	170 1/2	MELBOURNE (Flinders-street) arr.	P.M. 1 35	...	...	...	...	...	10 31	...	...

Block system is in force between Stratford Junction and Stratford Junction Down and Up journey. Station-masters, Glengarry to Maffra inclusive, to advise Station-master, Stratford, not later than 11.0 a.m. their Up loading and give tonnage. Station-master, Stratford to arrange to clear them by No. 3 or No. 4 Up. See General Notes, pages 2, 3, and 4. For references, see page 3. Vehicles are allowed to stand in No. 2 Road at Traralgon and Bairnsdale. See conditions General Appendix, pages 274-276.



**NEERIM LINE.**

Down.		WARRAGUL TO NEERIM SOUTH.								
Height above Sea.	Miles.	STATIONS.				1	2	3	4	
					Mixed. Thurs.	Pass.	Tricycle with Mails. Weds.	Ltd. Thro. Mxd. Tu., Th., Fri.		
feet 16	—	MELBOURNE (Flinders-street) ... dep.				A.M. ...	A.M. 7 52	A.M. ...	A.M. 11 20	
					arr.	...	...	P.M. 2 37		
367	61½	WARRAGUL † W C ...					Mixed. Mon., Tues, Fri., Sats.		Thurs.	
					dep.	7 15	A.M. 11 15		P.M. 3 45	
404	64½	Lillico N C ...				7 25§	11 25§	11 33	3 55§	
475	66½	Buln Buln ...				7 37	11 38	11 48	4 10	
374	68½	Bravington N C ...				7 41§	11 42§	11 57	4 14§	
380	69½	Rokeby ...				7 54	11 55§	P.M. 12 5	4 27§	
622	72½	Crossover N C ...				8 15§	12 17§	12 23	4 49§	
669	74½	NEERIM SOUTH † ...				arr.	8 30	P.M. 12 30	12 38	5 0

Up.		NEERIM SOUTH TO WARRAGUL.							
Height above Sea.	Miles.	STATIONS.				1	2	3	4
					Mixed. Thurs.	Mixed. Mon., Tu., Fri., Sat.	Tricycle with Mails. Weds.	Mixed. Thurs.	
feet 669	—	NEERIM SOUTH † ... dep.				A.M. 9 10	P.M. 2 10	P.M. 3 37	P.M. 5 35
622	2½	Crossover N C ...				9 20§	2 22§	3 52	5 47§
380	5½	Rokeby ...				9 32§	2 38§	4 10	6 3§
374	6½	Bravington N C ...				9 38§	2 46§	4 18	6 11§
475	8	Buln Buln ...				9 50	3 5	4 27	6 30
404	10½	Lillico N C ...				9 57§	3 12	4 42	6 40§
					arr.	10 10	3 25	5 0	6 55
367	13½	WARRAGUL † W ...				Pass. Daily. 10 57	Limited. Thro. Mxd. T, Th, F. 3 50	...	Pass. Daily. 7 50
					dep.	...	...	...	...
16	74½	MELBOURNE (Flinders-street) ...				P.M. 1 35	7 11	...	10 31

See General Notes, pages 2, 3, and 4. For references, see page 3.

May, 1915.

Eastern District.

**THORPDALE LINE.**

Down. MOE TO THORPDALE.					Up. THORPDALE TO MOE.				
Height above Sea.	Miles.	STATIONS.	1 Mixed. Mon.	2 Pass.	Height above Sea.	Miles.	STATIONS.	1 Mixed. Mon.	2 Mixed.
feet			A.M.	A.M.	feet			A.M.	P.M.
16	—	MELBOURNE (Flinders-street) dep.	...	7 52	797	—	Thorpdale † dep.	9 0	4 20
		arr.	...	11 26	760	1	McColl's Siding NC	...	...
			...	...	544	3½	Narracan ...	9 10	4 58
229	80½	Moe † W ...		Mixed.	385	6	Coalville N C ...	9 22	4 55
		dep.	8 0	11 50	299	7½	David N C ...	§	§
290	84	David N C ...	§	§	229	11½	Moe † W ...	9 35	5 20
				P.M.			arr.	Pass. Daily	Pass.
385	85½	Coalville N C ...	8 16	12 13			dep.	9 50	6 39
544	87½	Narracan ...	8 22	12 35					
760	90½	McColl's Siding NC	...	...	16	91½	MELBOURNE—	P.M.	
797	91½	Thorpdale † arr.	8 35	12 50			(Flinders-street) ...	1 35	10 31

Nos. 1 Down and 1 Up to be given a through load, other trains to do roadside work.

**WALHALLA LINE (Narrow Gauge).**

Down. MOE TO WALHALLA.						Up. WALHALLA TO MOE.					
Height above Sea.	Miles.	STATIONS.	1 Pass.	2 Tricyle with Mails. Tu., Th. & Fr.	3 G'ds. Tu., Th., & Fri. †	Height Above Sea.	Miles.	STATIONS.	1 Mixed. Mon., W., Sat.	2 Tricycle with Mails. Tuesday, Th., & Fr.	3 G'ds. Tu., Th., & Fri. †
feet			A.M.		P.M.	feet			A.M.	P.M.	A.M.
16	—	MELBOURNE (Flinders-street) dep.	7 52	...	...	1021	—	WALHALLA † W dep.	6 40	3 30	8 30
		arr.	11 26	...	...	717	2½	Thomson N C ..	7 0	...	...
			Mixed. Mon., W., Sa.	NOON.	...	995	4	Platina N C ...	§	...	...
229	80½	Moe † W ...	NOON			1300	6	Knott's Siding NC	§	...	...
		dep.	12 0	12 0	2 30			Erica † W { arr.	...	...	...
			P.M.			1320	7½	Erica † W { dep.	7 48	4 25	...
201	83½	Gooding N C ...	12 16	...	...			Watson N C ...	7 58	...	...
605	90½	Gould N C W...	12 55	P.M.	...	1210	9½	Moondarra N C ...	8 8	4 55	...
1238	95	Moondarra N C	1 20	1 45	...	1238	11½	Gould N C W ...	8 32	...	...
1210	96½	Watson N C	1 30	...	...	605	15½	Gooding N C ...	9 3	...	...
		arr.	...	...	...	201	22½	Erica † W { arr.	9 25	6 15	11 30
1320	98½	Erica † W ...						Moe † W { dep.	Pass Daily.	...	...
		dep.	1 59	2 10	4 30	229	26		9 50	...	...
1300	100½	Knott's Siding NC	§	...	...						
995	102½	Platina N C ...	§	...	...						
717	104	Thomson N C ...	2 36	...	...	16	106½	MELBOURNE (Flin-	P.M.		
1021	106½	WALHALLA † W arr.	3 0	3 0	5 30			ders street) ...	1 35	...	...

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

For Conveyance of Mails on Walhalla line, see General Appendix, page 492.

See Weekly Notice 23/14 re Erica and vehicles in No. 2 road.

