

1948 W.T.T

Western District

EENSCLIFF 77-01 C. District 6.



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MELBOURNE

WESTERN and SOUTH-WESTERN DISTRICTS WORKING TIME TABLE

(With any Weekly Notice amendments to W.N. 35/48.)

On and After 27th September, 1948.

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SPECIAL NOTE

This book contains a number of Passenger, Rail Motor, Mixed and Car Goods train time tables which are shown to run only when required as indicated by the symbol "↓," the intention being that they shall be brought into operation at a later date when conditions permit of increased frequencies of service. Meantime such "as required" trains may be operated only when authorised by the General Superintendent of Transportation or the Superintendent of Train Services as in some cases adjustments of Goods train time tables will be necessary to enable operation of such "as required" trains.

GENERAL NOTES.

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

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

PASSENGER, RAIL MOTOR, MIXED, AND CAR-GOODS TRAIN RUNNING.—Depot stations must be notified of all particulars from Guards of the late running of Passenger, Rail Motor, Mixed, and Car-Goods trains. In the event of a Rail Motor run without a Guard, the necessary particulars shall be obtained from the Driver. In the case of any time being lost by the engine, the cause, also engine number and class, shall 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, Mixed, or Car-Goods 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 cause of the block was running late the cause of such late running (whether overtime on section or otherwise) must be given if ascertainable.

SUBURBAN PASSENGERS NOT TO TRAVEL BY COUNTRY TRAINS.—Country trains shown in the Working Time Table books for the Eastern, Southern, Midland, Western and South Western, North Eastern, Eastern and South 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.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.—The arrangements regarding action to be taken by trainmen concerning "if required" stops when necessary for passenger purposes etc. are shown on page 6.

It is essential, particularly during present-day conditions when services are frequently altered, that trainmen should be in possession of the current Working Time Table, to ensure that the correct running arrangements are observed.

All concerned are enjoined to give the matter attention.

POSTAL MOTOR TROLLEY SERVICES.

The Time Table for the Postal Motor Trolley Service in the Western and South-Western Districts is set out in this Book. The line concerned is shown hereunder:—

Section.	Days of Running.	Page.
Cressy-Irrewarra	Wednesday, Friday	31, 32
Rainbow-Yaapect	Wednesday, Friday	56

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

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

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

NOTE.—In the case of type "B" Inspection Cars, the load is to be distributed in such a way as to minimize 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 newspaper parcels 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 General Superintendent of Transportation.

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

See the General Appendix for further instructions.

Height above sea	Miles	STATION	43 Rail Motor (P.E.) Daily	25 PASS. DAILY	27 PASS. SAT.	39 PASS. SAT.	41 PASS. DAILY	49 PASS. DAILY	49A PASS. SAT.	53 Rail Mtr. (P.E.) Sat. Exc.	57 PASS. DAILY	69 "THE LAND" DAILY SUNING	73 PASS. MON, WED, THUR, FRI	75 PASS. SAT.	81 EXP. SAT.	91 PASS. SAT.
30	1	MELBOURNE W (Spencer Street) dep.	A.M. 8 10	A.M. 8 10	A.M. 9 10	P.M. 12 33	P.M. 1 20	P.M. 1 20	P.M. 1 20	P.M. 4 23	P.M. 5 25	P.M. 7 0A	P.M. 7 55	P.M. 8 30A	P.M. 11 25	P.M. 11 28*
18	2 1/2	North Melbourne	"	"	"	"	"	"	"	"	"	"	"	"	"	"
22	2 1/2	South Kensington	"	"	"	"	"	"	"	"	"	"	"	"	"	"
23	2 1/2	Maribyrnong Siding Junct.	"	"	"	"	"	"	"	"	"	"	"	"	"	"
53	3 1/2	Footscray	"	"	"	"	"	"	"	"	"	"	"	"	"	"
60	4	Middle Footscray	"	"	"	"	"	"	"	"	"	"	"	"	"	"
80	4 1/2	West Footscray	"	"	"	"	"	"	"	"	"	"	"	"	"	"
101	5 1/2	Tottenham	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	6	White City N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
125	7 1/2	Sunshine E S	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	10	Ardeer N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
151	10	Ardeer Siding N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
184	11	Deer Park O E S (See note p.11)	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	15 1/2	Rail Motor Stop. Place N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
366	18 1/2	Rockbank O E S	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	21 1/2	Rail Motor Stop. Place N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
394	23 1/2	Melton E S	"	"	"	"	"	"	"	"	"	"	"	"	"	"
403	26 1/2	Stoughton's Siding N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
464	29 1/2	Parwan O E S	"	"	"	"	"	"	"	"	"	"	"	"	"	"
343	31 1/2	Bacchus Marsh E S W	"	"	"	"	"	"	"	"	"	"	"	"	"	"
526	34 1/2	Ronsley (See note page 11)	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1082	40 1/2	Bank Box	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1513	45	Ingliston O E S	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1666	49 1/2	BALLAN E S W	"	"	"	"	"	"	"	"	"	"	"	"	"	"
—	50 1/2	Rail Motor Stop. Place N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1681	52	Bradshaw	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1694	53 1/2	Llandeilo N C	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1876	56 1/2	GORDON E S	"	"	"	"	"	"	"	"	"	"	"	"	"	"

1876	56 1/2	GORDON E S	8 5	10 38	10 25	11 7	3 9*	3 9*	3 9*	8 53*	9 53\$	9 55\$	10 28*
—	57 1/2	Rail Motor Stop. Place N C	"	"	"	"	"	"	"	"	"	"	"
—	58	Rail Motor Stop. Place N C	"	"	"	"	"	"	"	"	"	"	"
1886	58 1/2	Millbrook	"	"	"	"	"	"	"	"	"	"	"
1940	61 1/2	Wallace O	"	"	"	"	"	"	"	"	"	"	"
1845	64	Bungaree E S	"	"	"	"	"	"	"	"	"	"	"
—	64 1/2	Rail Motor Stop. Place N C	"	"	"	"	"	"	"	"	"	"	"
1739	67 1/2	Dunnsdown	"	"	"	"	"	"	"	"	"	"	"
1723	69 1/2	Warrenheip E S	"	"	"	"	"	"	"	"	"	"	"
1413	73 1/2	Ballarat East	"	"	"	"	"	"	"	"	"	"	"
1416	73 1/2	BALLARAT W	"	"	"	"	"	"	"	"	"	"	"
1447	74 1/2	North Ballarat N C	"	"	"	"	"	"	"	"	"	"	"
1457	74 1/2	Wendouree N C	"	"	"	"	"	"	"	"	"	"	"
1469	76 1/2	Linton Junction E S	"	"	"	"	"	"	"	"	"	"	"
1330	83 1/2	Wendouree O E S	"	"	"	"	"	"	"	"	"	"	"
1299	86 1/2	Burrumbest R.C. Junct. N C	"	"	"	"	"	"	"	"	"	"	"
1315	89 1/2	Burrumbest E S	"	"	"	"	"	"	"	"	"	"	"
1219	97 1/2	Traralgon O E S	"	"	"	"	"	"	"	"	"	"	"
1271	102 1/2	Beaufort E S W	"	"	"	"	"	"	"	"	"	"	"
1157	112 1/2	Middle Creek O E S	"	"	"	"	"	"	"	"	"	"	"
1110	116 1/2	Bungarong O E S	"	"	"	"	"	"	"	"	"	"	"
1026	125 1/2	Dobie (See note page 11)	"	"	"	"	"	"	"	"	"	"	"
1028	131	ARARAT E S W	"	"	"	"	"	"	"	"	"	"	"

No. 23 may depart Gordon 8.1 a.m., Millbrook 8.7 a.m., Wallace 8.14 a.m., Bungaree 8.20 a.m., Dunnsdown 8.26 a.m., Warrenheip 8.32 a.m., Ballarat East 8.38 a.m., No. 25 Rockbank 8.53 a.m., Melton 9.1 a.m., Parwan 9.10 a.m., No. 27 Rockbank 8.53 a.m., Melton 9.1 a.m., Parwan 9.10 a.m., No. 41 Parwan 1.26 p.m., No. 49A Windermere 4.5 p.m., No. 57 Parwan 6.22 p.m., Bacchus Marsh 6.30 p.m., Ingliston, 7.8 p.m., Ballan 7.17 p.m., Gordon 7.29 p.m., Millbrook 7.33 p.m., Wallace 7.39 p.m., Bungaree 7.45 p.m., Dunnsdown 7.50 p.m., Warrenheip 7.56 p.m., Ballarat East 8.4 p.m.

MELBOURNE DARARAT - SERVICE - continued
passenger services.

Down.	Feet.	Miles.	STATIONS.	23	25	39	49	49A	69	81
				Mixed Daily.	PASS. DAILY	PASS. DAILY	PASS. DAILY	PASS. DAILY	"THE OVERLAND," DAILY, SUN. INCL.	EXPRESS
1028	131		ARARAT E S W	A.M. 9 15 dep. 10 5	P.M. 1 10 1 30	P.M. 1 25 1 45	P.M. 5 20 5 38	P.M. 5 26 5 38	P.M. 11 1 11 1	A.M. 12 32 12 42
955	136½		Armatrong O E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
805	141½		Irvine's Siding N C	dep.	dep.	dep.	dep.	dep.	dep.	dep.
784	141½		Great Western O E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
761	150		STAWELL E S W	dep.	dep.	dep.	dep.	dep.	dep.	dep.
749	154½		Deep Lead E S (See note, page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
697	162½		Glenorchy E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
679	169		Wal Wal O E S (See note, page 11)	dep.	dep.	dep.	dep.	dep.	dep.	dep.
653	175		Lubeck E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
466	180½		Ashens N C	dep.	dep.	dep.	dep.	dep.	dep.	dep.
184½	184½		Marmalake BS (see note p. 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
460	185½		MURTOA E S W	arr.	arr.	arr.	arr.	arr.	arr.	arr.
500	192		Jung E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
435	198½		Doon O E S (See note page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
434	203½		HORSHAM E S W	arr.	arr.	arr.	arr.	arr.	arr.	arr.

Up.	Feet.	Miles.	STATIONS.	23	25	39	49	49A	69	81
				Mixed Daily.	PASS. DAILY	PASS. DAILY	PASS. DAILY	PASS. DAILY	"THE OVERLAND," DAILY, SUN. INCL.	EXPRESS
434	203½		HORSHAM E S W	arr.	arr.	arr.	arr.	arr.	arr.	arr.
459	209		Dahlen (siding) N C	dep.	dep.	dep.	dep.	dep.	dep.	dep.
447	213½		Pimpino O E S (See note, page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
444	219½		Wail (See note, page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
365	224½		DIMBOOLA E S W	arr.	arr.	arr.	arr.	arr.	arr.	arr.
446	235½		Gerang Gering (See note, page 11)	dep.	dep.	dep.	dep.	dep.	dep.	dep.
481	240		Kiata O E S (See note, page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
475	242½		Salisbury N C	arr.	arr.	arr.	arr.	arr.	arr.	arr.
431	248½		Nhill E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
506	255½		Tarranginnie N C	arr.	arr.	arr.	arr.	arr.	arr.	arr.
493	259½		Dhapur O E S W	arr.	arr.	arr.	arr.	arr.	arr.	arr.
513	266½		Miram (See note, page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
470	272½		Kaniva E S	arr.	arr.	arr.	arr.	arr.	arr.	arr.
407	278½		Lillimur (See note, page 11)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
388	287		SERVICETON E S W	arr.	arr.	arr.	arr.	arr.	arr.	arr.
			(Adelaide time)	arr.	arr.	arr.	arr.	arr.	arr.	arr.
363	291½		Wolsley	arr.	arr.	arr.	arr.	arr.	arr.	arr.
268	300½		Bordertown	arr.	arr.	arr.	arr.	arr.	arr.	arr.
101	483½		ADELAIDE	arr.	arr.	arr.	arr.	arr.	arr.	arr.

• No. 25 may depart Great Western 1.50 p.m. No. 39 Great Western 2.5 p.m. No. 81 Nhill 3.49 a.m.

Miles	STATIONS.	3	77	17	19	85	53	55	59
		Goods Daily	Fast Goods Mon. exc.	Goods Tues.	Goods Mon., Fri.	Goods Daily	Goods 1	Goods Daily	Fast Goods Sat.
		A.M.	A.M. From Melb. Via Cressy	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
131	ARARAT E S W ...	...	12 6	4 30	4 30	6 10	7 20	...	11 20
138½	Armstrong O E S (see note page 11) ...	... dep.	3 10	4 43	4 43	6 23	7 33	...	11 33
141½	Irvine's Siding N C ...	... dep.	3 23	4 56	4 56	6 35	7 42	...	11 42
141½	Great Western O E S ...	... dep.	3 32	5 20	5 20	6 55	8 6	...	Sun. A.M.
150	STAWELL E S W ...	... dep.	3 55	5 41	5 41	7 40	8 30	...	12 6
154½	Deep Lead E S (See note, page 11) ...	... dep.	4 5	6 10	6 10	8 40	9 10	...	12 16
162½	Glenorchy E S ...	... dep.	4 15	6 24	6 24	8 55	9 25	...	12 30
169	Wal Wal O E S (See note page 11) ...	... dep.	4 29	6 43	6 43	8 4	9 40	...	12 42
175	Lubeck E S ...	... dep.	4 45	7 10	7 10	8 16	9 53	...	12 53
180½	Ashens N C ...	... dep.	5 8	7 26	7 26	8 30	10 20	...	...
184½	Marmalake N C E S (see note, page 11) ...	... dep.	5 27	7 50	7 50	8 50	10 20	...	...
185½	MURTOA E S W ...	... dep.	5 27	7 40	7 40	9 10	10 20	...	...
192	Jung E S ...	... dep.	6 0	7 50	7 50	9 50	10 50	...	1 12
198½	Dooen O E S (See note, page 11) ...	... dep.	6 15	8 55	8 55	10 20	11 15	...	1 27
203½	HORSHAM E S W ...	... dep.	6 27	8 55	8 55	11 10	11 35	...	1 39
		... arr.	6 49	(see page 48) To Marnoo	(see page 48) To Marnoo	11 30	11 50	...	1 51

Miles	STATIONS.	3	77	17	19	85	53	55	59
		Goods Daily	Fast Goods Mon. exc.	Goods Tues.	Goods Mon., Fri.	Goods Daily	Goods 1	Goods Daily	Fast Goods Sat.
		A.M.	A.M. From Melb. Via Cressy	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
203½	HORSHAM E S W ...	...	7 10	...	...	12 25	...	...	2 0
209	Dahlen (Siding) N C ...	... dep.	...	...	...	12 55	...	...	...
213½	Pimpinio O E S ...	... arr.	7 30	...	...	1 42	...	...	2 20
219½	Wail (See note, page 11) ...	... dep.	7 51	...	...	2 20	...	...	2 45
224½	DIMEOOLA E S W ...	... dep.	8 59	...	...	40 88	...	...	10 8
235½	Gerang Gerang (See page 11) ...	... dep.	3 30	...	...	7 0	...	...	4 0
240	Kiata O E S ...	... arr.	...	...	...	7 40	...	...	4 36
242½	Salisbury N C (See note, page 11) ...	... dep.	4 20	...	...	8 5	...	...	...
248½	Nhill E S ...	... arr.	4 50	...	...	8 40	...	...	...
255½	Tarranginnie N C ...	... dep.	5 45	...	...	9 10	...	...	4 55
259½	Diapur O E S W ...	... arr.	6 15	...	...	9 20	...	...	5 19
260½	Miram (See page 11) ...	... dep.	6 40	...	...	10 20	...	...	5 25
272½	Kaniva E S ...	... arr.	7 20	...	...	11 10	...	...	...
278½	Lilimur (See page 11) ...	... dep.	7 50	...	...	11 40	...	...	...
287	SERVICETON E S W (V. Time) ...	... arr.	8 30	...	...	12 20	...	...	5 54
	(Adelaide Time) ...	... arr.	8 0	...	...	11 50	...	...	6 30
482½	ADELAIDE (Mile End) ...	... dep.	...	...	...	10 30	...	...	6 0
		... arr.	...	...	...	...	...	...	Sun. P.M. 2 40
		...	...	...	...	...	...	...	Mon. A.M. 5 7

SERVICE TO BALLARAT-MELBOURNE—Passenger Service.