**MIRBOO LINE.**

Down.				Up					
MORWELL TO NORTH MIRBOO.				NORTH MIRBOO TO MORWELL.					
Height above Sea	Miles.	STATIONS.	1 Mixed Tu.	2 Pass.	Height above Sea	Miles.	STATIONS.	1 Mixed Tu.	2 Mixed.
feet			A.M.	A.M.	feet			A.M.	P.M.
16	—	MELBOURNE (Flinders-street) <i>dep.</i>	—	7 52	784	—	NORTH MIRBOO + <i>dep.</i>	8 5	4 15
					543	3½	Darlimurla ...	8 17	4 30
					290	8	Boolarra W ...	8 35	5 0
					239	12¾	Yinnar ...	8 51	5 30
283	89	Morwell +		Mixed.	218	16½	Hazelwood N C ...	9 1	5 40§
				P.M.				9 15	5 55
								Pass.	
218	92½	Hazelwood N C ...	6 25	12 15	283	20	Morwell +	Daily.	Pass.
239	96½	Yinnar ...	6 34§	12 24§				9 27	6 17
290	101	Boolarra W ...	7 7	1 8				P.M.	
543	105½	Darlimurla ...	7 24	1 30	16	109	MELBOURNE (Flinders-street)		
784	109	NORTH MIRBOO + <i>arr.</i>	7 35	1 50				1 35	10 31

Nos. 1 Down and 1 Up to have through load ; other trains to do roadside work.

See General Notes, pages 2, 3, and 4. For references, see page 3.

**JUMBUNNA AND OUTTRIM LINE.**

Down. KORUMBURRA TO JUMBUNNA AND OUTTRIM.				
Height above Sea.	Miles.	STATIONS.	1 Pass.	2 Goods Car att'd. M, W, Th, Fri.
feet.			A.M.	P.M.
16	—	MELBOURNE (Flinders-street) W C <i>dep.</i>	7 27	—
			8 13	—
69	18½	Dandenong E S W ...	8 16	—
			10 32	—
746	68¾	KORUMBURRA E S C ...	Mixed.	2 45
			11 0	—
825	73	Jumbunna E S + ...	11 25	3 0
576	74	Jumbunna Coal Coy.'s Siding N C ...	—	—
607	74½	Outtrim North N C ...	11 45	3 20
541	75½	OUTTRIM + ...	11 50	3 25

See General Notes, pages 2, 3, and 4. For references, see page 3.

The mileages for Korumburra Coal Mines are :—

	miles.
Korumburra to Coal Creek Siding ...	1
„ Silkstone „ ...	1½
„ Extended Co's. Siding ...	1½
„ Austral „ ...	2½
„ Strezlecki „ ...	3

JUMBUNNA AND OUTTRIM LINE.

Up. OUTTRIM AND JUMBUNNA TO KORUMBURRA.

Height above Sea.	Miles.	STATIONS.	1 Goods Car att. M., W., Th., Fri.	2 Goods with Car attached.
feet.			P.M.	P.M.
541	—	OUTTRIM † ... .. dep.	12 10	3 45
607	¼	Outtrim North N C ... ..	12 15	3 50
576	1¼	Jumbunna Coal Coy.'s Siding NC ...	...	...
625	2¼	Jumbunna E S † -- -- { arr. dep.	12 35	4 10
			12 55	4 30
746	6¼	KORUMBURRA E S G ... .. { arr. dep.	...	Pass. 5 0
			...	6 53
69	56¾	Dandenong E S W ... .. { arr. dep.	...	7 10
16	75¼	MELBOURNE (Flinders-street) W C arr.	...	7 55

SPECIAL INSTRUCTIONS.—Guards and Drivers while running on the Coal Lines must keep sharp look-out in case line should be obstructed by limbs falling from overhanging trees.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

## INSTRUCTIONS RE REPORTING THE RUNNING OF PASSENGER TRAINS.

The following instructions are issued for compliance with by the Staff, and must be closely observed :—

Stations specified hereunder must despatch wires to reach Superintendent Passenger Train Service, not later than 8 a.m. on day following that on which trains run, giving particulars of the arrival and departure of the undermentioned trains, whether on time or not. Warragul to wire twice daily, at midday and after last train at night.

Times are to be accurately shown ; if trains are only one (1) minute late they must be so shown on wire.

Stations must be careful to obtain full particulars from Guard when late, and in event of any time being lost by engine the cause must be ascertained from the Driver and included in wire.

Guards must furnish Station-masters with correct particulars as to cause of late running, any special occurrences on journey being detailed, and will require to show in the right-hand margin of their running statements particulars of any horse-boxes, carriage, hearse, or other trucks attached to or detached from their trains, the number and class of vehicle, and station from and to to be given.

When any of these trains are blocked at roadside stations full particulars must be wired by stations concerned, and if the train that caused block was running late the cause of such late running must be shown, if ascertainable. If blocked by Mixed or Goods trains. state whether over time on section or other cause.

Particulars of all Special passenger trains are to be reported by Junction and Terminal stations.

District	Section.	Train of which Statement of Running is to be wired.	Stations which are to wire Statement of Running.	Stations which are to report Arrival and Departure only, with Causes of any local delay.
Eastern ..	Melbourne—Sale	4.30 p.m. Down 7.40 a.m. Up	Warragul, Traralgon, Sale, and Bairnsdale	Dandenong and crossing stations if trains be late
	Melbourne—Bairnsdale	7.52 a.m. Down .. 2.21 p.m. Up ..		
	Bairnsdale—Sale	5.40 a.m. Up Mon., Th., Sats.		
	Dandenong—Pakenham Melbourne—Pakenham	5.50 a.m. Down Daily 7.12 a.m. Up Daily 1.30 p.m. Down Sats. 3.56 p.m. Up Sats.	Pakenham—Dandenong	
South-Eastern	Melbourne—Korumburra	7.27 a.m. Down ..	Korumburra ..	Nyora and crossing stations if trains be late
		4.45 p.m. Down, Wed and Sats. ex.		
		2.50 p.m. Down, Wed. 6.30 p.m. Down, Sats.		
	Melbourne—Nyora	8.20 a.m. Up Daily 5.0 p.m. Up Daily 6.30 a.m. Down .. 6.18 p.m. Up ..	Nyora ..	Nyora

NOTE.—Station-master, Flinders-street, will require to furnish particulars on late running returns regarding any of the above trains which arrive at or depart from that station, whether they be on time or not.

May, 1915.

General Notes.

PASSENGER TRAINS—EASTERN LINE.

The following Running Schedules have been fixed, viz. :—

DOWN.	7.34 A.M.		7.52 A.M.		4.30 P.M.		
	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.	
SECTION.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	
FLINDERS-STREET to—							
Richmond ... ..	20	5	3	1	...	...	
South Yarra ... ..			4	1	...	...	
Hawkesburn ... ..			2	...	...	...	
Toorak ... ..			3	1	...	...	
Armadale ... ..			2	...	...	...	
Malvern ... ..	6	4	2	...	...	...	
Caulfield ... ..			3	1	16	2	
Oakleigh ... ..			6	4	6	4	
Clayton ... ..			5	1	5	1	
Spring Vale ... ..			4	1	5	1	
Noble Park ... ..	4	...	...	...	...		
Dandenong ... ..	5	8	7	4	7	4	
Hallam ... ..	6	1	7	1	8	1	
Narre Warren ... ..	4		4	1	5	1	
Berwick ... ..	5		1	6	1	6	2
Beaconsfield ... ..	4		1	4	1	4	1
Officer ... ..	5		1	5	1	5	1
Fakenham ... ..	7	1	7	1	8	1	
Nar-nar-goon ... ..	7	1	8	1	8	1	
Tynong ... ..	5	1	6	1	6	1	
Garfield ... ..	5	1	6	1	6	1	
Bunyip ... ..	4	1	5	1	5	1	
Longwarry ... ..	5	1	5	1	6	1	
Drouin ... ..	13	2	15	3	16	4	
Warragul ... ..	9	...	10	15	11	25	
Nilma ... ..	...	...	5	1	5	1	
Darnum ... ..	...	...	5	1	5	2	
Yarragon ... ..	...	...	6	1	6	2	
Trafalgar ... ..	...	...	10	2	9	2	
Moe ... ..	...	...	10	5	11	5	
Morwell ... ..	...	...	21	5	21	4	
Traralgon ... ..	...	...	13	10	15	11	
Loy Yang ... ..	...	...	9	1	9	1	
Flynn ... ..	...	...	10	1	10	1	
Rosedale ... ..	...	...	10	2	10	1	
Kilmany ... ..	...	...	...	...	...	...	
Fulham ... ..	...	...	22	1	22	1	
Sale ... ..	...	...	10	20	10	...	
Montgomery ... ..	...	...	9	1	...	...	
Stratford Junction ... ..	...	...	9	...	...	...	
Stratford ... ..	...	...	3	6	...	...	
Munro ... ..	...	...	14	1	...	...	
Fernbank ... ..	...	...	16	1	...	...	
Lindenow ... ..	...	...	12	6	...	...	
Hillside ... ..	...	...	7	1	...	...	
Bairnsdale ... ..	...	...	13	...	...	...	
<b>Total</b> ... ..	<b>123</b>	<b>31</b>	<b>344</b>	<b>109</b>	<b>206</b>	<b>84</b>	
			Engine requirements— Dandenong, 4 minutes; Warragul, 10 minutes; included in above.		Engine requirements— Dandenong, 4 minutes; Warragul, 10 minutes; included in above.		

EASTERN LINE—continued.

PASSENGER TRAINS.

UP.		7.40 A.M.		2.21 P.M.	
SECTION.		Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.
		Minutes.	Minutes.	Minutes.	Minutes.
BAIRNSDALE to—					
Hillside .. .. .		..	..	16	1
Lindenow .. .. .		..	..	9	14
Fernbank .. .. .		..	..	14	1
Munro .. .. .		..	..	15	1
Stratford .. .. .		..	..	12	5
Montgomery .. .. .		..	..	9	1
Sale .. .. .		..	..	12	22
Fulham .. .. .		8	1	8	1
Kilmany .. .. .		..	..	..	..
Rosodale .. .. .		22	3	22	4
Flynn .. .. .		11	1	11	1
Loy Yang .. .. .		9	1	9	1
Traralgon .. .. .		12	17	12	15
Morwell .. .. .		18	4	17	3
Moe .. .. .		18	5	18	4
Trafalgar .. .. .		10	2	10	2
Yarragon .. .. .		10	2	9	2
Darwin .. .. .		7	2	7	2
Nilma .. .. .		5	1	5	1
Warragul .. .. .		8	20	8	25
Drouin .. .. .		11	3	11	3
Longwarry .. .. .		7	1	8	1
Bunyip .. .. .		5	1	5	1
Garfield .. .. .		5	1	5	1
Tynong .. .. .		5	1	5	1
Nar-nar-noon .. .. .		6	1	6	1
Pakenham .. .. .		8	2	8	1
Officer .. .. .		8	1	8	1
Beaconsfield .. .. .		6	1	6	1
Berwick .. .. .		4	2	4	2
Narre Warren .. .. .		5	1	5	4
Hallam .. .. .		4	1	4	2
Dandenong .. .. .		8	4	8	3
Spring Vale .. .. .		9	1	..	..
Clayton .. .. .		5	1	..	..
Oakleigh .. .. .		5	5	10	5
Caulfield .. .. .		6	2	6	3
Malvern .. .. .		..	..	..	..
Armadale .. .. .		..	..	..	..
Toorak .. .. .		..	..	..	..
Hawksburn .. .. .		..	..	..	..
South Yarra .. .. .		7	2	7	4
Richmond .. .. .		4	2	..	3
Flinders-street .. .. .		4	..	7	..
Total .. .. .		260	92	342	143
		Engine requirements—Warragul, 10 minutes; Dandenong, 4 minutes; included in above.		Engine requirements—Warragul, 10 minutes; Dandenong, 4 minutes; included in above.	

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

May, 1915.

General Notes

PASSENGER TRAINS—MELBOURNE (FLINDERS-STREET AND KORUMBURRA).

The following Running Schedules have been fixed, viz. :—

DOWN.	6.30 A.M.		7.27 A.M.		2.00 P.M. (Weds.)		4.45 P.M. (W. & Sa. exc.)		6.30 P.M. (Sats.)		
	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.	
SECTION.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.	
FLINDERS-ST. to											
Richmond ..	4	1		..							
South Yarra	3	1		..							
Hawksburn ..	3	1	(Express)	..	(Express)	(Express)	(Express)	(Express)	(Express)	(Express)	
Toorak ..	3				..						
Armadale ..	2		(Express)	..	(Express)	(Express)	(Express)	(Express)	(Express)	(Express)	
Malvern ..	3			..							
Caulfield ..	3	1	19	1	17	3	17	2	17	1	
Carnegie ..	..	..	..	..	3	1	3	1	3	1	
Murrumbeena	..	..	..	..	2	1	2	1	2	1	
Oakleigh ..	7	1	7	1	3	1	3	3	3	2	
Clayton ..	5	1	..	..	5	1	5	1	5	1	
Spring Vale ..	5	1	..	..	5	1	5	1	5	1	
Noble Park ..	..	..	..	..	4	1	4	1	4	1	
Dandenong ..	8	18	18	3	5	6	5	20	5	8	
Lyndhurst ..	8	1		..	8	1	8	2	8	7	
Cranbourne ..	9	1		..	9	2	9	2	9	2	
Clyde ..	6	1	(Express)	..	6	2	6	5	6	3	
Tooradin ..	7	1		..	7	1	7	2	7	2	
Dalmore ..	4	1		..	5	1	5	1	5	1	
Koo-wee-rup	7	1	(Express)	..	7	2	7	2	7	2	
Monomeith ..	4	1		..	4	1	4	1	4	1	
Caldermeade	4	1		..	5	1	5	1	5	1	
Lang Lang ..	5	2	58	12	5	2	5	2	5	3	
Bank Box ..	..	..	..	..	10	..	10	..	10	..	
Nyora ..	19	5	17	7	10	5	10	4	10	5	
Loch ..	7	2	7	2	7	5	7	1	7	2	
Jeetho ..	7	1	8	1	7	2	7	1	7	1	
Bena ..	12	1	15	1	12	2	12	1	12	2	
Whitelaw ..	4	1	4	1	4	1	4	1	4	1	
Korumburra	7	..	7	7	7	..	7	..	7	..	
Total ..	156	45	160	37	22	157	43	157	56	157	49

Engine running time Nyora to Korumburra when load does not exceed equal to 134 vehicles over that section.