Miles	STATIONS.	10 "THE OVER- LAND," DAILY, SUN. INCL.	12 EXPRESS DAILY	24 PASS. DAILY	34 Rail Mtr. (P.E.) Daily	24A Rail Motor (P.E.) ‡
—	ADELAIDE (Adelaide time) ... dep.	P.M. 6 40	A.M. ...	A.M. ...	A.M. ...	A.M. ...
183	Border Town ... { dep. 12 25	A.M. 12 25	... 3 0	... 9 0	... 9 0	... 9 20
191‡	Wolsley ... { dep. 12 32	A.M. 12 32	... 3 20	... 9 24	... 9 24	... 9 44
196‡	SERVICETON (Adelaide time) ... arr.	A.M. 12 45	... 3 21	... 9 46	... 9 46	... 10 6
—	" (Melbourne time) ... arr.	A.M. 12 47	... 3 40*	... 10 4	... 10 4	... 10 24
8‡	SERVICETON ES W (Melbourne time) dep.	A.M. 1 35	... 3 54	... 10 8	... 10 8	... 10 28
14‡	<i>Lilimur</i> (see note page 11) ... { dep. 1 55	A.M. 1 55	... 3 55	... 10 8	... 10 8	... 10 28
14‡	Kaniva ES ... { dep. 1 56	A.M. 1 56	... 4 8*	... 10 27	... 10 27	... 10 47
20‡	<i>Miram</i> (See note page 11) ... { dep. 2 15*	A.M. 2 15*	... 4 8*	... 10 27	... 10 27	... 10 47
27‡	<i>Diapur</i> O ES W ... { dep. 2 29	A.M. 2 29	... 4 27	... 11 0	... 11 0	... 11 20
31‡	Tarranginnie NC ... { dep. 2 31	A.M. 2 31	... 4 35	... 11 10	... 11 10	... 11 30
38‡	Nhill ES ... { dep. 2 44*	A.M. 2 44*	... 4 35	... 11 10	... 11 10	... 11 30
44‡	Salisbury NC ... { dep. 2 44*	A.M. 2 44*	... 4 35	... 11 10	... 11 10	... 11 30
47	<i>Kiata</i> O ES (See note page 11) ... { dep. 2 44*	A.M. 2 44*	... 4 35	... 11 10	... 11 10	... 11 30
51‡	<i>Gerang Gerang</i> (See note page 11) ... { dep. 2 44*	A.M. 2 44*	... 4 35	... 11 10	... 11 10	... 11 30
62‡	DIMBOOLA ES W ... { dep. 3 3	A.M. 3 3	... 4 35	... 11 10	... 11 10	... 11 30
67‡	<i>Wail</i> (See note page 11) ... { dep. 3 12	A.M. 3 12	... 4 35	... 11 10	... 11 10	... 11 30

73‡	<i>Pimpino</i> O ES (See note page 11) ... { arr. 3 20*	A.M. 3 20*	... 4 52*	... 8 0	... 11 29	... 11 48
78	Dahlen (Siding) NC ... { dep. 3 43	A.M. 3 43	... 5 6	... 8 8	... 11 44	... 12 3
83‡	HORSHAM ES W ... { dep. 3 48	A.M. 3 48	... 5 11	... 8 8	... 11 44	... 12 3
88‡	<i>Doon</i> O ES (See note page 11) ... { dep. 3 55*	A.M. 3 55*	... 5 18*	... 8 8	... 11 57	... 12 16
95	Jung ES ... { dep. 4 2*	A.M. 4 2*	... 5 25*	... 8 17	... 12 5	... 12 24
101‡	MURTOA ES W ... { arr. 4 11	A.M. 4 11	... 5 34	... 8 28	... 12 14	... 12 33
102‡	Marmalake NC ES ... { dep. 4 12	A.M. 4 12	... 5 35	... 8 36	... 12 26	... 12 44
106‡	Ashens NC ... { dep. 4 12	A.M. 4 12	... 5 35	... 8 36	... 12 34	... 12 52
112	Lubeck FS ... { arr. 4 25*	A.M. 4 25*	... 5 43*	... 8 49	... 12 34	... 12 52
118	<i>Wal Wal</i> O ES (See note page 11) ... { dep. 4 25*	A.M. 4 25*	... 5 43*	... 8 49	... 12 50	... 1 8
124‡	Glenorchy ES ... { dep. 4 40*	A.M. 4 40*	... 6 3*	... 8 58	... 1 0	... 1 17
132‡	<i>Deep Lead</i> ES (See note page 11) ... { arr. 4 50	A.M. 4 50	... 6 23	... 9 28	... 1 10	... 1 27
137	STAWELL ES W ... { dep. 5 0	A.M. 5 0	... 6 23	... 9 28	... 1 10	... 1 27
145‡	<i>Great Western</i> O ES ... { dep. 5 14*	A.M. 5 14*	... 6 37*	... 9 40	... 1 10	... 1 27
145‡	Irvine's Siding NC ... { arr. 5 21*	A.M. 5 21*	... 6 44*	... 9 46	... 1 10	... 1 27
150‡	<i>Armstrong</i> O ES (See note page 11) ... { dep. 5 32	A.M. 5 32	... 6 54	... 10 3	... 1 10	... 1 27
156	ARARAT ES W ... { dep. 5 42	A.M. 5 42	... 7 14	... 10 18	... 1 10	... 1 27

Miles	STATIONS	60 PASS. MON. TUE. THUR. FRI. SAT.	10 "THE OVER- LAND" DAILY Sun-Inc.	22 PASS. DAILY	22A PASS. +	12 EXPRESS +	24 PASS. DAILY	48 Rail Motor (P.E.) Sat.	60 PASS. SAT.	34 PASS. DAILY	34A PASS.	60 Rail Motor (P.E.) Sat. Exc.
150	ARARAT E S W ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
161 1/2	Dobie (See note page 11) ...	... {arr. dep.}	...	...	...	...	...	...	...	...	...	...
170 1/2	Buanga O E S ...	...	...	...	...	...	...	...	...	...	...	...
174 1/2	Middle Creek O E S (See note p.11) ...	... {arr. dep.}	...	...	...	...	...	...	...	...	...	...
184 1/2	Beaufort E S W ...	...	...	...	...	...	...	...	...	...	...	...
189 1/2	Travalla O E S ...	...	...	...	...	...	...	...	...	...	...	...
200 1/2	Burrumbet E S ...	...	...	...	...	...	...	...	...	...	...	...
201 1/2	Burrumbet R C Junct. N C ...	...	...	...	...	...	...	...	...	...	...	...
203 1/2	Windermere O E S ...	... {arr. dep.}	...	...	...	...	...	...	...	...	...	...
210 1/2	Linton Junction E S + ...	...	...	...	...	...	...	...	...	...	...	...
211 1/2	Wendouree N C ...	...	...	...	...	...	...	...	...	...	...	...
212 1/2	North Ballarat N C ...	... {arr.}	...	...	...	...	...	...	...	...	...	...
213 1/2	BALLARAT W ...	...	...	...	...	...	...	...	...	...	...	...
213 1/2	Ballarat East ...	... {dep.}	...	...	...	...	...	...	...	...	...	...
217 1/2	Warrenheip E S ...	...	...	...	...	...	...	...	...	...	...	...
219 1/2	Dunns town ...	...	...	...	...	...	...	...	...	...	...	...
222 1/2	Rail Motor Stop. Place N C ...	...	...	...	...	...	...	...	...	...	...	...
223	Bungaree E S ...	...	...	...	...	...	...	...	...	...	...	...
225 1/2	Wallace O ...	...	...	...	...	...	...	...	...	...	...	...
228 1/2	Millbrook ...	...	...	...	...	...	...	...	...	...	...	...
229	Rail Motor Stop. Place N C ...	...	...	...	...	...	...	...	...	...	...	...
229 1/2	Rail Motor Stop. Place N C ...	...	...	...	...	...	...	...	...	...	...	...
230 1/2	Gordon E S ...	...	...	...	...	...	...	...	...	...	...	...
233 1/2	Llandello N C ...	...	...	...	...	...	...	...	...	...	...	...
235	Bradshaw ...	...	...	...	...	...	...	...	...	...	...	...
236 1/2	Rail Motor Stop. Place N C ...	...	...	...	...	...	...	...	...	...	...	...
237 1/2	BALLAN E S W ...	... {arr.}	...	...	...	...	...	...	...	...	...	...

Miles	STATIONS	60 PASS. MON. TUE. THUR. FRI. SAT.	10 "THE OVER- LAND" DAILY Sun-Inc.	22 PASS. DAILY	22A PASS. +	12 EXPRESS +	24 PASS. DAILY	48 Rail Motor (P.E.) Sat.	60 PASS. SAT.	34 PASS. DAILY	34A PASS.	60 Rail Motor (P.E.) Sat. Exc.
237 1/2	BALLAN E S W ...	...	...	...	...	...	...	...	...	...	...	...
242	Ingliston O E S ...	... {dep. arr.}	...	...	...	...	...	...	...	...	...	...
246 1/2	Bank Box ...	... {dep.}	...	...	...	...	...	...	...	...	...	...
252 1/2	Rousley (See note page 11) ...	... {arr.}	...	...	...	...	...	...	...	...	...	...
255 1/2	Bacchus Marsh E S W ...	...	...	...	...	...	...	...	...	...	...	...
257 1/2	Parwan O E S ...	... {dep. arr.}	...	...	...	...	...	...	...	...	...	...
260 1/2	Staughton's Siding N C ...	...	...	...	...	...	...	...	...	...	...	...
263 1/2	Melton E S ...	... {arr.}	...	...	...	...	...	...	...	...	...	...
265 1/2	Rail Motor Stop. Place N C ...	...	...	...	...	...	...	...	...	...	...	...
268 1/2	Rockbank O E S ...	... {dep. arr.}	...	...	...	...	...	...	...	...	...	...
271 1/2	Rail Motor Stop. Place N C ...	...	...	...	...	...	...	...	...	...	...	...
276	Deer Park O E S (See note, p. 11) ...	...	...	...	...	...	...	...	...	...	...	...
277	Ardeer Siding N C ...	...	...	...	...	...	...	...	...	...	...	...
277 1/2	Ardeer N C ...	...	...	...	...	...	...	...	...	...	...	...
279 1/2	Sunshine E S ...	...	...	...	...	...	...	...	...	...	...	...
281	White City N C ...	...	...	...	...	...	...	...	...	...	...	...
281	Maidstone N C ...	...	...	...	...	...	...	...	...	...	...	...
281 1/2	Tottenham Gooks Yard ...	...	...	...	...	...	...	...	...	...	...	...
281 1/2	Tottenham ...	...	...	...	...	...	...	...	...	...	...	...
282 1/2	West Footscray ...	...	...	...	...	...	...	...	...	...	...	...
283	Middle Footscray ...	...	...	...	...	...	...	...	...	...	...	...
283 1/2	Footscray ...	...	...	...	...	...	...	...	...	...	...	...
284 1/2	Maribyrnong Siding Junction ...	...	...	...	...	...	...	...	...	...	...	...
284 1/2	North Kensington ...	...	...	...	...	...	...	...	...	...	...	...
286	North Melbourne ...	...	...	...	...	...	...	...	...	...	...	...
287	MELBOURNE (Sp.-st.) W ...	... {arr.}	...	...	...	...	...	...	...	...	...	...

* No. 22 may depart Bacchus Marsh at 9.19 a.m., Parwan 9.31 a.m., Melton 9.37 a.m., Rockbank 9.50 a.m., Deer Park 10.2 a.m., No. 22a may depart Bacchus Marsh at 9.19 a.m., Parwan 9.28 a.m., Melton 9.44 a.m., Rockbank 9.53 a.m., Deer Park 10.3 a.m., No. 34 Windermere 3.58 p.m., No. 66 Rockbank 5.56 p.m., Deer Park 6.6 p.m.
 A. Passengers are not permitted to join "The Overland" or No. 12 Express at Ballarat.
 D. No. 18 stops on Mondays only if required to pick up passengers.

STATIONS.	Pilot Tues.	Fast Goods Sun.	Goods Mon, Tues.	Pilot Tues.	Pilot Daily	Pilot Tues.	Goods Tues, Thurs.	Goods Fri.	Pilot Tues.	Pilot Tues.	Pilot Tues.	Fast Goods Tues, Thurs, Fri.	Pilot Mon.	Fast Goods Sat.	Fast Goods Tu, W, Th, Fri.	Goods Mon, Wed, Fri.
166 ARARAT E S W	A.M. ...	P.M. 10 25 Mon. 12 10	A.M. ...	P.M. ...	A.M. ...	P.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. 6 5 7 20	P.M. 7 5 8 10	P.M. 8 30	P.M. 11 0	P.M. 11 55 Tues., Th, Sat. A.M. 12 55
161½ Dobie (See note, page 11)	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
170½ Buangor O E S	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
174½ Middle Ck. O E S (See note, page 11)	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
184½ Beaufort E S W	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
189½ Trawalla O E S	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
200½ Burrumbeet E S	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
201½ Burrumbeet R C Jct. N C	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
209½ Windermere O E S	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.	... dep.	... arr.
213½ Ballarat Cattle Sid. N C †	1 35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
214 Redan N C	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
210½ Linton Jnc. E S †	1 50	2 0	...	...	From Wood Yard.	...	...	...	...	...	...	...	...	...	...	...
211½ Wendouree N C	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
211½ White's Siding N C	2 5	...	...	...	8 35	...	...	...	...	...	...	...	...	...	...	...
212½ North Ballarat N C	2 10	2 8	...	...	8 40	...	...	...	...	...	...	...	...	...	...	...
213½ BALLARAT W	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
213½ Ballarat East	...	2 38	8 10	...	...	...	...	...	...	...	...	...	...	...	...	...
217½ Warrenheip E S	... dep.	... arr.	8 36	...	...	...	...	...	...	...	...	...	...	...	...	...
219½ Dunnstown	... dep.	... arr.	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...
223 BUNGAREE E S	... arr.	...	9 35	...	...	...	...	...	...	...	...	...	...	...	...	...