Engine requirements—Dandenong, 5 minutes included in above.

Engine requirements—Dandenong, 5 minutes included in above.

Engine requirements—Dandenong, 5 minutes included in above.

UP.	8.20 a.m.		5.0 P.M.		UP.	8.20 a.m.		5.0 P.M.	
	Engine Running Time.	Time allowed at Stations.	Engine Running Time.	Time allowed at Stations.		SECTION.	Engine Running Time.	Time allowed at Stations.	Engine Running Time.
SECTION.	Mins.	Mins.	Mins.	Mins.	SECTION.	Mins.	Mins.	Mins.	Mins.
KORUMBURRA to—					CLYDE to—				
Whitelaw ..	6	..	5	1	Cranbourne ..	8	4	6	..
Bena ..	4	..	4	1	Lyndhurst ..	7	4	7	..
Jeetho ..	8	2	8	1	Dandenong ..	9	3	8	17
Loch ..	7	2	7	1	Noble Park ..	4	1	..	..
Nyora ..	8	10	8	3	Spring Vale ..	6	1	..	..
Bank Box ..	5	..	5	..	Clayton ..	5	1	..	..
Lang Lang ..	9	2	9	..	Oakleigh ..	5	1	16	1
Caldermeade	4	2	3	..	Murrumbeena ..	3	1	..	..
Monomeith ..	4	1	4	..	Carnegie ..	2	1	..	..
Koo-wee-rup ..	5	2	4	..	Caulfield ..	4	4	7	2
Dalmore ..	7	1	..	..	Hawksburn ..	6	4	..	..
Tooradin ..	4	1	9	11	South Yarra ..	3	2	7	3
Clyde ..	10	4	9	6	Richmond ..	4	2	4	1
					Flinders-street ..	4	..	4	..
					Total ..	151	58	135	48

Engine requirements, Nyora, 2 minutes (included in above).



May, 1915.

**General Notes.**

The following are the Schedule Leads for Passenger Trains on Eastern and South Eastern Lines:—

**EASTERN.**

**Down.**

**Up.**

Engine.	Section.	Schedule Load Equal.	Engine.	Section.	Schedule Load Equal.
A 2 High Pressure AA 2 A's A 2	Melbourne-Traralgon (4 Down Excepted).	21 vehicles	A 2	Traralgon-Melbourne	21 vehicles
	Melbourne-Traralgon (4 Down).	20 vehicles	High Pressure-AA	Traralgon-Melbourne	16 vehicles
	Melbourne-Traralgon	15 vehicles	2 A's	Traralgon-Melbourne	24 vehicles
	Melbourne-Traralgon 7.34 a.m. Melbourne to Warragul	23 vehicles 14 vehicles			

2.21 p.m. BAIRNSDALE TO TRARALGON.

Bairnsdale to Sale :—DD 14, R (90%), 12, R (85% or 80%) 11, D (70%) 10.  
Sale to Traralgon :—DD 15, AA (90%) 13½, AA 85% 12½, A, or D (80%) 12.

**SOUTH-EASTERN.**

**Down.**

Engine.	Melbourne to Nyora.	Nyora to Korumburra.		Korumburra to Leongatha.
		Fast Schedule.	Slower Schedule.	
A 2	18	13½	17	17 -- --

**Up.**

Engine.	Leongatha to Korumburra.	Korumburra to Nyora.	Nyora to Melbourne.
A 2	16	18	18

For instructions in regard to speed of Trains, see General Appendix, pages 176-184.

Passenger Trains—continued.

TRARALGON TO SALE, VIA MAFFRA AND STRATFORD.

DOWN.					9.30 P.M.	
SECTION.					Engine Running Time.	Time allowed at Stations.
					Minutes.	Minutes.
TRARALGON to—					13	1
Glengarry	..	..	..	..	11	1
Toongabbie	..	..	..	..	10	1
Cowwarr	..	..	..	..	..	..
Dawson	..	..	..	..	14	1
Heyfield	..	..	..	..	11	1
Tinamba	..	..	..	..	10	1
Maffra	..	..	..	..	11	..
Stratford Junction	..	..	..	..	3	16
Stratford	..	..	..	..	3	..
Stratford Junction	..	..	..	..	7	..
Montgomery	..	..	..	..	12	..
Sale	..	..	..	..		
Total					105	22
Engine requirements					Stratford, 10 minutes (turn engine), included in above.	
UP.					6.20 A.M.	
SECTION.					Engine Running Time.	Time allowed at Stations.
					Minutes.	Minutes.
SALE to—					10	1
Montgomery	..	..	..	..	8	..
Stratford Junction	..	..	..	..	3	18
Stratford	..	..	..	..	3	..
Stratford Junction	..	..	..	..	11	4
Maffra	..	..	..	..	10	1
Tinamba	..	..	..	..	13	2
Heyfield	..	..	..	..	8	1
Dawson	..	..	..	..	7	1
Cowwarr	..	..	..	..	10	1
Toongabbie	..	..	..	..	10	2
Glengarry	..	..	..	..	12	..
Traralgon	..	..	..	..		
Total					105	31
Engine requirements					Stratford, 10 minutes (turn engine), included in above.	

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

MIXED TRAINS—EASTERN DISTRICT.

The following Engine Running Schedules have been fixed for Mixed Trains as under:—

Guards must enter in the proper column on TRs 13 and 13A in the case of Mixed train running, as instructed in Weekly Notice, 10/05, Clause 10, particulars of time lost or gained, and drivers will be required to explain the cause of any time lost that in the aggregate is in excess of the time gained on the journey.

Guards to show on TRs 13 and 13A in the respective columns under "Shunting," "Van Goods," "Blocked," "Due to Loco." and "Other Causes," the full time occupied, and on TR 15 only overtime is to be shown.

Depôt stations and others, when wiring particulars of Mixed train running, must show only the overtime occupied at stations. The ordinary allowances at stations must not be shown.

On lines that have Engine Running Schedules this information can readily be compiled; for, after allowing for the schedule running time between stations, the remainder of the time available before the train is due to depart from the station, as per Working Time Table, is for transportation work.

CHANGING CREWS, 5 MINUTES.

Mixed Trains—continued.

MELBOURNE—WARRAGUL.

Section.	Engine Running Time.	Section.	6.32 a.m. Engine Running Time.	Engine Running Time.	Load Down and Up Journey.
<b>Down</b>		<b>Up</b>			
<b>FLINDERS-STREET to—</b>		<b>WARRAGUL to—</b>			
Caulfield ... ..	22	Drouin ... ..	12	14	A 2, 21/265; DD, X, AA (90%) 16/200, AA (85%) 15/185, A 14/180 (Schedule loads of 6.25 a.m. Up and 6.35 p.m. Down Mixed Trains are shown below).
Oakleigh ... ..	8	Longwarry ... ..	10	11	
Clayton ... ..	7	Bunyip ... ..	6	6	
Springvale... ..	6	Garfield ... ..	6	6	
Dandenong... ..	10	Tynong ... ..	6	6	
Hallam ... ..	8	Nar-nar-goon ... ..	6	7	
Narre Warren ... ..	5	Pakenham ... ..	9	10	
Berwick ... ..	7	Officer ... ..	9	10	
Beaconsfield ... ..	4	Beaconsfield ... ..	6	8	
Officer ... ..	6	Berwick ... ..	5	6	
Pakenham ... ..	9	Narre Warren ... ..	5	6	
Nar-nar-goon ... ..	9	Hallam ... ..	5	6	
Tynong ... ..	7	Dandenong ... ..	9	10	
Garfield ... ..	7	Springvale ... ..	10	12	
Bunyip ... ..	6	Clayton ... ..	7	8	
Longwarry... ..	6	Oakleigh ... ..	6	9	
Drouin ... ..	17	Caulfield ... ..	8	9	
Warragul ... ..	12	Hawksburn ... ..	7	11	
		South Yarra ... ..	3	11	
		Richmond ... ..	4	5	
		Flinders-street ... ..	4	4	
	156		143	164	

MIXED TRAINS.

(Loads).

No. 13 Down ...	{	Flinders-street to Dandenong, RY or Y (113%) 22/230 DD or X 22/230. Dandenong to Warragul, RY or Y (113%) 18/200 DD or X (100%) 18/200.
No. 3 Up ...	{	Warragul to Dandenong, A2 14/190, RY or Y (113%) 11/150, DD or X (100%) 11/150, AA (90%) 11/150. Dandenong to Melbourne, A2 18/265, RY or Y (113%) 14/200, DD or X (100%) 14/200, AA (90%) 14/200.

BAIRNSDALE—SALE (FULL LOAD).

BAIRNSDALE TO—	Minutes.	STRATFORD TO—	Minutes.	Load Down & Up Journey
Hillside ...	17	Stratford Junction ..	3	DD, 16/215, R (90%) and D (80%),
Lindenow ...	9	Montgomery ...	8	14/180, R (80 and
Fernbank ...	14	Sale ...	10	85%), 12/165, D
Munro ...	15			(70%), 11/150, W
Stratford ...	12			(70%), 10/140, F
			88	(58%), 9/125

ENGINE REQUIREMENTS.—N&M.

Mixed Trains—continued.

NYORA—WONTHAGGI.

Section.	Engine Running Time.	Section.	Engine Running Time.
	Minutes.		Minutes.
<b>Down.</b>		<b>Up.</b>	
NYORA to—		WONTHAGGI to—	
Woodleigh ... ..	14	State Mine ... ..	4
Kernot ... ..	7	Dalyston ... ..	7
Almurta ... ..	4	Kilcunda ... ..	8
Glen Forbes ... ..	5	Anderson ... ..	14
Woolamai ... ..	8	Woolamai ... ..	8
Anderson ... ..	11	Glen Forbes ... ..	9
Kilcunda ... ..	9	Almurta ... ..	5
Dalyston ... ..	8	Kernot ... ..	6
State Mine ... ..	8	Woodleigh ... ..	7
Wonthaggi ... ..	4	Nyora ... ..	20
<b>Total... ..</b>	<b>78</b>	<b>Total... ..</b>	<b>88</b>

Loads—"DD" class engine—Up and Down 13½ vehicles, 210 tons.

KORUMBURRA—FOSTER—PORT ALBERT.

(4-5ths of through ruling grade goods load between Korumburra and Foster, and through ruling grade goods load between Foster and Port Albert.)

Section.	Engine Running Time.	Section.	Engine Running Time.
	Minutes.		Minutes.
<b>Down.</b>		<b>Up.</b>	
KORUMBURRA to—		PORT ALBERT to—	
Kardella ... ..	7	Alberton ... ..	9
Ruby ... ..	8	Gelliondale ... ..	13*
Leongatha ... ..	8	Hedley ... ..	12
Koonwarra ... ..	11	Welshpool ... ..	9
Tarwin ... ..	7	Agnes ... ..	7
Meeniyah ... ..	6	Toora ... ..	7
Stony Creek ... ..	6	Bennison ... ..	7
Buffalo ... ..	10	Foster ... ..	8
Boys ... ..	9	Hoddle Range ... ..	19
Fish Creek ... ..	5	Fish Creek ... ..	7
Hoddle Range ... ..	13	Boys ... ..	8
Foster ... ..	10	Buffalo ... ..	7
Bennison ... ..	6	Stony Creek ... ..	10
Toora ... ..	8	Meeniyah ... ..	5
Agnes ... ..	7	Tarwin ... ..	5
Welshpool ... ..	8	Koonwarra ... ..	8
Hedley ... ..	8	Leongatha ... ..	13
Gelliondale ... ..	11	Ruby ... ..	9
Alberton ... ..	13*	Kardella ... ..	14
Port Albert ... ..	9	Korumburra ... ..	13
	<b>170</b>		<b>190</b>

\*Includes time for taking water.

The load of 6.34 p.m. Down, Wednesdays, (No. 10), and 4.50 a.m. Up, Thursdays, (No. 2), through Mixed Trains between Korumburra and Port Albert must not exceed 3-5ths of ruling grade load.

ENGINE REQUIREMENTS.

Down. | Up.  
Foster—5 minutes. | Foster—5 minutes.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

Mixed Trains—continued.

LEONGATHA—DANDENONG.

Section.	Engine Running Time.		Loads.
	Minutes.		
<b>Up.</b>			A2, 20/225
<b>LEONGATHA—</b>			AA (90%), 16/160, AA (85%), 15/152, A 14/145
Ruby ...	8	} DD 16/170, R (90 %), and D (80 %), 14/145 R (80 and 85 %), 12/130 D (70 %), 11/120, W (70 %), 10/110	
Kardella ...	14		
Korumburra ...	12		
Whitelaw ...	6		
Bona ...	4		
Joetho ...	8		
Loch ...	7		
Nyora ...	8		
Lang Lang ...	14		
Caldermeads ...	5		
Monomith ...	6		
Koo-wee-rup ...	5		
Dalmore ...	7		
Tooradin ...	4		
Clyde ...	9		
Cranbourne ...	7		
Lyndhurst ...	8		
Dandenong ...	9		
	140	DD 15/225, R (90 %), D (80 %), 13/195 R (80 % and 85 %), 12/175 D (70 %), 11/160, W (70 %) 10/145	

ENGINE REQUIREMENTS.