STATIONS.	Pilot Tues.	Fast Goods Sun.	Goods Mon, Tues.	Pilot Tues.	Pilot Daily	Pilot Tues.	Goods Tues, Thurs.	Goods Fri.	Pilot Tues.	Pilot Tues.	Pilot Tues.	Fast Goods Tues, Thurs, Fri.	Pilot Mon.	Fast Goods Sat.	Fast Goods Tu, W, Th, Fri.	Goods Mon, Wed, Fri.
223 BUNGAREE E S dep.	...	3 9	11 35	...	...	...	...	...	...	...	...	...	...	...	...	...
225½ Wallace O	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
228½ Milbrook	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
230½ Gordon E S	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
233½ Llandello N C	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
235 Bradshaw	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
237½ BALLAN E S W	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
242 Ingitston O E S	... dep.	3 40	...	...	...	...	...	...	...	...	...	...	...	...	...	...
246½ Bank Box	... dep.	3 48	...	...	...	...	...	...	...	...	...	...	...	...	...	...
252½ Rowley (See note, p. 11)	... dep.	4 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
255½ Bac. Marsh E S W	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
257½ Paruan O E S	... dep.	4 25	...	...	...	...	...	...	...	...	...	...	...	...	...	...
260½ Staughton's Siding N C	... dep.	4 33	...	...	...	...	...	...	...	...	...	...	...	...	...	...
263½ Melton E S	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
268½ Rockbank O E S	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
276 Deer Park O ES (Note p. 11)	... dep.	4 53	...	...	...	...	...	...	...	...	...	...	...	...	...	...
277 Ardeer Siding N C	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
279½ Ardeer N C	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
281 Sunshine E S	... dep.	5 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
281 White City N C	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
281½ Tottenham Goods Yard	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
282½ Tottenham	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
283 West Footscray	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
283½ Middle Footscray	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
283½ Footscray	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
284½ Marylyn Siding Jct.	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
284½ South Kensington	... dep.	5 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...
286 North Melbourne	... dep.	6 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
287 MELBOURNE	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(Spencer street) W	... dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

MELBOURNE-DEER PARK LOCAL SERVICE.

		11	15		35	43	37
DOWN.		Light Engine Daily	Electric Sat.	Electric Sat. Exc.	Electric Sat.	Electric Daily	Pilot Sat. Exc.
		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.
HINDERS STREET ... dep.	...	...	6 45	6 47	10 42	3 12	...
... Melbourn Street ...	...	...	6 48	*	10 45	3 15	...
... Melbourn ...	...	6 25	6 51	6 52	10 48	3 18	...
LINE ES ... arr.	...	6 39	7 8	7 8	11 5	3 35	...
			C				Ex Tottenham Yard 11.30 a.m.
			Steam Daily		Steam	Steam	11 35 12
... N C ... dep.	...	...	7 10	7 16	11 17	3 46	P.M.
... Park O E S ... arr.	...	...	7 18	7 18	11 20	3 48	12 40
UP.		4 Pass. Daily	26 Pass. Sat.	50 Pass. Sat.	52 Pass. Sat. Exc.	16 Pilot Sat. Exc.	—
		A.M.	A.M.	P.M.	P.M.	P.M.	
... Park O E S ... dep.	...	7 35	11 36	4 5	4 18	1 10	...
... N C ...	...	7 37	11 39	4 7	4 20	...	...
LINE ES ... arr.	...	7 43	11 45	4 14	4 27	1 30	...
... dep.	...	7 57	11 49	4 21	4 30	...	...
... r Street ...	...	8 17	12 9	4 41	4 50	...	...
HINDERS STREET ... arr.	...	8 20	12 13	4 44	4 54	To Tottenham Yard	...

C. Passengers change trains. For Intermediate Timings, see Suburban W.T.T.

NEWPORT TO SUNSHINE.

SUNSHINE TO NEWPORT.

Miles from Melb.	STATIONS.	Miles from Melb.	STATIONS.
6½	NEWPORT T	7½	SUNSHINE T
7	Thomas' Mill Siding T	8½	Commonwealth Quarry Sdg. N C
7	Amalgamated Workshops Siding N C	8½	Western Metro. Market Trust Sdg. N C
7	Caltex Siding N C	8½	Stanley Quarries N C
7½	McKenzie and Holland's Siding N C	9½	Armbrook Siding N C
8	Brookwood Siding N C	9½	Melbourne Quarries Pty. Ltd. N C
8½	James Hardie and Coy's. Private Sdg. N C	9½	Williams' Highfield Siding N C
8½	Sth. Brooklyn Sdg. N C (Borthwick's Freezing Company's Siding)	9½	Braybrook Quarries Siding N C
9	Little Brooklyn Siding N C	9½	Willis' Siding N C
9	Melbourne Iron and Steel Siding N C	9½	Prossor N C
9½	Brooklyn "A" (Signal Box) T	9½	N. S. Smorgan and Sons' Siding N C
9½	Ready Mixed Concrete Siding N C	9½	Ready Mixed Concrete Siding N C
9½	N. S. Smorgan and Sons' Siding N C	9½	Brooklyn "A" Signal (Box) T
10	Prossor N C	10	Melbourne Iron and Steel Siding N C
10	Willis' Siding N C	10	Little Brooklyn N C
10½	Braybrook Quarries Siding N C	10½	Sth. Brooklyn Sdg. N C (Borthwick's Freezing Company's Siding)
10½	Williams' Highfield Siding N C	10½	James Hardie and Coy's. Private Sdg. N C
10½	Melbourne Quarries Pty. Ltd. N C	11	Brookwood Siding N C
10½	Armbrook Siding N C	11½	McKenzie and Holland's Siding N C
10½	Stanley Quarries N C	12	Caltex Siding N C
10½	Western Metro. Market Trust Siding N C	12	Amalgamated Workshops Siding N C
10½	Commonwealth Quarry Siding N C	12	Thomas' Mill Siding T
11½	SUNSHINE T	12½	NEWPORT T

Goods Trains are arranged by Chief Train Controller and Officer-in-Charge, Williamstown Pier, to as may be required between Newport and Sunshine.

MELBOURNE-NEWPORT-SUNSHINE-ALBION (Goods Train Service).

	41	39	35	33	31A	31	27	23A	23	21A	21	19A	19	17	15	13	9	7	3	1	
MELBOURNE ... dep.
North Melbourne
South Kensington
Footscray
Newport
Newport W' shops arr.
South Kensington
West Footscray
Tottenham Yd.
Sunshine
Albion
Albion ... dep.
Sunshine ... dep.
Tottenham Yard ... dep.
West Footscray ... dep.
South Kensington ... dep.
Newport Workshops ... dep.
Newport ... dep.
Footscray ... dep.
South Kensington ... dep.
North Melbourne ... dep.
MELBOURNE ... arr.

Note.—The Electric Stores Train to Newport Workshops runs from and to Hinders Street Yard.

(A) Runs Deer Park Passenger Service. (B) Thence to Newport Loop Line. (C) Thence to Deer Park.

Down. BALLARAT-EUREKA-BUNINYONG. Up.

Height above Sea.	Miles.	STATIONS.	Height above Sea.	Miles.	STATIONS.
1471	—	BALLARAT W ... dep.	1471	—	BUNINYONG ...
1626	1 1/2	Ballarat East †	1626	1 1/2	Mount Helen
1558	2 1/2	Eureka N C †	1558	2 1/2	Reid
1519	3 1/2	York Street	1519	3 1/2	Mount Clear
1453	4 1/2	Levy ...	1453	4 1/2	Canadian
1447	5 1/2	Canadian	1447	5 1/2	Levy
1434	6 1/2	Mount Clear	1434	6 1/2	York Street
1455	7 1/2	Reid	1455	7 1/2	Eureka N C †
1413	8 1/2	Mount Helen	1413	8 1/2	Ballarat East †
1416	9 1/2	BUNINYONG	1416	9 1/2	BALLARAT W ... arr.

There is not a regular train service on the Ballarat East-Eureka Line. Goods trains are run when necessary.

The running of trains on the portion of line Eureka-Buninyong was discontinued on and after 1st March, 1947.

Down. BALLARAT-WAUBRA. Up.

Height above Sea.	Miles from Melbourne	STATIONS.	1 Goods Mon., (Wed., Th. †)	3 Goods Mon., (Wed., Th. †)	Miles.	2 Goods Mon., (Wed., Th. †)	4 Goods Mon., (Wed., Th. †)
1416	73 1/2	BALLARAT W ... dep.	A.M. 9 45	—	—	WAUBRA N C † W dep.	P.M. 1 15
1447	74 1/2	Nth. Ballarat N C E S	9 50	3	3	Addington N C	...
1470	75	C'wealth Govt. Sdg. N C	...	6 1/2	6 1/2	Learmonth N C	...
1476	79 1/2	Waubra Junct. N C E S †	10 4	10 1/2	10 1/2	Blowhard	...
1476	81 1/2	Ballarat Race Plat. N C	...	12 1/2	12 1/2	Midas N C	...
1476	81 1/2	Pisgah N C	...	13 1/2	13 1/2	Pisgah N C	...
1476	82 1/2	Midas N C	...	15 1/2	15 1/2	Ballarat Race Plat. N C	...
1476	85	Blowhard	...	...	...	Waubra Junct. N C † E S	4 5
1476	88 1/2	Learmonth N C	...	20 1/2	20 1/2	C'wealth Govt. Sdg. N C	...
1476	92 1/2	Addington N C	...	20 1/2	20 1/2	North Ballarat N C E S	4 35
1489	95 1/2	WAUBRA N C † W ... arr.	11 45	21 1/2	21 1/2	BALLARAT W ... arr.	4 40

The Double Line Block Telegraph System is in force on Up and Down journeys between Lydiard-st, Box "B," Ballarat, and North Ballarat "C."

Waubra Junction is switched in as an Electric Staff station on Mondays from 9.30 a.m. until 5.40 p.m. The Train Controller, Ballarat, may arrange for Waubra Junction to be switched in during other days, but before doing so he must arrange for the Driver and Guard of each "Down" and "Up" train to be advised. The Signaller at the staff station where the crews are instructed must make an entry to that effect in the Train Register Book.

Down. BALLARAT-NEWTOWN-IRREWARRA.

Height Above Sea.	Miles.	STATIONS.	47 Car Goods Mon.	11 PASS. SAT. EXC.	3 Goods Mon.	5	9	13 Postal Motor Wed., Fri
Feet. 30	—	MELBOURNE W ... dep.	A.M. ...	P.M. 1 20	A.M. ...	...	...	A.M. ...
1416	73 1/2	BALLARAT W	...	3 35 Rail Mtr. (A.E.C.) Petrol Sat. exc. P.M. 4 25	...	...	...	...
1492	76 1/2	Linton Junction †	...	...	...	...	...	...
1133	92 1/2	Newtown † W	...	5 25	Noon 12 0	...	...	...
1009	99	Berringa N C	11 15 1/2	...	...	...	...	...
840	102 1/2	Illabarook	11 45 1/2	To Linton (page 34)	To Skipton (page 34)	...	...	...
574	107 1/2	Rokewood †	...	P.M. 12 30	...	...	...	...
479	112 1/2	Werneth	...	...	...	...	...	...
415	117 1/2	GRESSY † W	...	...	...	...	...	...
405	122 1/2	Barpinba N C	...	...	...	...	...	8 0
391	128 1/2	Beeac	3 55	...	...	...	...	8 25
425	132 1/2	Ondit N C	...	...	...	...	...	8 50
420	137 1/2	Irrewarra † E S	...	...	...	...	...	9 15
437	140 1/2	COLAC E S W	...	PASS. 6 40	...	...	...	9 35
420	—	Up. Irrewarra E S	6 48	...	...	...	...	...
57	—	GEELONG E S W	8 20	...	...	...	...	...
30	—	MELBOURNE W (Spencer-street)	9 40	...	...	...	...	...

Note.—See page 34 for Schedules as between Newtown and Ballarat, and pages 35 and 36 for instructions for the working of Newtown as a Staff Station by the Guard of a train or Driver of a rail motor.

Down

IRREWARRA—NEWTOWN—BALLARAT.

Miles.	STATIONS.	2	42	8	10	14	16	18
		Rail Mtr. (A.E.C.) Petrol Sat. exc.	"THE FLIER" WED.			Goods Mon.	Postal Motor (Empty) Wed.	Postal Motor Fri.
30	MELBOURNE W dep. (Spencer-street)	A.M. ...	A.M. 8 25	...	...	P.M. ...	A.M. ...	A.M. ...
7	45 GEELONG E S W {	...	9 20	...	...	...	...	...
	dep.	...	PASS. WED. 9 35	...	...	...	...	...
420	91½ Irrewarra E S ... (See note, p. 63)	...	11 0	...	...	...	...	...
7	95½ COLAC E S W ... {	...	Car Gds. Wed. 10 35	...	...	...	...	...
	Up.	...	10 47	...	...	...	...	...
0	Irrewarra ES † ... (See note, p. 63)	...	11 15	...	...	...	9 45	11 5
5	96½ Ondit N C ...	...	\$	...	...	...	...	11 25
391	100½ Beac ...	...	P.M. 12 15	...	...	...	10 20	11 43
5	106½ Barpinba N C ...	...	\$	...	...	...	...	P.M. 12 10
415	111½ GRESSY † W ... {	...	1 35	...	...	...	11 5	12 35
9	116½ Werneth ...	...	2 35	...	...	...	...	...
4	121½ Rokewood † ... (See page 33)	...	\$	...	...	...	...	...
840	126½ Illabarook ...	From Linton	3 35	...	...	...	...	...
1009	130 Berringa N C ...	(page 34)	4 20	...	...	From Skipton (page 34)	...	...
3	136½ Newtown † W ... (See note, p. 35 and 36)	...	4 50	...	...	...	...	...
492	152½ Linton Junct. † {	7 55	5 40	...	...	6 30	...	...
	dep.	...	...	...	...	...	...	...
	arr.	8 46*	7 26*	...	...	7 50	...	...
	arr.	9 0	7 45	...	...	8 15	...	...
416	155½ BALLARAT W {	PASS. SAT. EXC. P.M. 12 15	PASS. THUR. A.M. 5 10	...	...	...	...	...
50	MELBOURNE W dep. (Spencer-street)	2 30	7 20	...	...	...	...	...

ROKEWOOD is a Staff Station, and the Sections Cressy-Rokewood, and Rokewood-Newtown, are worked in accordance with the Rules contained in Appendix II. of the Book of Rules and Regulations, the Supplementary Instructions shown in the General Appendix, and the further instructions set out hereunder:—

1. (a) On arrival of a train at Rokewood, the Guard of the train will be responsible for the Staff Working being carried out in accordance with the Rules and Instructions contained in Appendix II. of the Book of Rules and Regulations, and the Supplementary Instructions contained in the General Appendix.
- (b) When a train arrives on a Staff Ticket, the Guard must, on arrival of such train complete at Rokewood, telephone its arrival to the Staff Station in the rear, and the Guard of the next following train must, before permitting his train to depart, obtain the "ACRE" message for the previous train from the Staff Station in advance, in accordance with the Instructions contained in the General Appendix. All messages must be written out on the proper telegraph forms and attached to the Train Register Book.
- (c) Guards must make the necessary entries in the Train Register Book for all trains.
- (d) The Caretaker at Rokewood must arrange for Guards to have access to the office, and must forward the Train Register Book to the Block and Signal Inspector, Geelong, as instructed by S.M., Cressy.
- (e) The Guard of each train will be responsible for working the Fixed Signals and Plunger Locks, also the Scotch Blocks and Locking Bars as required, and the Driver must not pass through the Plunger Locked Points in the trailing direction from any road unless he has received permission from the Guard to do so. The Guard must replace the Points, Plungers, Locking Bars and Scotch Blocks to the proper position, and secure them by the Locks provided before his train leaves. The attention of Guards is directed to Regulation 230, and the instructions shown in the General Appendix re shunting operations and security of Points and Scotch Blocks at Caretaker Stations.