Nyora—3 minutes.

KORUMBURRA—OUTTRIM.

MIXED (ALSO GOODS WITH CAR ATTACHED) TRAINS.

(Loads).

Trains.	Section.		Load Limit.		Locomotive.
	From.	To.	Tonnage.	Vehicles.	
Mixed and Goods car attached	Korumburra	Outtrim	Goods Load	18	} Any class
	Outtrim	Korumburra	..	16	

TRARALGON—STRATFORD.

Section.	Engine Running Time.	Load Down Journey.	Section.	Engine Running Time.	Load Up Journey.
	Minutes			Minutes	
<b>Down.</b>			<b>Up.</b>		
<b>TRARALGON to—</b>					
Glengarry ...	13	} DD 15/200, R (85 and 90 %), D (70 %), 13/170, 12/169, 10/130, 9/120, 10/130	<b>STRATFORD to—</b>		
Toongabbie ...	11		Stratford Junction ...	3	} DD 12/180, R (85 and 90 %), and D (70 %), 11/152, R (80 %), 11/152, W (70 %), 9/120, 9/120, 9/120
Cowwarr ...	10		Maffra ...	11	
Dawson ...	7		Tinamba ...	10	
Heyfield ...	7		Heyfield ...	13	
Tinamba ...	11		Dawson ...	9	
Maffra ...	10		Cowwarr ...	7	
Stratford Junction ...	11		Toongabbie ...	10	
Stratford ...	3		Glengarry ...	10	
	83			12	
			86		

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

Mixed Trains—continued.

ENGINE REQUIREMENTS.

Down. Heyfield—4 minutes water.\* | Up. Heyfield—3 minutes water.\*

\* On days that train runs to Briagolong only.

MAFFRA—BRIAGOLONG.

(Load same as for Traralgon—Stratford section.)

Section.	Engine Running Time.	Section.	Engine Running Time.
	Minutes.		Minutes.
<b>Down.</b> MAFFRA to—		<b>Up.</b> BRIAGOLONG to—	
Boisdale ... ..	15	Bushy Park ... ..	8
Bushy Park ... ..	5	Boisdale ... ..	5
Briagolong ... ..	8	Maffra ... ..	20*
	28		33

\* Includes time taken by engine stopping short at points to be turned into platform.

WARRAGUL—NEERIM SOUTH.

(Goods Load.)

Section.	Engine running time.	Section.	Engine running time.
	Minutes.		Minutes.
<b>Down.</b> WARRAGUL TO—		<b>Up.</b> NEERIM SOUTH TO—	
Lillico ... ..	9	Crossover ... ..	7
Buln Buln ... ..	8	Rokeby ... ..	8
Bravington ... ..	4	Bravington ... ..	5
Rokeby ... ..	6	Buln Buln ... ..	7
Crossover ... ..	14	Lillico ... ..	7
Neerim South ... ..	7	Warragul ... ..	8
	48		42

ENGINE REQUIREMENTS.

Neerim South—6 minutes.

For instructions in regard to speed of Trains, see General Appendix pages 176-180.

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General Notes.

Mixed Trains—continued.

MOE—THORPDALE.

(Goods Load.)

Section.	Engine Running Time.	Section.	Engine Running Time.
<b>DOWN.</b>		<b>UP.</b>	
MOE TO—	Minutes.	THORPDALE TO—	Minutes.
Coalville .. ..	15	Narracan .. ..	11
Narracan .. ..	9	Coalville .. ..	6
Thorpdale .. ..	15	Moe .. ..	17
	39		34

ENGINE REQUIREMENTS.

NZ.

MOE—WALHALLA.

Down and Mixed Trains between Moe and Walhalla are limited to a maximum load of 55 tons.

MORWELL—NORTH MIRBOO.

(Goods Load.)

Section.	Engine running time.	Section.	Engine running time.
<b>DOWN.</b>		<b>UP.</b>	
MORWELL TO—	Minutes.	NORTH MIRBOO TO—	Minutes.
Hazlewood .. ..	9	Darlimurla .. ..	9
Yinnar .. ..	12	Boolara .. ..	10
Boolara .. ..	12	Yinnar .. ..	11
Skinner's Siding .. ..	11	Hazlewood .. ..	10
Darlimurla .. ..	5	Morwell .. ..	12
North Mirboo .. ..	12		
	61		52

ENGINE REQUIREMENTS.

NZ.

For instructions in regard to speed of Trains, see General Appendix, pages 174-184.

**GOODS TRAINS—EASTERN DISTRICT.**

The following Engine Running Schedules have been fixed :—  
MELBOURNE—WARRAGUL.

Section.	ROADSIDE TRAINS.		THROUGH TRAINS.		Light Engine Running Tender First. Max. speed, 30 miles per hour.
	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	
Up.	Minutes.	Minutes.	Minutes.	Minutes.	
<b>WARRAGUL to—</b>					
Drouin ... ..	15	17	14	16	...
Longwarry ... ..	13	14	12	13	...
Bunyip ... ..	7	9	6	8	...
Garfield ... ..	7	8	6	7	...
Tynong ... ..	6	7	4	5	...
Nar-nar-geon ... ..	7	9	6	7	...
Pakenham ... ..	10	12	9	11	...
Officer ... ..	10	13	9	11	...
Beaconsfield ... ..	8	10	6	7	...
Berwick— ... ..	6	7	5	5	...
Narre Warren ... ..	6	8	5	6	...
Hallam ... ..	7	8	5	5	...
Dandenong ... ..	9	12	7	9	...
Spring Vale ... ..	12	14	10	12	...
Clayton ... ..	8	10	7	8	...
Oakleigh ... ..	10	12	8	10	...
Caulfield ... ..	10	11	9	10	...
Spencer-street ... ..	25	25	25	25	...
	176	206	153	175	...
<b>Down.</b>					
<b>SPENCER-STREET to—</b>					
Caulfield ... ..	30	30	30	30	..
Oakleigh ... ..	9	11	8	10	...
Clayton ... ..	7	8	6	7	...
Spring Vale ... ..	6	6	5	5	...
Dandenong ... ..	10	12	8	10	...
Hallam ... ..	11	12	10	11	...
Narre Warren ... ..	6	7	4	5	...
Berwick ... ..	9	11	8	10	...
Beaconsfield ... ..	7	7	5	5	...
Officer ... ..	6	7	5	5	...
Pakenham ... ..	9	10	8	9	...
Nar-nar-geon ... ..	13	16	12	14	...
Tynong ... ..	7	8	6	7	8
Garfield ... ..	8	9	6	7	7
Bunyip ... ..	6	8	5	6	7
Longwarry ... ..	6	8	5	6	7
Drouin ... ..	24	30	22	28	12
Warragul ... ..	14	16	13	15	12
	183	216	166	190	53

**ENGINE REQUIREMENTS.**

**Down Journey.**  
Dandenong—taking water, 6 minutes.  
Pakenham—taking water, 10 minutes.

**Up Journey.**  
Dandenong—taking water, 6 minutes.  
Pakenham—taking water, 10 minutes.

Changing Crews, 5 minutes.

**TRAIN LOADS.**

Berwick-Beaconsfield.—When the loading available at Berwick for No. 2A Down Goods amounts to at least Five Loaded Trucks in excess of the schedule load, a special trip may be run by that train from Berwick to Beaconsfield with the surplus. When this is done the movements must be expedited with a view to obviating inordinate train delays.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.



Goods Trains—continued.

MELBOURNE—BERWICK.

The load of Nos. 10A and 10B Down, Melbourne to Berwick, is restricted to trucks for milk and cream, also the van.

No. 6 Up is run for milk and cream only, but it may pick up ordinary loading at Berwick and Narre Warren, which must be detached at Dandenong. No other loading is to be conveyed.

WARRAGUL—TRARALGON.

Section.	ROADSIDE TRAINS.		THROUGH TRAINS.	
	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.
	Minutes.	Minutes.	Minutes.	Minutes.
<b>Down.</b>				
WARRAGUL to—				
Nilma ... ..	5	7	4	6
Darnum ... ..	5	7	4	6
Yarragon ... ..	8	10	7	9
Trafalgar ... ..	11	14	10	12
Moe ... ..	14	17	14	17
Morwell ... ..	27	35	26	34
Traralgon ... ..	18	23	18	23
Total ... ..	88	113	83	107
<b>Up.</b>				
TRARALGON to—				
Morwell ... ..	21	29	20	28
Moe ... ..	24	30	24	29
Trafalgar ... ..	13	16	12	15
Yarragon ... ..	13	16	12	15
Darnum ... ..	9	12	8	11
Nilma ... ..	5	6	4	5
Warragul ... ..	6	8	6	8
Total ... ..	91	117	86	111

The load of Nos. 7A Up and 6A Down Car Goods Trains between Traralgon and Warragul must not exceed 3/5th of ruling grade Goods load.

No. 10 Up Goods is limited to three-fifths ruling grade load from Traralgon to Moe.

Engine Requirements, Up and Down—Moe, 5 minutes.

NYORA—MELBOURNE.

The following is the engine running schedule for the 5.0 a.m. (No. 1) Up South-Eastern Goods train with load of 14 vehicles, 200 tons for 90 per cent., 100 per cent., or 113 per cent. capacity engines as between Dandenong and Melbourne :—

Dandenong to—

	Minutes.
Spring Vale ... ..	10
Clayton ... ..	7
Oakleigh ... ..	6
Caulfield ... ..	8
Hawksburn ... ..	7
South Yarra ... ..	3
Richmond ... ..	4
Flinders Street ... ..	4

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

Goods Trains—continued.  
MELBOURNE—KORUMBURRA.

Section.	ROADSIDE TRAINS.		THROUGH TRAINS.	
	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.
	Minutes.	Minutes.	Minutes.	Minutes.
<b>Down.</b>				
<b>SPENCER-STREET TO—</b>				
Caulfield .. .. .	30	30	30	30
Oakleigh .. .. .	9	11	8	10
Clayton .. .. .	7	8	6	7
Spring Vale .. .. .	6	6	5	5
Dandenong .. .. .	10	12	8	10
Lyndhurst .. .. .	11	13	10	12
Cranbourne .. .. .	14	16	13	14
Clyde .. .. .	10	12	9	11
Tooradin .. .. .	11	12	10	11
Dalmore .. .. .	6	7	5	6
Koo-wee-rup .. .. .	11	12	9	10
Monomeith .. .. .	6	7	5	6
Caldermeade .. .. .	6	7	5	6
Lang Lang .. .. .	7	8	7	8
Nyora .. .. .	37	40	37	40
Loch .. .. .	10	11	9	10
Jeetho .. .. .	10	11	9	10
Bena .. .. .	19	24	18	21
Whitelaw .. .. .	6	7	5	6
Korumburra .. .. .	7	8	6	7
<b>Total</b> .. .. .	<b>233</b>	<b>262</b>	<b>214</b>	<b>240</b>
<b>Up.</b>				
<b>KORUMBURRA TO—</b>				
Whitelaw .. .. .	6	7	5	6
Bena .. .. .	5	6	5	5
Jeetho .. .. .	9	10	8	9
Loch .. .. .	8	9	6	7
Nyora .. .. .	12	14	11	12
Lang Lang .. .. .	18	20	17	18
Caldermeade .. .. .	7	8	6	7
Monomeith .. .. .	6	7	5	6
Koo-wee-rup .. .. .	6	7	5	6
Dalmore .. .. .	10	12	9	10
Tooradin .. .. .	6	7	5	6
Clyde .. .. .	17	20	16	18
Cranbourne .. .. .	12	14	10	12
Lyndhurst .. .. .	9	10	8	9
Dandenong .. .. .	13	15	12	13
Spring Vale .. .. .	12	14	10	12
Clayton .. .. .	8	10	7	8
Oakleigh .. .. .	10	12	8	10
Caulfield .. .. .	10	11	9	10
Spencer-street .. .. .	25	25	25	25
<b>Total</b> .. .. .	<b>209</b>	<b>238</b>	<b>187</b>	<b>209</b>

No. 1 Up from Nyora to Melbourne must be run by engine of 90 per cent., 100 per cent. or 113 per cent. capacity. Load between Nyora and Dandenong must not exceed 17 vehicles, 275 tons, and between Dandenong and Melbourne 14/200 tons.

ENGINE REQUIREMENTS.

**Down.**  
Dandenong, 6 minutes water.  
Lang Lang, 6 minutes water.  
Nyora, 3 minutes water only.  
Nyora, 30 minutes (Melbourne engines).

**Up.**  
Nyora, 6 minutes.  
Nyora, 15 minutes (Korumburra engines).  
Dandenong, 6 minutes water.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

Goods Trains—continued.

KORUMBURRA—PORT ALBERT.

The engine running Schedules for Goods Trains between Korumburra and Port Albert are as shown hereunder :—

Down.	Up to and including Four-fifths of Full Load.	Up to and including Three-fifths of Full Load.	Up to and including Two-fifths of Full Load.	Full Load.
<b>KORUMBURRA to—</b>				
Kardella ... ..	8	7	...	9
Ruby ... ..	9	8	...	10
Leongatha ... ..	9	8	...	10
Koonwarra ... ..	12*	11*	...	13*
Tarwin ... ..	8	7	...	8
Meeniyah ... ..	6	5	...	6
Stony Creek ... ..	8	7	...	9
Buffalo ... ..	11	10	...	12
Boys ... ..	11	10	...	13
Fish Creek ... ..	6	5	...	6
Hoddle Range ... ..	16	14	...	18
<b>Total</b> ... ..	<b>104</b>	<b>92</b>	<b>...</b>	<b>114</b>
<b>Foster</b> ... ..	...	12	10	...
Bennison ... ..	...	9	8	...
Toora... ..	...	11	10	...
Agnes ... ..	...	11	9	...
Welshpool ... ..	...	12	10	...
Hedley ... ..	...	11	9	...
Gelliondale ... ..	...	15	13	...
Alberston ... ..	...	17†	15†	...
Port Albert ... ..	...	12	11	...
<b>Total</b> ... ..	...	<b>110</b>	<b>95</b>	<b>...</b>

\* Three minutes extra when working at ballast siding.