2. The quadrants of the Home Signals on the Platform at Rokewood are equipped with chains and padlocks so that they may be secured in the normal or reverse positions, and the Guard of each train will be responsible before his train departs from Rokewood, for the Home Signals being placed in the position specified herein, and being secured in this position by the chain and padlock on the quadrants at platform.

- (a) When a train is to depart from Rokewood, and it is known that the next train to pass through will not cross another train there, the Guard must lower the Home Signal in the direction from which the next train is to run; the Home Signal in the opposite direction must be left secured at the Stop position. It must be distinctly understood that one Signal only must be left locked at "Proceed" and the other locked at the "Stop" position.
- (b) When a train is to depart from Rokewood and the next train to arrive will cross another train at that Station, the Home Signals in each direction must be placed at "Stop" and the quadrants at platform secured in that position by the chains and padlocks provided.

3. Method of Crossing Trains.

- (a) After the train which has arrived first has stopped at the Signal, the Guard must go forward and take charge of the signalling and of the crossing arrangements; if the first train to arrive is required at the platform, it must be brought to the Platform Road and after completion of platform work set back and placed in No. 2 Road; when the train is in No. 2 Road, and No. 1 Road is quite clear at both ends, the second train may be permitted to arrive at the Platform Road.
- (b) The Guard of the train departing from No. 2 Road will be responsible for the Plunger being removed for his train to depart and for replacing the Plunger after the train has cleared the Points. Guards will be responsible for any Locking Bars or Scotch Blocks taken off being replaced and secured in their proper position. The Guard of the last train to depart will be responsible for the placing of Signals, as set out in clause 2.
- (c) In the event of a Guard noticing any Plunger, Scotch Block, or Locking Bar off, although he has not used them, he must, before leaving, place and secure them in the proper position.

4. When trains have to cross at Rokewood, the Driver and Guard of each train must be advised to that effect at the attended Station on the approach side, and must keep a good lookout when approaching Rokewood.

5. Whenever a train travels on a Staff Ticket from Newtown or Cressy the Guard of the train, and also the Guard of the next following train, must be instructed by the Stationmaster that compliance with sub-clause (b) of clause 1 is necessary at Rokewood.

6. Should a Train Staff be lost, the Stationmaster, Cressy, must arrange for Pilot-working, and for placing a man in charge at Rokewood.

The same course must be adopted in the event of an obstruction blocking the line, and it is necessary to work trains up to the point of obstruction, in accordance with the Rules.

The man-in-charge to remain at Rokewood until Pilot-working is cancelled or withdrawn.

Feet Above Sea	Miles	STATIONS.	47	11	3	5	9	Miles.	STATIONS.	2	6	10	14
Feet			Car Goods Mon.	PASS. SAT. EXC.	Goods Mon.					Rail Motor (A.E.C.) Sat. exs.	Car Goods Wed.		Goods Mon.
			A.M.	P.M.	A.M.					A.M.	P.M.		P.M.
30	—	MELBOURNE W	9 30	1 20	10 45			7 1/2	SKIPTON N C †	7 35			4 15
1416	73 1/2	BALLARAT W	9 34	3 25	10 50			12 1/2	Pittong N C	7 52			5 0
1447	74 1/2	Nth. Ballarat N C	9 34	4 25	10 50			13	LINTON †	7 55			6 5
1497	76	Wendouree N C	9 34	4 29	10 50			14 1/2	R M Stop. Place N C	8 20	From Colac		6 30
1492	76 1/2	Linton Junct. †	9 42*	4 35†	10 55			18 1/2	Happy Valley N C	8 20	pages 32		
1473	79 1/2	Cardigan N C	9 50†	4 57	11 15			19 1/2	Newtown † W (See pages 35, 36)	8 20	5 40		
1344	80 1/2	R M Stop. Place N C	10 58	4 59				19 1/2	R M Stop. Place N C	8 20			
1291	84 1/2	Kopke N C	10 58	5 27				20 1/2	R M Stop. Place N C	8 20			
1231	86	Haddon N C	10 58	5 27				21 1/2	R M Stop. Place N C	8 20			
1180	88 1/2	Nintingbool N C	10 58	5 27				22 1/2	Smythesdale †	8 20			
1189	90 1/2	R M Stop. Place N C	10 58	5 27				23	Nintingbool N C	8 20			
1133	92 1/2	R M Stop. Place N C	10 58	5 27				25 1/2	Haddon N C	8 20			
1070	97 1/2	Happy Valley N C	10 58	5 27				27 1/2	Kopke N C	8 20			
1098	98 1/2	R M Stop. Place N C	10 58	5 27				29 1/2	R M Stop. Place N C	8 20			
1181	104 1/2	LINTON †	10 45	5 45				31	Cardigan N C	8 20			
946	111 1/2	Pittong N C	10 45	5 45				32 1/2	Linton Junct. †	8 20			
		SKIPTON N C †	10 45	5 45				35	Wendouree N C	8 20			
			10 45	5 45				35 1/2	Nth. Ballarat N C	8 20			
			10 45	5 45				37	BALLARAT W	8 20			
			10 45	5 45				37 1/2	MELBOURNE W	8 20			
			10 45	5 45				111 1/2		8 20			

Block System is in force on the following sections:—Up and Down journey, between Lydiard-street Box "B," Ballarat, and North Ballarat "C"; North Ballarat "C" and Linton Junction "D." A. NOTE.—A steam train or P.E. Rail Motor substituted for A.E.C. Rail Motor must not stop at this Location.

NEWTOWN.

A Staff Station Worked by Guards of Trains and Driver of Rail Motor.

Newtown is a Staff Station, supervised by Stationmaster, Linton, and must be worked in accordance with the Rules contained in Appendix II. of the Book of Rules and Regulations, the Supplementary Instructions shown in the General Appendix, and the further instructions set out hereunder:—

1. (a) On arrival of a train at Newtown, the Guard of the train, or Driver in the case of a Rail Motor, will be responsible for the Staff working being carried out in accordance with the Rules and Instructions contained in Appendix II. of the Book of Rules and Regulations, and the Supplementary Instructions shown in the General Appendix. The Guard of the train, or Driver of the Rail Motor, will also be responsible for working the Interlocking frame, as set out for each particular train in clause 3 hereof. The District Superintendent to arrange for all Guards who will be called upon to run any of the present scheduled trains, also for the Driver of the Rail Motor to be examined in the "frame" at Newtown.

(b) Guard and Driver of Rail Motor must make the necessary entries in the Train Register Book for all trains.

(c) The Caretaker at Newtown must arrange for Guard and Rail Motor Driver to have access to the Office, and must forward the Train Register Book to the Block and Signal Inspector, Ballarat, as instructed by the Supervising Stationmaster.

(d) The attention of Guards and the Rail Motor Drivers is directed to Regulation 230 and the instructions shown in the General Appendix, respecting shunting operations and security of Points and Scotch Blocks at Caretaker Stations.

2. It must be distinctly understood that these instructions are only applicable to trains that are at present operating, and providing no trains are crossing at Newtown, and should it be necessary to schedule additional trains and for trains to cross at Newtown, the District Superintendent must, unless instructions are issued to the contrary, arrange for a competent Employee to take charge of Signalling.

Method of Operating Trains.

3. In order to permit of the trains (excepting the 2.35 p.m. Car-Goods ex Cressy on Wednesdays) getting a clear run into the Station, the Driver of the Rail Motor and the Guards of the Goods trains will attend to the Signalling as set out hereunder:—

MONDAYS.

- (i) The Driver of the 7.35 a.m. Up Rail Motor will place all levers to normal, exchange the Staffs and then operate levers 31, 7 and 39.
- (ii) The Guard of the 9.30 a.m. Down Cressy Car-Goods will place all levers to normal, exchange the Staffs (being very careful to hand his Driver the proper Staff) and then operate levers 15, 38, 31 and 39.
- (iii) The Guard of the 10.45 a.m. Down Skipton Goods will place all levers to normal, send the "Acro" message to Linton Junction, hand his Driver a Ticket to proceed to Linton, and then, just prior to departing, operate levers 14, 13, 15, 37, 31 and 39.
- (iv) The Driver of the 4.25 p.m. Down Rail Motor will place all levers to normal, obtain the "Acro" message from Linton, exchange the Staffs and then operate levers 14, 13, 15, 5 and 37.
- (v) The Guard of the 4.15 p.m. Up Skipton Goods will place all levers to normal, send the "Acro" message to Linton, hand his Driver a Ticket to proceed to Linton Junction and prior to departing, operate levers 14, 13, 15, 31, 5 and 7.

TUESDAYS.

- (i) Driver of the 7.35 a.m. Up Rail Motor will place all levers to normal, obtain the "Acro" message from Linton Junction, exchange the Staffs and then operate levers 31, 7 and 39.
- (ii) Driver of the 4.25 p.m. Down Rail Motor will place all levers to normal, exchange the Staffs and then operate levers 14, 13, 15, 5 and 37.

WEDNESDAYS.

- (i) Driver of the 7.35 a.m. Up Rail Motor will place all levers to normal, exchange the Staffs and then operate levers 31, 7 and 39.
- (ii) Driver of the 4.25 p.m. Down Rail Motor will place all levers to normal, exchange the Staffs and then operate levers 14, 13, 15 and 37.
- (iii) The 2.35 p.m. Up Car-Goods ex Cressy will stop at the Home Signal (Post No. 4) and the Guard is then to go forward to the station, place all levers to normal, then operate levers 16 and 2. On arrival of train he will place levers 2 and 16 to normal and obtain Staff from Driver, then hand Driver a "Ticket" to proceed to Linton Junction and prior to departing operate levers 14, 13, 15, 31, 7 and 5.

(continued on next page)

THURSDAYS.

- (i) Driver of the 7.35 a.m. Up Rail Motor will place all levers to normal, obtain the "Acre" message from Linton Junction, exchange the Staffs and then operate levers 31, 7 and 39.
- (ii) Driver of the 4.25 p.m. Down will place all levers to normal, exchange the Staffs and then operate levers 14, 13, 15, 5 and 37.

FRIDAYS.

- (i) Driver of the 7.35 a.m. Up Rail Motor will place all levers to normal, exchange the Staffs and then operate levers 31, 7, and 39.
- (ii) Driver of the 4.25 p.m. Down Rail Motor will place all levers to normal, exchange the Staffs and then operate levers 14, 13, 15, 5 and 37.

4. According to the direction of the train, the Stationmasters at Cressy, Linton, and Ballarat must assure themselves that the Driver of the Rail Motor, or Guard of a Steam train, thoroughly understands his duties to be performed at Newtown, also what the train will travel on, i.e., Staff or Ticket, from Newtown, and whether the "ACRE" message has to be obtained for a preceding train.

5. Train Crews working under these arrangements must be careful to see that the proper Staffs and Tickets for the Sections are carried and exchanged.

6. If any emergency with which the Guard or Rail Motor Driver cannot deal should arise, the Superintending Stationmaster must be communicated with. If unable to communicate with the Stationmaster, Linton, the Guard or Driver must confer with the Signaller at Linton Junction or Stationmaster, Cressy, and act under their instructions, and, if necessary, a man must be placed in charge at Newtown.

MARYBOROUGH-AVOCA-ARARAT.

Height above Sea.	Miles.	STATIONS.	5 PASS. †	7 PASS. DAILY	1 Goods Wed.	3 Goods Wed.	—
—	—	MELBOURNE W ... dep.	A.M. 9 0	A.M. 7 50	...	...	...
			Via C'maine P.M. 12 35	Via C'maine P.M. 12 20	...	...	...
787	112	MARYBOROUGH † W ... dep.	Rail Mtr. (A.E.C.) Diesel † P.M. 1 0	Rail Mtr. (A.E.C.) Diesel Daily P.M. 12 45	6 15	...	...
738	118	Adelaide Lead N C ...	1 9	12 54	...	...	...
738	119	Bung Bong N C (See note page 37) ...	1 18	1 3	...	...	...
738	123	Homebush N C ...	1 28	1 13	...	...	...
734	127	AVOCA † W ... dep.	1 36	1 21	7 45	...	...
			1 41V	1 26V	9 15	...	...
		128 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
		135 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
		135 1/2 Amphitheatre ...	2 0	1 45	9 55	...	...
		137 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
		140 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
962	144 1/2	Elmhurst (See note page 37) ...	2 21	2 6	10 35	...	...
		146 R.M. Stopping Place N C ...	Z	Z	...	...	...
		150 Eversley N C ...	2 33	2 18	11 25	...	...
		153 1/2 Ben Nevis † O ...	2 41	2 26	11 55	1 45	...
934	156 1/2	Dunneworthy N C ...	2 48	2 33	...	...	...
934	161 1/2	Warra-Yadin N C ...	3 1	2 46	...	...	...
		165 1/2 R.M. Stopping Place N C ...	Z	Z	P.M. 1 0	2 30	...
78	166 1/2	ARARAT † W ... dep.	3 20	3 5	...	...	...
30	131	MELBOURNE ... arr.	...	...	...	...	...

V.—No. 5 or No. 7 Avoca-Ararat Fridays is subsidised by the Postal Department for the conveyance of mails.

ARARAT-AVOCA-MARYBOROUGH

Height above Sea.	Miles.	STATIONS.	4 Rail Mtr. (A.E.C.) Diesel Mon.	6 Rail Mtr. (A.E.C.) Diesel Mon. ex.	2 Goods Wed.	12 Goods Mon.	—
Feet. 30	—	MELBOURNE W ... dep.	A.M. ...	A.M. ...	A.M. ...	A.M. ...	...
		UP	...	...	...	...	...
1028	131	ARARAT † W ... dep.	6 35	7 35V	5 0	10 0	...
		131 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
1023	136	Warra-Yadin N C ...	6 46	7 46	...	...	...
934	141 1/2	Dunneworthy N C ...	6 58	7 58	...	...	...
876	144	Ben Nevis † O ... dep.	7 5	8 5	5 40	10 35	...
		892 147 1/2 Eversley N C ...	7 13	8 13	...	...	...
		151 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
962	152 1/2	Elmhurst (See note) ...	7 25	8 25	...	11 30	...
		157 R.M. Stopping Place N C ...	Z	Z	...	...	...
		160 R.M. Stopping Place N C ...	Z	Z	...	P.M. ...	...
905	161 1/2	Amphitheatre ...	7 46	8 46	...	12 20	...
		162 1/2 R.M. Stopping Place N C ...	Z	Z	...	...	...
		169 R.M. Stopping Place N C ...	Z	Z	...	...	...
794	170 1/2	AVOCA † W ... dep.	8 3	9 3	...	1 5	...
		806 173 1/2 Homebush N C ...	8 15	9 15	...	2 25 1/2	...
766	178	Bung Bong N C (See note) ...	8 25	9 25	...	...	...
738	181 1/2	Adelaide Lead N C ... dep.	8 34	9 34	...	3 40	...
		787 185 1/2 MARYBOROUGH † W ... dep.	8 50	9 50	...	...	...
		30 — MELBOURNE W ... arr.	Mixed Sat. P.M. 3 0A	Mixed Sat. ex. P.M. 4 20A	...	...	...

V.—No. 6 between Ararat and Avoca Fridays is subsidised by the Postal Department for the conveyance of mails. A.—Via Castlemaine.

Elmhurst and Bung Bong may be opened as Intermediate Block Posts. See General Appendix for instructions.