† Schedule time between Gelliondale and Alberston, on both Down and Up journeys, includes taking water at Albert River tanks.

When full loads are taken between Boys and Rumpff's Ballast Siding an extra three minutes running time is to be allowed for Goods trains.

ENGINE REQUIREMENTS.

Tarwin, 5 minutes.

Foster, 5 minutes.

Trains returning from Foster to Korumburra, 30 minutes.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.

Goods Trains—continued.

PORT ALBERT—KORUMBURRA.

Up.	Up to and including Four-fifths of Full Load.	Up to and including Three-fifths of Full Load.	Up to and including Two-fifths of Full Load.	Full Load.
<b>PORT ALBERT to—</b>				
Alberton ... ..	...	12	11	...
Gelliondale ... ..	...	17*	15*	...
Hedley ... ..	...	16	14	...
Welshpool ... ..	...	12	10	...
Agnes ... ..	...	11	9	...
Toora ... ..	11	10	8	...
Bennison ... ..	11	10	9	...
Foster ... ..	12	10	8	...
Total ... ..	34	98	84	...
Hoddle Range... ..	20	17	...	24
Fish Creek ... ..	8	7	...	8
Boys ... ..	9	8	...	10
Buffalo ... ..	8	7	...	9
Stony Creek ... ..	11	10	...	12
Meenyan ... ..	6	5	...	6
Tarwin ... ..	6	5	...	6
Koonwarra ... ..	9	8	...	10
Leongatha ... ..	15†	13†	...	17†
Ruby ... ..	9	8	...	9
Kardella ... ..	14	12	...	18
Korumburra ... ..	13	11	...	16
Total ... ..	128	111	...	145

\* Schedule time between Gelliondale and Alberton on both Down and Up journeys include taking water at Albert River tanks.

† Five minutes extra when working at ballast siding.

When full loads are taken between Boys and Ruimppf's Ballast Siding an extra three minutes' running time is to be allowed for Goods Trains.

ENGINE REQUIREMENTS.

Foster, 5 minutes.

Stony Creek, 10 minutes. (The trains running from Foster excepted.)

Tarwin, 5 minutes.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194

Goods Trains—continued.

NYORA—WONTHAGGI.

Section.	Light Engines.	Goods Trains. Full Loads.	Section.	Through Trains. Full Loads.	Roadside Trains. Full Loads.
Down.	Minutes.	Minutes.	Up.		Minutes.
NYORA to—			STATE MINE to—		
Woodleigh ... ..	16	20	Dalyston ... ..	13*	14*
Kernot ... ..	8	10	Kilcunda ... ..	10	12
Almurta ... ..	...	6	Anderson ... ..	22	25
Glen Forbes ... ..	8	7	Woolamai ... ..	12	13
Woolamai ... ..	8	12	Glen Forbes ... ..	12	14
Anderson ... ..	10	14	Almurta ... ..	6	7
Kilcunda ... ..	8	12	Kernot ... ..	7	8
Dalyston ... ..	7	12	Woodleigh ... ..	10	11
State Mine ... ..	8	10	Nyora ... ..	30	32
Total ... ..	73	103	Total ... ..	122	136

\* Includes 5 minutes to draw train out of classification sidings on to main line through staff-locked points.

ENGINE REQUIREMENTS.

Down and Up—Kernot, eight minutes water each engine.

TRARALGON, SALE, AND BAIRNSDALE (via MAFFRA).

Sections.	ROADSIDE TRAINS.		THROUGH TRAINS.		Special 5 a.m. Goods Car Attached.
	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	
	Minutes.	Minutes.	Minutes.	Minutes.	Minutes.
TRARALGON TO—					
Glengarry ... ..	16	20	15	19	20
Toongabbie ... ..	13	16	12	15	16
Cowwarr ... ..	12	14	11	13	13
Dawson ... ..	8	10	7	9	9
Heyfield ... ..	9	12	8	11	12
Tinamba ... ..	13	15	12	14	14
Maffra ... ..	11	13	10	12	12
Stratford Junction ... ..	12	13	12	12	12
Stratford ... ..	4	4	4	4	4
Stratford Junction ... ..	4	4	4	4	—
Montgomery ... ..	10	11	9	10	—
Sale ... ..	12	13	11	12	—
STRATFORD TO—					
Munro ... ..	..	..	..	..	23
Fernbank ... ..	..	..	..	..	18
Lindenow ... ..	..	..	..	..	15
Hillside ... ..	..	..	..	..	8
Bairnsdale ... ..	..	..	..	..	15
	124	145	115	135	181

ENGINE REQUIREMENTS.

Heyfield, 5 minutes.  
Stratford, 10 minutes.

Heyfield, 5 minutes, water (5 a.m.)

For instructions in regard to speed of Trains, see General Appendix, pages 176-181.

Goods Trains—continued.

SALE—TRARALGON.

Section.	THROUGH TRAINS.		ROADSIDE TRAINS.	
	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.
	Minutes.	Minutes.	Minutes.	Minutes.
<b>SALE TO—</b>				
Fulham .. .. .	9	12	10	13
Kilmany .. .. .	8	10	9	10
Rosedale .. .. .	14	16	14	17
Flynn .. .. .	10	15	12	16
Loy Yang .. .. .	10	12	11	13
Traralgon .. .. .	12	14	13	15
	63	79	69	84

TRARALGON—SALE.

<b>TRARALGON TO—</b>				
Loy Yang ... .. .	9	12	10	13
Flynn ... .. .	10	13	11	14
Rosedale ... .. .	9	12	10	13
Kilmany ... .. .	14	18	15	19
Fulham ... .. .	7	9	8	10
Sale ... .. .	10	11	10	12
	59	75	64	81

ENGINE REQUIREMENTS.

Nil.

STRATFORD—TRARALGON.

Section.	ROADSIDE TRAINS.		THROUGH TRAINS.	
	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.	Up to and including Three-fifths of Full Load.	Over Three-fifths and up to Full Load.
	Minutes.	Minutes.	Minutes.	Minutes.
<b>STRATFORD TO—</b>				
Stratford Junction .. .. .	4	4	4	4
Maffra ... .. .	13	16	12	15
Tinamba ... .. .	11	13	10	12
Heyfield ... .. .	14	18	13	17
Dawson ... .. .	10	13	9	12
Cowwarr ... .. .	8	10	7	9
Toongabbie ... .. .	13	16	12	15
Glangarry ... .. .	13	15	12	14
Traralgon .. .. .	15	19	14	18
Totals ... .. .	101	124	93	116

Engine Requirements.—Heyfield, 5 minutes.

For instructions in regard to speed of Trains, see General Appendix, pages 176-194.