Height above Sea.	Miles. from Melb.	STATIONS.	1 Goods Wed.	Miles.	STATIONS.	2 Goods Wed.
Feet. 1028	131	ARARAT † W dep.	A.M. 5 0	—	NAVARRE † dep.	A.M. 10 5
		1023 136 Warra-Yadin N C ...	...	3 1/2	Tulkara N C ...	...
		934 141 1/2 Dunneworthy N C ...	...	8 1/2	Landsborough ...	10 55
		876 144 Ben Nevis O † ...	arr. 5 40	12 1/2	Joel N C ...	...
		822 148 Crowlands N C ...	dep. 5 50	18 1/2	Crowlands N C ...	P.M. ...
		752 154 1/2 Joel N C ...	...	22 1/2	Ben Nevis O † ...	arr. 1 45
		790 158 1/2 Landsborough ...	...	25 1/2	Dunneworthy N C ...	...
		722 163 1/2 Tulkara N C ...	6 55	30 1/2	Warra-Yadin N C ...	...
		748 166 1/2 NAVARRE † arr.	8 10	35 1/2	ARARAT † W arr.	2 30

ARARAT-HAMILTON-PORTLAND (Passenger Service).

Height above sea	Miles.	STATIONS.	19 Diesel Rail Car †	23 Diesel Rail Car Daily	23A Diesel Rail Car †	27 PASS. DAILY	31 Mixed Mon., Fri.	33 PASS. †	37 Mixed †	39 PASS. WED., FRI.
30	—	MELBOURNE W ... Down.	A.M. ...	A.M. ...	A.M. ...	A.M. 8 10 P.M. 1 10	P.M. ...	A.M. 9 10 P.M. 1 25	P.M. ...	P.M. 1 20
1028	131	ARARAT E S W ...	dep. 10 25	10 50	11 5	P.M. 1 10 1 40	...	1 25 1 55	...	5 20 5 40
—	132	Shell Coy's, Siding N C	arr.	...	...	...	...	...	...	...
966	136½	<i>Langi Logan</i> O E S (See note, page 39)	dep. arr.	§	§	1 51 § 2 40	...	2 7 § 2 19	...	5 50 § 5 59 §
826	144½	Maroona E S	dep. 10 47	11 12	11 27	2 65	...	2 21	...	6 2
789	160½	Calvert N C	arr.	...	...	...	...	...	...	...
812	164½	Willaura E S	dep. 11 6	11 31	11 46	2 24 2 36	...	2 39 2 51	...	6 20 6 30
840	162	<i>Stavelly</i> ...	arr.	...	...	...	...	...	...	...
890	167½	Glen Thompson E S W	dep. 11 32	11 57	12 12	2 46	...	3 1	...	6 41
833	178½	Dunkeld E S	arr.	12 20	12 35	...	...	...	...	...
771	184½	<i>Mountajup</i> ... Rail Motor Stopping Place N C	dep. 11 52	12 31	12 46	3 3 3 14	...	3 18 3 29	...	6 59 7 10 §
666	192	<i>Strathkellar</i> (See page 39) ...	arr.	Z	Z	3 26	...	3 41	...	7 22 §
576	197½	HAMILTON E S W	arr. 12 35	1 5	1 20	3 40	...	3 55	...	7 40

Height above sea	Miles.	STATIONS.	19	23	23A	27	29	31	33	35	37	39
576	197½	HAMILTON E S W	...	...	...	P.M. 3 52	P.M. 4 5	4 10	4 7	Ltd. Thro' Mixed †	...	...
592	198½	Coleraine Junction E S	dep.	...	...	3 54*	4 8*	4 13*	4 9*	P.M. 4 20	4 25'	...
411	213½	Branxholme E S O X W	arr.	...	...	4 16	...	...	4 31	...	4 28*	...
401	221½	<i>Condah</i> O X W ... (See footnote)	dep.	...	...	4 19	4 37	...	4 34	4 52	...	...
429	224½	<i>Myamyn</i> ...	...	...	...	...	...	...	...	...	...	...
430	227½	<i>Milltown</i> ...	arr.	...	...	...	...	...	...	...	...	...
88	235½	Heywood O X † W	arr.	...	...	...	...	...	...	...	...	...
107	237½	Ballast Siding N C	dep.	...	...	...	...	...	...	...	...	...
71	241½	Heathmere N C	...	...	...	...	...	...	...	...	...	...
171	246½	<i>Gorae</i> ...	...	...	...	...	...	...	...	...	...	...
90	249½	Portland Freezing Coy's, Sdg. N C	...	...	...	...	...	...	...	...	...	...
—	249½	Dept. of Works and Housing Siding N C	...	...	...	...	...	...	...	...	...	...
40	250½	<i>Portland North</i> † W	arr.	...	...	...	...	...	...	...	...	...
11	251½	PORTLAND †	dep. arr.	...	...	5 35 5 45	6 20	...	5 50 6 0	6 35	...	...

© No. 23 may depart Dunkeld 12.21 p.m.; No. 23A Dunkeld, 12.36 p.m.

Langi Logan and Strathkellar may be opened as Intermediate Block Posts as required. See the General Appendix for instructions.
Langi Logan may be switched in as an Electric Staff Station as required and when arranged by the Train Controller. See General Appendix for instructions.
The crossing timings shown at Langi Logan for trains when required, are only practicable when Langi Logan is open as an Electric Staff Station.
Condah may be opened as an Intermediate Block Post in the Division Branxholme-Heywood. See the General Appendix for instructions.

For Road Motor timetables between Port Fairy-Portland-Ht. Camiller and Warrumbool-Hamilton, see page 106.

ARARAT-HAMILTON-PORTLAND-(Goods Service).

STATIONS.	1 Goods Sat.		3 Goods Thur. (Tues.)		7 Through Goods Mon.		11 Goods Wed. †		13 Through Goods Tue., Thur., Sat.		17 Through Goods Wed., Fri.		21 Goods Daily		25 Good Sat. exc. †	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
MELBOURNE W ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ARARAT E S W ...	arr.	...	...	...	2 0	...	...	...	3 30	...	4 0	...	5 0	...	...	...
Shell Coy's, Siding N C ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Langi Logan O E S ... (See note page 39)	arr.	...	...	...	2 30	...	...	...	4 0	...	4 30	...	5 26	...	...	...
Maroonia E S ...	dep.	...	...	...	3 45	...	...	...	5 20	...	5 50	...	6 30	...	...	...
Calvert N C ...	arr.	...	...	...	...	...	...	...	...	...	...	...	7 10	...	...	...
Willaura E S ...	dep.	...	...	...	4 15	...	...	...	5 50	...	6 20	...	7 45	...	...	...
Starvelly ...	arr.	...	...	...	...	...	...	...	6 25	...	6 55	...	8 40	...	...	...
Glen Thompson E S W ...	dep.	...	...	...	5 0	...	...	...	6 35	...	7 5	...	9 55	...	...	...
Dunkeld E S ...	arr.	...	...	...	...	...	...	...	7 10	...	7 40	...	10 25	...	...	...
Montajup Rail Motor Stopping Place Strahkellar (See note page 39)	dep.	...	...	...	5 40	...	...	...	7 35	...	8 35	...	10 50	...	...	...
HAMILTON E S W ...	arr.	...	...	...	6 20	...	...	...	8 15	...	9 15	...	11 30	...	...	...

(W)

STATIONS.	1 Goods Sat.		3 Goods Thur. (Tues.)		7 Through Goods Mon.		9 Goods Mon. †		13 Goods Sat.		15 Goods Thur. †		17 Goods Fri. †		19 Goods Wed.		21 Goods Daily		25 Good Sat. exc. †	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
HAMILTON E S W ...	dep.	6 0	6 45	...	9 0	...	10 10	...	10 10	...	10 10	...	12 20	...	12 20	...	12 50	...	12 30	...
Coleraine Junction E S ...	arr.	6 5	6 50	...	9 5	...	10 15	...	10 15	...	10 15	...	12 25	...	12 25	...	12 57	...	2 35	...
Braxholme E S C X W ...	dep.	6 36	7 21	...	9 36	...	11 5	...	11 5	...	11 5	...	12 56	...	12 56	...	1 30	...	3 15	...
Condah O X W ... (See note page 39)	arr.	7 0	7 45	...	10 0	...	11 25	...	11 25	...	11 34	...	1 16	...	1 16	...	2 20	...	...	...
Myamyn ...	dep.	7 10	7 55	...	10 25	...	11 50	...	11 45	...	12 4	...	1 40	...	1 15	...	...	...	...	...
Millorn ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Heywood C X † W ...	arr.	8 10	8 55	...	11 0	...	1 10	...	1 35	...	1 30	...	2 50	...	2 15	...	...	...	...	...
Heywood ...	dep.	8 55	9 55	...	12 15	...	2 0	...	2 0	...	...	...	3 45	...	3 45	...	...	...	...	...
Ballast Siding N C ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Heathmere N C ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gorce ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portland Freezing Coy's, Sdg. N C ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dept. of Works and Housing Siding N C ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portland North † W ...	dep.	...	...	...	3 25	...	3 30	...	4 10	...	4 15	...	5 10	...	5 15	...	...	...	...	...
PORTLAND † ...	arr.	...	...	...	3 30	...	3 30	...	4 15	...	4 15	...	5 15	...	5 15	...	...	...	...	...

(W)

A. Note: These Goods trains are not to run unless authorised by the Superintendent of Train Services.

PORTLAND-HAMILTON-ARARAT (Goods Service)

STATIONS.	2		8		10		24		25		30		33		40		44	
	Goods Tu., Wed., Th., Sat.	A.M.	Goods Mon., Wed.	A.M.	Goods Mon., Wed., Fri.	A.M.	Goods Mon., Wed., Thur.	A.M.	Goods Wed., Fri.	A.M.	Goods Fri.	A.M.	Goods Sat.	P.M.	Goods Thur. (Tue. †)	P.M.	Goods Sat.	P.M.
UP.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Portland †
Portland North † W
Dept. of Works and Housing Sdg. N C
Portland Freezing Coy's Sdg. N C
Gorae ... N C
Heathmere N C
Ballast Siding N C
Heywood † C X W
Milltown
Mjamyn
Condah O X W
(See note page 39)
Branxholme C X E S W
Coleraine Junction E S
HAMILTON E S W

STATIONS.	2		9		10		24		26		30		35		40		44	
	Goods Mon., Fri.	A.M.	Goods Mon., Fri.	A.M.	Goods Mon., Fri.	A.M.	Goods Mon., Fri.	A.M.	Through Goods Sat. exc.	P.M.	Through Goods Fri.	P.M.	Through Goods Sat.	P.M.	Through Goods Thur.	P.M.	Through Goods Sat.	P.M.
HAMILTON E S W ...	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Sirathkellar (See note page 39)
Moutajup
Dunkeld E S
Glen Thompson E S W
Stavelly
Willaura E S
Calvert N C
Maroona E S
Langi Logan O E S
(See note page 39)
Shell Coy's Siding N C
ARARAT E S W ...	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
BALLARAT W
MELBOURNE W

Note:—A—These Goods trains are not to run unless authorised by the Superintendent of Train Services.

Down.

HAMILTON-COLERAINE.

Height Above Sea.	Miles.	STATIONS.	31 PASS. MON., FRI.	37 PASS. †			
Feet. 30	—	MELBOURNE W dep.	A.M. 8 10	A.M. 9 10	...	...	...
1028	131	ARARAT E S W { arr. dep. arr.	P.M. 1 10 1 40 3 40	P.M. 1 25 1 55 3 55	...	...	...
576	197½	HAMILTON E S W { dep.	Mixed. Mon., Fri. 4 10	Mixed † 4 25	...	...	...
592	198½	Coleraine Junction E S †	P.M. 4 13*	P.M. 4 28*	...	...	...
494	205	Bochara N C ... ..	\$	\$	...	...	...
439	210½	Wannon N C (See note)	4 45	5 0	...	...	...
661	215½	Parkwood N C ... ..	\$	\$	...	...	...
308	221½	COLERAINE † W arr.	5 25	5 40	...	...	...

Up.

COLERAINE-HAMILTON.

Height Above Sea.	Miles.	STATIONS.	12 Mixed Mn., Fri.	14 Mixed †			
Feet. 308	—	COLERAINE † W dep.	A.M. 9 45	A.M. 10 0	...	...	...
661	5½	Parkwood N C ... ..	\$	\$	...	...	...
439	10½	Wannon N C (See note)	10 30	10 45	...	...	...
494	16½	Bochara N C ... ..	\$	\$	...	...	...
592	23	Coleraine Junction E S † { arr.	11 2* 11 10 PASS., MON., FRI.	11 17* 11 25 PASS. †	...	...	...
576	23½	HAMILTON E S W { dep.	11 55 P.M.	12 10 4 47	...	...	...
413	147½	BALLARAT W	4 47	4 47	...	...	...
30	221½	MELBOURNE W arr.	7 22	7 22	...	...	...

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

Down.

BRANXHOLME-CASTERTON.

Height Above Sea.	Miles.	STATIONS.	1 PASS. †	3 PASS. †	5 PASS. †	7 PASS. †	21 Goods M. Wed. Fri.
Feet. 30	—	MELBOURNE W dep.	A.M. 8 10	A.M. 8 10	A.M. 9 10	A.M. 9 10	P.M. ...
1028	131	ARARAT E S W { arr. dep.	P.M. 1 10 1 40	P.M. 1 10 1 40	P.M. 1 25 1 55	P.M. 1 25 1 55	...
576	197½	HAMILTON E S W { arr.	3 52 4 16 Mixed †	4 5 4 37 Mixed †	4 7 4 31 Mixed †	4 20 4 52 Mixed †	12 50 1 30
411	213½	BRANXHOLME E S † W { dep.	4 30 4 55	4 52 5 17	4 45 5 10	5 7 5 32	2 20
464	222½	Grassdale (See note)	4 55	5 17	5 10	5 32	...
266	231½	Merino †	5 25	5 47	5 40	6 2	3 40
189	236½	Henty (See note) ... ..	\$	\$	\$	\$	...
154	242½	Sandford (See note)	6 5	6 27	6 20	6 42	...
158	245½	CASTERTON † W arr.	6 35	7 0	6 50	7 15	5 10

Up.

CASTERTON-BRANXHOLME.

Height Above Sea.	Miles.	STATIONS.	16 Mixed †	18 Mixed †	20 Mixed †	22 Mixed †	10 Goods M. Wed. Fri.
Feet. 158	—	CASTERTON † W dep.	A.M. 8 15	A.M. 8 15	A.M. 8 30	A.M. 8 30	A.M. 5 50
154	2½	Sandford (See note)	8 24	8 24	8 39	8 39	...
189	9	Henty (See note)	8 42	8 42	8 57	8 57	...
266	14	Merino †	9 17	9 17	9 32	9 32	7 35
464	22½	Grassdale (See note) { arr.	9 50 10 30	9 50 10 30	10 5 10 45	10 5 10 45	9 20
411	32	BRANXHOLME † E S W { dep. arr.	10 55 11 35 PASS. †	10 53 11 35 PASS. †	11 10 11 50 PASS. †	11 13 11 50 PASS. †	10 10 10 55
576	47½	HAMILTON E S W { dep.	11 55 P.M.	11 55 P.M.	12 10 P.M.	12 10 P.M.	...
1028	114½	ARARAT E S W { arr. dep.	2 8 2 33	2 8 2 33	2 23 2 53	2 23 2 53	...
1416	171½	BALLARAT W { arr. dep.	4 27 4 47	4 27 4 47	4 27 4 47	4 27 4 47	...
30	245½	MELBOURNE W arr.	7 22	7 22	7 22	7 22	...

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

Down HEYWOOD—MOUNT GAMBIER.

Height above sea.	Miles.	STATIONS.	1 Goods Sat.	3 Goods Thur. (Tue. †)	5 Goods Fri. †	7 Goods Mon.	13 Goods Sat.	19 Goods Wed.
Feet 30	—	MELBOURNE W ... dep.	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
1028	131	ARARAT E S W ... dep.	... 2 0	... 3 30	... 4 0	... 8 15	... 10 15	... 12 20
576	197½	HAMILTON E S W ... dep.	6 0	6 45	... 9 0	10 10	P.M. 12 35	2 15
88	235½	HEYWOOD † W ... arr.	8 10	8 55	... 11 0	12 35	2 0	3 45
193	241	Sinclair Siding N C ...	Tender 1st 8 55	Tender 1st 9 55	6 50	12 15	2 0	3 45
272	248	Lyons ...	...	...	...	...	...	...
375	254	Greenwald N C ...	...	...	...	...	...	...
140	258	Winnap ...	...	...	...	...	...	...
113	261½	Dartmoor O † W ... arr.	10 30	11 20	8 40	2 0	3 45	5 45
181	267	Marp N C ...	...	...	...	2 45	4 30	6 45
213	274	Puralka N C ...	...	...	...	...	...	...
211	279½	Rennick N C ...	...	...	...	...	...	...
147	284	Kromelite N C ...	...	...	...	...	...	...
129	287½	Murrava N C ...	...	...	...	...	...	...
137	291½	MT. GAMBIER † W ... arr.	...	...	11 30	4 30	6 30	9 0
		(Vic. time) ... arr.	...	...	11 0	4 0	6 0	8 30
		(S.A. time) ... arr.	...	...	...	...	...	...

MOUNT GAMBIER—HEYWOOD

Height above sea.	Miles.	STATIONS.	8 Goods Sun., Tue.	30 Goods Fri.	36 Goods Sat.	40 Goods Thur. (Tues. †)	44 Goods Sat. †
Feet 137	—	MT. GAMBIER † W ... dep.	P.M. 10 0	A.M. 6 0	A.M. ...	P.M. ...	P.M. 1 0
129	4	Murrava N C ...	...	...	...	...	...
147	7½	Kromelite N C ...	...	...	...	...	...
211	12½	Rennick N C ...	...	...	...	...	...
213	17½	Puralka N C ...	...	...	...	...	...
181	24½	Marp N C ...	...	...	...	...	...
113	30½	Dartmoor O † W ... dep.	11 55	7 50	...	...	3 0
		(See note)	Goods Mn., Wd.,	...	...	...	...
140	33½	Winnap ...	A.M. 12 55	8 55	11 45	12 40	4 0
375	37½	Greenwald N C ...	...	...	...	...	...
272	43½	Lyons ...	...	...	...	...	...
103	50½	Sinclair Siding N C ...	...	...	P.M. 1 5	2 10	6 0
88	58½	HEYWOOD † W ... dep.	2 50	10 50	...	...	...
		(Vic. time) ... arr.	4 30	12 25	2 35	3 40	7 20
		(S.A. time) ... arr.	6 35	2 20	5 20	6 5	9 20
576	94½	HAMILTON E S W ... dep.	8 35	3 45	...	...	...
		(Vic. time) ... arr.	12 10	8 40	...	...	...
1028	160½	ARARAT E S W ... dep.	...	...	...	...	...
1416	218	BALLARAT W ... arr.	...	...	...	...	...
30	291½	MELBOURNE W ... arr.	...	...	...	...	...

For Special Instructions in connection with the working of Dartmoor as a Staff Station, see the General Appendix.
For Road Motor time tables between Port Fairy—Mt. Gambier and Hamilton—Mt. Gambier, see page 103.

Down. ARARAT—LUBECK—BOLANGUM.

Height Above Sea.	Miles from Melb.	STATIONS.	17 Goods Tues.
Feet 1028	131	ARARAT E S W ... dep.	A.M. 4 30
488	175	LUBECK E S † ... arr.	7 50
476	180½	Jackson N C ...	8 55
458	184½	Rupanyup O † W ... dep.	9 50
467	190½	Barrum N C ...	10 30
450	194½	Banyena ...	P.M. 12 15
490	200	Marnoo † W ... arr.	Goods Tues. † 1 0
575	206½	BOLANGUM † N C ... arr.	1 30

Up. BOLANGUM—LUBECK—ARARAT.

Height Above Sea.	Miles.	STATIONS.	18 Goods Wed.	20 Goods Tues. †
Feet 575	—	BOLANGUM † N C ... dep.	A.M. ...	P.M. 1 45
490	6½	Marnoo † W ... arr.	...	2 15
450	12	Banyena ... dep.	6 0	...
467	16	Burrum N C ...	...	...
458	21½	Rupanyup O † W ... arr.	...	...
476	26½	Jackson N C ... dep.	9 15	...
488	31½	LUBECK E S † ... arr.	10 15	...
		(Vic. time) ... dep.	10 35	...
1028	75½	ARARAT E S W ... arr.	P.M. 2 55	...

GRAMPIANS LINE—closed.

Height Above Sea.	Miles from Melbourne	STATIONS.
Feet 761	150	STAWELL † W ...
641	161	Fyans' Creek N C ...
815	167	GRAMPIANS † N C ...

MURTOA—HOPETOUN—PATCHEWOLLOCK.

Height Above Sea Feet	Miles.	STATIONS.	Passenger Service.			Goods Service.			
			11 PASS. M., WED, F., SAT.	13 PASS. ‡	15 PASS. TUES., THUR.	1 Goods Sat.	3 Goods Friday	7 Goods Wed.	9 Goods Mon.
30	—	MELBOURNE W ... dep.	A.M. 8 10	A.M. 9 10	P.M. 1 20	A.M. ...	A.M. ...	A.M. ...	A.M. ...
3	73½	BALLARAT W ... dep.	11 20	11 35	3 35	...	...	...	...
		... dep.	11 35	11 50	3 48	...	...	...	...
		... dep.	P.M. 3 15	P.M. 3 30	6 58	...	...	...	...
		... dep.	Rail Mtr. (P.E.) Mon., Wed., Fri., Sat.	Rail Mtr. (P.E.) ‡	Rail Mtr. (P.E.) Tu., Thu.	...	...	...	...
0	185½	MURTOA E S W ... dep.	P.M. 3 35	P.M. 3 50	P.M. 7 15	8 50	9 0 4	10 20	10 30 30
5	190½	Coromby (See note) ... dep.	\$	\$	\$	9 27	10 5	11 25	11 35
426	198½	Minyip E S ... dep.	3 56	4 11	7 36	9 45	10 30	11 59	12 5 P.M.
0	202½	Nullan N C ... dep.	\$	\$	\$	...	...	...	...
		... dep.	...	...	...	10 9	11 15 10	12 45	12 50
380	206½	Sheephills O E S ... dep.	4 11	4 26	7 51	10 29	12 5	1 40	1 15
3	212½	Mellis ... dep.	\$	\$	\$	...	...	...	...
		... dep.	4 40	4 55	8 20	11 0	12 50	2 30	2 20
361	216½	WARRACKNABEAL E S W ... dep.	4 55	5 10	8 25	12 30B	Gds.Tu. A.M. 9 20	...	...
		217 Vacuum Oil Coy.'s Sdg. NC ... dep.	...	...	...	...	...	...	...
		217½ Warrackside N C E S ... dep.	...	...	...	...	...	...	...
		(See footnote)	...	...	...	...	...	...	...
7	221½	Batchica Siding N C ... dep.	\$	\$	\$	...	...	...	...
8	225½	Lah N C ... dep.	\$	\$	\$	1 30	10 15	...	...
316	229	Brim E S † ... dep.	5 17	5 32	8 47	2 0	10 45	...	...
0	234½	Galaquil ... dep.	\$	\$	\$	...	...	...	...
		... dep.	5 35	5 50	9 5	2 50	P.M. 3 50	12 20	...
289	239	Thomas's Siding N C ... dep.	...	...	...	...	...	...	...
282	246	Rosebery ... dep.	5 49	6 4	9 19	...	...	...	...
9	249	Goyura N C ... dep.	\$	\$	\$	...	...	...	...
		... dep.	6 20	6 35	9 50	5 25	2 25	...	...
11	254½	HOPETOUN † W ... dep.	...	...	...	7 30	...	...	...
253	259½	Burroin N C ... dep.	...	...	...	...	...	...	...
17	265½	Dattuok N C ... dep.	...	...	...	...	...	...	...
11	271½	Yarto N C ... dep.	...	...	...	...	...	...	...
9	277	Wills N C ... dep.	...	...	...	...	...	...	...
234	281½	PATCHEWOLLOCK † arr.	...	...	...	10 30	...	...	...

Note.—Coromby may be opened as a Intermediate Block post as required. See General Appendix for instructions.

Note.—Warrackside is an unattended Electric Staff Post worked in accordance with instructions shown in the General Appendix.

E. Car for the conveyance of passengers is attached to No. 1 Warracknabeal-Patchewollock Saturdays, and No. 30 Patchewollock-Warracknabeal Goods, Sundays.

PATCHEWOLLOCK—HOPETOUN—MURTOA.

Height Above Sea Feet	Miles.	STATIONS.	Passenger Service.			Goods Service.			
			6 Rail Mtr. (P.E.) Thurs.	8 Rail Mtr. (P.E.) M., Wed., Fri., Sat.	10 Rail Mtr. (P.E.) ‡	30 Goods Sun.	2 Goods Sat.	4 Goods Fri.	32 Goods Wed.
234	—	PATCHEWOLLOCK † dep.	A.M. ...	A.M. ...	A.M. ...	P.M. 9 45B	A.M. ...	A.M. ...	A.M. ...
239	4½	Wills N C ... dep.	...	...	...	...	...	...	...
231	9½	Yarto N C ... dep.	...	...	...	...	...	...	...
237	16½	Dattuok N C ... dep.	...	...	...	...	...	...	...
256	21½	Burroin N C ... dep.	...	...	...	...	...	...	...
		... dep.	...	...	...	11 50	...	...	...
281	27	HOPETOUN † W ... dep.	6 5	9 30	9 45	Mon. A.M. 12 50	...	...	8 0D
279	32½	Goyura N C ... dep.	6 15	\$	\$	...	...	...	...
282	35½	Rosebery ... dep.	6 21	9 48	10 3	...	...	...	...
289	42½	Thomas's Siding N C ... dep.	...	...	...	...	...	...	...
290	42½	Beulah † ... dep.	6 34	10 5	10 20	2 25	...	...	9 0
301	46½	Galaquil ... dep.	\$	\$	\$	...	...	...	...
316	52½	Brim † E S ... dep.	6 53	10 24 30	10 39	3 35	...	...	9 55-00
		... dep.	...	...	...	...	...	...	11 0
338	56½	Lah N C ... dep.	\$	\$	\$	...	...	...	...
347	60½	Batchica Sdg. N C ... dep.	...	...	...	...	...	...	...
	64	Warrackside E S NC ... dep.	...	...	...	...	...	...	...
	64½	Vacuum Oil Coy.'s Sdg. N C ... dep.	7 15	10 50	11 5	5 30	...	...	11 50
		... dep.	...	...	Rail Mtr. (P.E.) ‡	...	...	...	...
361	65	WARRACKNABEAL E S W ... dep.	7 20	11 10	11 25	7 0	5 30	6 0	12 50
393	69½	Mellis ... dep.	\$	\$	\$	...	...	...	...
380	75	Sheephills O E S ... dep.	7 39	11 26 30	11 41	7 45	6 5	6 45	1 35
420	79	Nullan N C ... dep.	\$	\$	\$	...	...	...	...
426	83½	Minyip E S ... dep.	7 55	11 44 10	11 59	8 35	7 0	7 30	...
		... dep.	...	...	...	9 0	7 20	7 50	2 25
445	90½	Coromby (see note, page 50) ... dep.	\$	\$	\$	...	...	...	...
		... dep.	8 20	12 15	12 30	10 20	8 25	8 45	3 20
460	96½	MURTOA E S W ... dep.	PASS. TUES. THURS. A.M. 8 36	PASS. M., WED. F., SAT. P.M. 12 34	PASS. ‡ P.M. 12 52	Thro' Goods P.M. 1 0	...	...	...
		... dep.	...	...	...	Via Cressy Tues. A.M. 2 30	...	...	...
30	281½	MELBOURNE W ... arr.	P.M. 2 30	7 22	7 22	...	...	...	...

B. Car for the conveyance of passengers is attached to No. 30 Patchewollock-Warracknabeal Goods Sundays.

D. Authorized load of No. 32, 3-5ths R. G. Load and is restricted to three shunts between Hopetoun and Warracknabeal and two shunts between Warracknabeal and Murtoa.

Down. HORSHAM-GOROKE-CARPOLAC.

Height above sea.	Miles.	STATIONS.	3 "THE O'LAND SUN.	9 Car-Goods Mon.	11 Car Goods †	13 PASS. DAILY	15 PASS. †	5 Goods Tues., Thurs.
Feet. 30	—	MELBOURNE W ...	dep. P.M. 7 0	...	...	A.M. 8 10	A.M. 9 10	...
			MON. A.M. 12 9	...	...	P.M. 3 15	P.M. 3 30	...
460	185½	MURTOA E S W ...	dep. 12 10	...	...	3 25	3 40	...
			arr. 12 33	...	...	3 58	4 13	...
			Rail Mtr. (A.E.C.) Diesel Mon.			Rail Mtr. (A.E.C.) Diesel Daily.	Rail Mtr. (A.E.C.) Diesel †	
434	203½	HORSHAM W † ...	dep. A.M. 6 30V	3 55B	4 10	4 25B	4 40	9 30
434	208	Remlaw Siding N C ...	...	§	§	§	§	...
433	211½	Vectis N C (See note)	...	4 15§	4 30§	4 42§	4 57§	...
397	214	Quantong N C (See note)	...	6 55	§	4 50	5 5	...
430	217	East Natimuk † N C	arr. ...	4 40B	4 55	...	...	...
			dep. 7 3	5 5	5 20	4 58	5 13	10 30
			arr. 7 8	...	...	5 3	5 18	10 40
395	218½	Natimuk † W ...	dep. 7 11	...	...	5 8	5 23	11 20
406	222½	Arapika N C ...	...	§	§	§	§	...
399	227½	Mitre ...	...	7 32	...	5 29	5 44	...
572	232½	Duffholme N C ...	...	§	§	§	§	...
557	238½	Gymbowen ...	...	7 58	...	5 55	6 10	...
	242½	P.C.R. Crossing, R M Stp. Pl.	...	Z	Z	Z	Z	P.M. 1 15
			arr. 8 20	To Balmoral (page 54)	To Balmoral (page 54)	6 15	6 30	Goods Alt. Tu. P.M. 2 15
532	245½	Goroke† ...	...	...	...	...	...	3 0
			dep. ...	...	...	...	...	3 15
491	251½	Mortat ...	arr. ...	...	...	...	...	Com. 5/10/48
465	254½	CARPOLAC N C † ...	arr. ...	...	...	...	...	...

Vectis OR Quantong may be opened as an Intermediate Block Post as required. See General Appendix for instructions.

V—No. 3 Horsham-Goroke and No. 10 or No. 12 Goroke-Horsham Mondays are subsidised by Postal Department for conveyance of mails.

B—Passengers for stations Noradjuha to Balmoral inclusive travel by 4.25 p.m. (No. 13) Mondays to East Natimuk and there transfer to No. 9.

Up. CARPOLAC-GOROKE-HORSHAM.

Height Above Sea	Miles	STATIONS.	2 Rail Mtr. (A.E.C.) Diesel Tues., Thur. Sat.	4 Car-Goods Mon.	8 Car-Goods †	10 Rail Mtr. (A.E.C.) Diesel Mon., Wed., Fri.,	12 Rail Mtr. (A.E.C.) Diesel †	14 Rail Mtr. (A.E.C.) Diesel Sat.	6 Goods Wed., Fri.	16 Goods At. terminate Tues.
Feet. 465	—	CARPOLAC N C † ...	dep. A.M. ...	...	...	...	...	...	...	P.M. 3 45
491	3½	Mortat ...	arr. ...	...	...	...	...	...	...	4 0
			dep. ...	...	...	...	...	...	...	4 15
532	9	Goroke † ...	arr. ...	...	...	...	...	...	...	4 40
			dep. 6 5			9 40V	10 0V	7 40	7 0	...
			Z			Z	Z	Z	...	...
557	15½	Gymbowen ...	...	From Balmoral (page 56)	...	9 56	10 16	7 56	...	...
572	21½	Duffholme N C ...	...	§	§	§	§	§	...	...
399	26½	Mitre ...	...	6 45	...	10 20	10 40	8 20	...	...
406	30½	Arapika N C ...	...	§	§	§	§	§	...	...
395	35½	Natimuk † W ...	arr. 7 5	...	...	10 39	10 59	8 40	8 40	...
			dep. 7 8	...	...	10 45	11 5	8 43	8 55	...
430	37½	E. Natimuk N C † ...	arr. ...	...	...	...	...	...	...	...
			dep. 7 15	9 45	10 0	10 52	11 12	8 50	...	...
397	40½	Quantong N C (See note page 52)	arr. 7 22	§	§	11 0	11 20	8 57	...	...
433	43½	Vectis N C (see note page 52)	...	§	§	§	§	§	...	...
434	46½	Remlaw Siding N C ...	...	§	§	§	§	§	...	...
			arr. 7 55	11 0	11 15	11 30	11 50	9 30	10 30	...
434	51½	HORSHAM W † ...	PASS. ...	PASS. ...	PASS. †	PASS. ...	PASS. ...	"THE O'LAND SUN."	...	...
			dep. A.M. 8 0	A.M. 11 57	P.M. 12 16	A.M. 11 57	P.M. 12 16	A.M. 3 43	...	...
460	69½	MURTOA E S W ...	arr. 8 28	12 26	12 44	12 26	12 44	4 11	...	...
			dep. 8 36	12 34	12 52	12 34	12 52	4 12	...	...
30	254½	MELBOURNE W ...	arr. P.M. 2 30	7 22	7 22	7 22	7 22	9 30	...	...

V—No. 10 Mondays, or No. 12 is subsidised by the Postal Department for the conveyance of mails.

HORSHAM-BALMORAL-HAMILTON.

Height above Sea.	Miles.	STATIONS.	1 Light Engine Fri.	3 "THE OVERLAND" SUN.	9 Car-Goods Mon.	11 Car-Goods †	13 PASS. DAILY	15 PASS. †	5 Goods Tue., Thur.
Feet	—	Down. MELBOURNE W ... dep.	A.M. ...	P.M. 7 0 MON. A.M. 12 9	P.M. ...	P.M. ...	A.M. 8 10 P.M. 3 15	A.M. 9 10 P.M. 3 30	A.M. ...
60	185½	MURTOA W ...	arr. ...	12 10 12 33	... ...	... ...	3 25 3 58	3 40 4 13	......
434	203½	HORSHAM W †	arr. ...	Rail Mtr. (A.E.C.) Diesel Mon.	... ...	... ...	Rail Mtr. (A.E.C.) Diesel Daily	Rail Mtr. (A.E.C.) Diesel †	... ...
80	217	E. Natimuk † NC	dep. ...	A.M. 6 30	3 55B 4 40	4 10 4 55	4 25B	4 40	9 30
	223½	Noradjuha ...	arr. ...	7 3	5 5	5 20	4 58	5 13	10 30
530	230½	Jallumba ...	dep. ...	...	5 45§	6 0§	...	...	...
530	234½	Tooolondo ...	dep. ...	...	6 45	7 0	...	...	...
	240½	Jeffries NC ...	arr. ...	...	...	...	...	...	...
	245½	Kanagulk ...	arr. ...	...	...	...	...	...	...
			dep. 7 10	To Goroke (page 52)	7 20	7 35	To Goroke (page 52)	To Goroke (page 52)	To Goroke (page 52)
			arr. 7 30		8 10	8 25			
634	253½	BALMORAL † W	dep. ...	7 Car-Goods Wed., Fri.	9 Car-Goods †	11 Car-Goods †	...	...	...
792	259	Englefield NC ...	arr. ...	A.M. 8 10	A.M. 8 25	...	P.M. 12 15	...	...
	264	Vasey NC ...	dep. ...	8 50	9 5	...	12 55	...	...
53	268½	Gatun NC ...	arr. ...	...	...	...	...	...	...
	274	Urangara NC ...	arr. ...	...	...	...	...	...	...
	278½	Cavendish ...	dep. ...	9 55	10 10	...	2 0	...	...
81	283	Kyup NC ...	arr. ...	...	...	...	...	...	...
	289	Kanawalla NC ...	arr. ...	11 10	11 25	...	3 15A	...	...
	294½	HAMILTON † W	dep. ...	11 55 P.M. 2 8	12 10	...	...	...	...
	From Hamilton 66½	Up. ARARAT ES W ...	arr. ...	...	2 23	...	...	...	...
30	197½	MELBOURNE W ...	arr. ...	2 38 7 22	2 53 7 22	...	...	...	...

A.—12.15 p.m. (No. 11), Balmoral-Hamilton Car-Goods, when run, connects with the 5.0 p.m. Rail for, Hamilton to Ararat.

B.—Passengers for stations Noradjuha to Balmoral, inclusive, travel by 4.25 p.m. (No. 13) Mondays to East Natimuk and there transfer to No. 9.

HAMILTON-BALMORAL-HORSHAM.

Height above Sea.	Miles.	STATIONS.	2 Light Engine Fri.	4 Car-Goods Mon.	8 Car-Goods †	10 PASS. WED., FRI.	12 PASS. †	14 Rail Mtr. (A.E.C.) Diesel Sat.	6 Goods Wed., Fri.
Feet	—	Down. MELBOURNE W ... dep.	A.M. ...	A.M. ...	A.M. ...	A.M. 8 10 P.M. 1 10	A.M. 9 10 P.M. 1 25	P.M. ...	A.M. ...
1028	131	ARARAT W ...	arr. ...	...	...	1 40 3 40	1 55 3 55	...	...
576	197½	HAMILTON † W	arr. ...	...	...	Car-Goods Wed., Fri.	Car-Goods †	...	...
791	203	Up. Kanawalla NC ...	dep. ...	...	...	4 10	4 25	...	...
721	209	Kyup NC ...	arr. ...	...	...	...	...	...	...
673	213½	Cavendish ...	dep. ...	...	...	5 25	5 40	...	...
756	218	Urangara NC ...	arr. ...	...	...	...	...	...	...
809	223½	Gatun NC ...	arr. ...	...	...	...	...	...	...
850	228	Vasey NC ...	dep. ...	...	...	6 20§	6 35§	...	...
792	233	Englefield NC ...	arr. ...	...	...	...	...	...	...
634	238½	BALMORAL † W	arr. ...	...	...	7 15	7 30	...	...
	240		dep. 6 40	7 0	7 15	...	...	...	...
588	246½	Kanagulk ...	arr. 7 0	...	...	Rail Mtr. (A.E.C.) Diesel Mon., Wed., Fri.	Rail Mtr. (A.E.C.) Diesel †	...	...
566	251½	Jeffries NC ...	dep. ...	7 28	7 43	...	...	...	...
560	257½	Tooolondo ...	arr. ...	8 18	8 33	...	...	...	...
530	261½	Jallumba ...	arr. ...	...	...	...	...	...	...
482	268½	Noradjuha ...	dep. ...	9 20§	9 35§	From Goroke (page 53)	From Goroke (page 53)	From Goroke (page 53)	From Goroke (page 53)
			arr. ...	...	...	...	...	...	...
430	275	E. Natimuk † NC	dep. ...	...	...	...	...	...	...
			arr. ...	...	...	...	...	...	...
434	288½	HORSHAM W †	dep. ...	...	...	...	...	...	...
			arr. ...	...	...	...	...	...	...
460	18	MURTOA W ...	dep. ...	8 28	12 26	12 44	12 26	12 44	4 11
			arr. ...	8 36	12 34	12 52	12 34	12 52	4 12
1416	129½	BALLARAT W	dep. ...	11 55	4 27	4 27	4 27	4 27	7 10
30	203½	MELBOURNE W	arr. ...	12 15	4 47	4 47	4 47	4 47	7 30
			dep. ...	2 30	7 22	7 22	7 22	7 22	9 30

Down

DIMBOOLA—YAAPEET.

Height Above Sea	Miles.	STATIONS.	1 Goods Mon.	3 Goods Thur.	5 Goods Alternate Thur.	7 Goods Tues.	9 Postal Motor Wed., Fri.
Feet			A.M.	A.M.	A.M.	A.M.	P.M.
30	—	MELBOURNE W ... dep.	...	...	...	...	...
460	185½	MURTOA W ... { arr. dep. arr.	...	...	...	...	...
365	224½	DIMBOOLA † W ... { dep.	1 0	5 0	Comm. Thur. 7/10/48	8 0	...
310	231½	Arkona N C ...	...	...	...	...	...
326	235½	Antwerp ...	...	...	...	...	...
297	242	Tarranyurk ...	...	...	...	...	...
277	247½	JEPARIT † W ... { arr. dep.	3 0	7 0	...	9 45 10 15	...
385	255	Ellam N C ...	...	...	...	...	...
348	259	Pullut N C ...	...	...	...	To Yanac	...
294	266½	RAINBOW † ... { arr. dep.	4 30	8 30	...	9 30	1 0
249	272½	Albacutya N C ...	...	...	...	...	...
249	276½	YAAPEET † ... arr.	...	...	10 10	...	1 40

Up

YAAPEET—DIMBOOLA.

Height Above Sea	Miles.	STATIONS.	2 Goods Mon.	4 Goods Alternate Fri.	6 Goods Wed.	8 Goods Alternate Thurs.	10 Goods Alternate Thurs.	12 Postal Motor Wed., Fri.
Feet			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
249	—	YAAPEET † ... dep.	...	...	Ex	...	11 0	2 0
249	4½	Albacutya N C ... { arr.	...	...	Yanac (See page 57)	...	11 50	2 40
294	10½	RAINBOW † ... { dep.	6 30	8 0	...	10 20	2 30	...
323	17½	Pullut N C ...	...	...	...	...	...	...
365	21½	Ellam N C ...	...	...	...	...	...	...
277	23	JEPARIT † W ... { arr. dep.	8 0	9 15	9 0 9 35	P.M. 12 5	...	...
297	24½	Tarranyurk ...	...	...	...	...	...	...
326	41	Antwerp ...	...	...	...	...	...	...
310	45½	Arkona N C ...	...	...	...	...	...	...
365	62	DIMBOOLA † W ... { arr. dep.	11 0	12 15	11 50	2 45	...	...
460	91½	MURTOA W ... { arr. dep.	...	Comm. Fri. 8/10/1948	...	Comm. Thurs. 30/9/1948	...	...
1028	145½	ARARAT W ... { arr. dep.	...	...	...	...	...	...
20	276½	MELBOURNE W ... arr.	...	...	...	...	...	...

Down.

JEPARIT—YANAC.

Height Above Sea.	Miles.	STATIONS.	3 Goods Tues.			
Feet.			A.M.			
365	224½	DIMBOOLA † W ... dep.	8 0	...	...	...
277	247½	JEPARIT † W ... { arr.	9 45	...	...	...
318	255½	Detpa N C ... { dep.	10 15 10 30	...	...	...
356	261½	Lorquon ...	11 20	...	...	...
406	267½	Netherby ... { arr. dep.	...	...	...	...
422	279½	YANAC † W ... arr.	2 10	...	...	...

Up.

YANAC—JEPARIT.

Height Above Sea.	Miles.	STATIONS.	4 Goods, Wed.			
Feet.			A.M.			
422	—	YANAC † W ... dep.	6 15	...	...	...
406	12½	Netherby ...	6 50	...	...	...
356	18½	Lorquon ... { arr.	...	...	...	...
318	24½	Detpa N C ... { dep.	7 30	...	...	...
277	32	JEPARIT † W ... { arr. dep.	9 0 9 35	...	...	...
365	55	DIMBOOLA † W ... arr.	11 50	...	...	...

Miles	STATIONS	29	37	63	65	67	71	95	109	115	119	143	157
—	MELBOURNE — Flinders-street W	Rail Motor (P.E.) Sat. Exc.	Rail Motor (P.E.) Sat. Exc.	By-Cars Sat. Exc.	PASS. SAT. EXC.	Rail Motor (P.E.) Sat. Exc.	PASS. SAT. EXC.	Rail Motor (P.E.) Sat. Exc.	Elect. Wed.	Rail Motor (P.E.) Sun.	Elect. Sun.	Elect. Sun.	Rail Motor (P.E.) Sun.
—	Spencer-street W	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
1	North Melbourne	...	9 25	...	4 27A	4 46	5 19	9 25	11 40	7 10B	10 40	5 9	11 25
3½	Footscray	...	9 28	...	4 31	4 54*	*	9 28	11 43	7 14	10 43	5 3	11 30
6½	Newport	...	9 33	...	4 38	4 54*	*	9 33	11 46	7 18	10 46	5 6	11 37
7½	Newport South Junction	...	...	May take passengers offering	...	...	...	...	Mdnt.	...	11 06	5 20C	...
8½	Paisley N C	...	6 55	...	4 47	5 0	5 37	9 40	RI. Mtr. Thur.	...	Rail Mtr (P.E.)	...	...
9½	C.O.R. Platform N C	...	6 57*	...	4 49*	5 2*	5 40*	9 42*	A.M.	...	...	...	...
10½	Rock (Crossing Loop)	...	7 5*	...	...	...	5 47*	...	...	...	...	...	...
11½	Galvin N C	...	7 12	...	...	...	5 47*	...	...	...	...	...	...
13	Laverton	...	7 19*	...	5 4	5 14	5 54	9 54	12 17	7 50	11 25	5 40	M'night 12 0
13½	Aircraft Siding Platform N C	...	*	...	5 7	5 17	6 10	...	...	...	...	...	Mon. A.M. 12 3
15½	Drome (Crossing Loop)	...	7 29	...	5 22	5 30	6 10	...	12 20	7 53	...	5 43	...
19½	WERRIBEE W	...	10 10	...	5 22	5 30	6 10	...	12 30	8 5	11 40	6 0	12 15

Steam Passenger and Rail Motor Trains stop only at stations where timetabled herein to stop between Melbourne and Newport, except (B) the 7.10 a.m. (No. 115) Sundays which stops at all Suburban Stations between Melbourne and Newport.
A. Tender first.—**C.** Passengers change trains.—For full service between Melbourne and Geelong, including above, see pages 60-65.

WERRIBEE—AIRCRAFT SIDING—LAVERTON—MELBOURNE.

Local Passenger Service.

Miles	STATIONS	18	22	32	40	54	60	62	72	94	182	200	230
—	WERRIBEE W	Rail Motor (P.E.) Sat. Exc.	Rail Motor (P.E.) Daily	Rail Motor (P.E.) Sat. Exc.	Rail Motor (P.E.) Sat. Exc.	PASS. SAT. EXC.	Rail Motor (P.E.) Sat. Exc.	PASS. SAT. EXC.	PASS. SAT. EXC.	Rail Motor (P.E.) Wed.	Rail Motor (P.E.) Sun.	Rail Motor (P.E.) Sun.	Rail Motor (P.E.) Sun.
4	Drome (Crossing Loop)	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.
6	Aircraft Siding Platform N C	6 18	7 40	10 25	12 33	...	5 50	5 53	6 54A	8 50	12 10	12 10	6 10
6½	Laverton	...	...	...	...	...	...	...	...	...	...	...	...
8½	Galvin N C	6 30	7 52	10 36	12 44	4 55	6 1	6 05	7 8	9 1	12 21	12 21	6 22
9½	Rock (Crossing Loop)	6 33	7 55	10 39	12 47	5 50	6 4	6 9	7 11	9 3	12 23	12 23	6 25
10	C.O.R. Platform N C	...	...	...	...	...	...	...	...	...	...	...	...
11	Paisley N C	...	...	...	...	...	...	...	...	...	...	...	...
12½	Newport South Junction	6 40*	8 8*	10 49*	1 3*	5 20*	6 17*	6 19*	7 25*	9 14*	12 34*	12 34*	6 38*
13½	Newport	6 48C	...	...	...	5 22C	...	...	...	...	...	...	...
16½	Footscray	Elect.	8 10	10 52	1 5	5 29	6 19	6 21	7 31	Elect.	Elect.	Elect.	6 41
18½	North Melbourne	...	8 16	10 59	1 13	5 37	6 24*	6 29*	7 40	9 28	12 41	12 41	6 45*
19½	MELBOURNE , Spencer-st. W	...	8 22	11 7	1 20	5 43	6 30*	6 36*	7 53	9 34	12 49	12 49	6 54*
20½	Flinders-street W	7 10	...	...	...	5 46	7 5Ely.	...	...	11 42	9 37	12 58	6 58

Steam Passenger and Rail Motor Trains stop only where timetabled herein to stop between Newport and Melbourne.
A. Tender first.—**C.** Passengers change trains.—For full service between Geelong and Melbourne, including above, see pages 74-79.
C No. 24 may depart Laverton 5.9 p.m., C.O.R. Platform 5.5 p.m.

Down.

MELBOURNE-GEELONG-PORT FAIRY—Passenger Service.

Table with columns: Height above Sea, Miles, STATIONS, 29, 31, 33, 35A, 37, 39, 41, 41A, 43, 45A, 47, 47A. Rows include MELBOURNE, North Melbourne, Footscray, Seddon, Yarraville, Spotswood, Newport, Newport S. Junct., Paisley N C, Oil Coy's Siding N C, C.O.R. Platform N C, Rook (Crossing Lp.), Galvin N C, Leaverton, Aircraft Siding Platform N C, Drome (Crossing Loop), Werribee W, Werribee R'course N C, Manor O, Little River O, LARA O.

Table with columns: 50, 42, 50, 56, 57, 62, 22, 39, 50, 333, 330, 394, 281, 417, 389, 383, 420, 437. Rows include LARA O, Corio, North Shore, Ford's Siding N C, Nth. Geelong 'A' Box, Nth. Geelong 'B' Box, GEELONG E S W, Sth. Geelong E S, Geelong R'course Plat. NC, Marshall, Grovedale N C, Pettavel, Moriac, Buckley, Winchelsea E S W, Armystage E S, Birregurra E S W, Warracoot, Irrewarra E S, COLLAG E S W.

A. No. 31 will definitely stop at Paisley and C.O.R. Man. to Fri. inclusive. No. 31 may depart Nth. Shore 8.11 a.m., Little River 8.6 a.m., Lara 8.17 a.m., Corio 8.23 a.m., North Shore 8.27 a.m. No. 35A may depart Winchelsea 10.24 a.m., Armystage 10.35 a.m. No. 39 may depart Little River 10.52 a.m., Lara 10.41 a.m., Corio 10.47 a.m., North Shore 10.51 a.m., Nth. Geelong 10.55 a.m. No. 41 may depart Mar. 11.31 a.m., Little River 11.39 a.m., Lara 12.6 p.m., Corio 12.13 p.m., Nth. Geelong 12.21 p.m. No. 41A may depart Mar. 11.31 a.m., Little River 11.39 a.m., Lara 12.6 p.m., Corio 12.13 p.m., Nth. Geelong 12.21 p.m. No. 43 may depart Little River 12.2 p.m., Lara 12.12 p.m., Corio 12.19 p.m. No. 47 may depart Lara 1.35 p.m., Corio 1.23 p.m., North Shore 1.40 p.m., North Geelong 1.50 p.m. No. 47A may depart Winchelsea 1.10 p.m., Mar. 1.17 p.m., Little River 1.23 p.m., Lara 1.24 p.m., Corio 1.41 p.m., North Shore 1.45 p.m., Nth. Geelong 1.49 p.m. For details of Road Motor Services connecting at Geelong and Corio see pages 34 to 38.

Continued on

Miles.	STATIONS.	53 PASS. ↓	61 PASS. ↓	63 Empty Cars Sat. Exc.	65 PASS. SAT. EXG.	67 Rail Motor (P.E.) Sat.	69A EX- PRESS ↓	69B EX- PRESS ↓	69 EX- PRESS SAT. EXG.	71 PASS. SAT. EXO.	73A EX- PRESS ↓	73 EX- PRESS SAT.	79 PASS. ↓	81 PASS. DAILY
	MELBOURNE—													
1	(Winders-street) W dep.	2 10	3 30	...	4 27A	4 46	5 10	5 10	5 10	5 19	5 50	5 50	6 5	6 5
2	(Spencers-street) W dep.	"	"	...	4 31	"	"	"	"	"	"	"	6 8*	6 8*
3	North Melbourne ...	"	"	...	"	"	"	"	"	"	"	"	"	"
4	South Kensington ...	"	3 30	...	4 38	4 54*	"	"	"	"	"	"	6 12*	6 14
5	Footscray ...	"	"	...	"	"	"	"	"	"	"	"	"	"
6	Seddon ...	"	"	...	"	"	"	"	"	"	"	"	"	"
7	Yarraville ...	"	"	...	"	"	"	"	"	"	"	"	"	"
8	Spotswood ...	"	"	...	"	"	"	"	"	"	"	"	"	"
9	Newport ...	2 25	3 40	4 OA	4 47	5 0	5 22*	5 22*	5 22*	5 37	6 3*	6 3*	6 18*	6 21
10	Newport S. Junct. ...	2 27*	3 48*	4 2*	4 40*	5 2*	5 24*	5 24*	5 24*	5 40*	6 5*	6 5*	6 20*	6 23*
11	Paisley N C ...	"	"	"	"	"	"	"	"	"	"	"	"	"
12	Oil Coy.'s Siding N C ...	"	"	"	"	"	"	"	"	"	"	"	"	"
13	C.O.B. Platform N C ...	"	"	"	"	"	"	"	"	"	"	"	"	"
14	Rock (Crossing Loop.) ...	"	"	"	"	"	"	"	"	"	"	"	"	"
15	Galvin N C ...	"	"	"	"	"	"	"	"	5 47*	"	"	"	"
16	Laverton ...	2 33*	4 0	4 20	5 4	5 14	"	"	"	5 54	"	"	6 26*	6 34
17	Aircraft Siding Platform N C ...	"	4 3	4 50	5 7	5 17	"	"	"	"	"	"	"	"
18	Drome (Crossing Loop) ...	"	"	5	5 23	5 30	5 62	5 62	5 62	6 1*	"	"	"	6 37
19	Werribee W ...	2 41	4 14	4 20	5 23	5 30	5 38*	5 38*	5 38*	6 10	6 18*	6 18*	6 34	6 45
20	Werribee R'course N C ...	"	"	"	5 69, 69A, 69B, 69C	"	"	"	"	6 48, 61, 70, 72	"	"	"	"
21	Manor O ...	2 47*	4 22	"	"	"	"	"	"	"	"	"	6 40*	6 53
22	Little River O ...	2 52*	4 30	"	"	"	"	"	"	"	"	"	"	"
23	LARA O ...	"	"	"	"	"	"	"	"	"	"	"	"	"

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(W)

35	LARA O ...	dep.	2 57*	4 39	5 53*	5 53*	5 53*	6 51*	7 10
36	Corio ...	arr.	3 2*	4 45	"	"	"	"	7 16
37	North Shore ...	dep.	"	4 49	"	"	"	"	7 20
38	Ford's Siding N C ...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	Nth. Geelong "A" Box	...	3 7*	4 53	...	...	6 2*	6 2*	6 2*	...	...	...	7 1*	7 25
40	Nth. Geelong "B" Box	...	3 15	5 0	...	...	6 7	6 7	6 7	...	...	...	7 5	7 35
41	GEELONG E S W ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...
42	Sth. Geelong E S ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...
43	Geelong R'course Plat N C	dep.	...	...	...	...	...	...	...	...	...	...	...	...
44	(See page 67)	...	...	...	...	...	...	...	...	...	...	...	...	...
45	Marshall	...	...	...	...	...	...	...	...	...	...	...	...	...
46	Grovedale N C (See page 67)	...	...	...	...	...	...	...	...	...	...	...	...	...
47	Pattarel	...	...	...	...	...	...	...	...	...	...	...	...	...
48	Moriac O E S ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...
49	Buckley ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...
50	Winchelsea E S W ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...
51	Armytage E S (See p. 67)	dep.	...	...	...	...	...	...	...	...	...	...	...	...
52	Birregurra E S W ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...
53	Warracoot (See page 67)	dep.
54	Irrewarra E S ...	arr.
55	(See page 67)
56	COLAC E S W ...	arr.
57	Continued on

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© No. 69 and 69B may depart Winchelsea 7.22 p.m., Armytage 7.32 p.m., Moriac 7.38 p.m. No. 73 and 73A may depart Moriac 7.38 p.m. For details of Road Motor Services connecting at Geelong and Colac, see pages 104 to 106. A Tender first.

MELBOURNE-GEELONG-PORT FAIRY—Passenger Services.

Miles.	STATIONS.	PASS. 83	PASS. 91	PASS. 95	PASS. 107	ELEC. 109	Rail Mtr. (P.E.) Sun.	ELEC. 119	ELEC. 141	Rail Mtr. (P.E.) Sun.
—	MELBOURNE (Flinders-street) W dep. (Spencer-street) W dep.	P.M. 6 30	P.M. 7 10	P.M. 9 25	P.M. 11 25	P.M. 11 40	A.M. 7 10	A.M. 10 40	P.M. 5 0	P.M. 11 25
1	North Melbourne ...	"	"	9 28	11 30	11 46	7 18	10 43	5 3	11 30
2½	South Kensington ...	"	"	"	11 33	11 49	7 21	10 46	5 6	"
3½	Footscray ...	"	"	"	"	11 49	7 26	10 49	5 9	"
4	Seddon ...	6 39	7 23*	9 33	11 39	11 52	7 28	10 52	5 12	11 37
4½	Yarraville ...	"	"	"	"	11 54	7 30	10 54	5 14	"
5½	Spotswood ...	"	"	"	"	11 56	7 32	10 56	5 16	"
6½	Newport ...	"	"	"	"	11 58	"	10 58	5 18	"
7½	Newport S. Junct. ... dep.	6 47	7 31	9 40	11 47	M'night 12 00	"	11 00	5 20C	"
8½	Paisley N C ... arr.	6 49*	7 33*	9 42*	11 49*	Rail Mtr. (P.E.) Thur. 12 3	7 35	11 10	5 24	11 44
9½	C.O.R. Platform N C ... dep.	"	"	"	"	"	7 37*	11 12*	5 27*	11 47*
10½	Rock (Crossing Loop.) ... arr.	6 58*	"	"	"	"	"	"	"	"
11½	Galvin N C ... dep.	7 39	"	"	"	"	"	"	"	"
13	Laverton ... arr.	7 39	"	"	"	"	"	"	"	"
13½	Aircraft Siding Platform N C ... dep.	7 39	"	"	"	"	"	"	"	"
15½	Drome (Crossing Loop) ... arr.	7 11	"	"	"	"	"	"	"	"
19½	Werribee W ... dep.	7 19	7 49	9 54	12 5	12 20	7 50	11 25	5 40	M'night 12 0
21	Werribee R'course N C ... dep.	7 19	7 49	9 54	12 5	12 20	7 50	11 25	5 40	Mon. A.M. 12 3
24½	Manor O ...	7 27	"	"	"	"	"	"	"	"
29½	Little River O ...	7 35	"	"	"	"	"	"	"	"
35½	LARA O ... arr.	"	8 0*	"	"	"	"	"	"	"

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(W)

Miles.	STATIONS.	PASS. 83	PASS. 91	PASS. 95	PASS. 107	ELEC. 109	Rail Mtr. (P.E.) Sun.	ELEC. 119	ELEC. 141	Rail Mtr. (P.E.) Sun.
35½	LARA O ... dep.	7 44	8 6*	12 41\$	12 41\$	"	"	"	"	"
39½	Corio ... arr.	7 50	8 11*	12 48\$	12 48\$	"	"	"	"	"
41½	North Shore ... dep.	7 54\$	"	12 52\$	12 52\$	"	"	"	"	"
41½	Ford's Siding N C ...	"	"	"	"	"	"	"	"	"
43½	Nth. Geelong "A" Box ...	"	"	"	"	"	"	"	"	"
43½	Nth. Geelong "B" Box ...	7 58	8 20*	12 56—4	12 56—4	"	"	"	"	"
45	GEELONG E S W ... arr.	8 5	90.90A	1 0	1 0	"	"	"	"	"
46½	Sth. Geelong E S ... dep.	"	"	"	"	"	"	"	"	"
47½	Geelong R'course Plat N C ...	"	"	"	"	"	"	"	"	"
49½	Marshall ... (See page 67)	"	"	"	"	"	"	"	"	"
50½	Grovedale N C (See page 67)	"	"	"	"	"	"	"	"	"
56½	Pittabel ...	"	"	"	"	"	"	"	"	"
60	Moriac O E S ...	"	"	"	"	"	"	"	"	"
64½	Buckley ...	"	"	"	"	"	"	"	"	"
70½	Wincheba E S W ... arr.	"	"	"	"	"	"	"	"	"
76½	Arnyllage E S (See p.67) ... dep.	"	"	"	"	"	"	"	"	"
83½	Birregurra E S W ... arr.	"	"	"	"	"	"	"	"	"
87	Warncoort (See page 67) ... dep.	"	"	"	"	"	"	"	"	"
91½	Irrewarra E S ... arr.	"	"	"	"	"	"	"	"	"
95½	COLAC E S W ... dep.	"	"	"	"	"	"	"	"	"

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(W)

Passengers change trains.

No. 91 may depart North Geelong 8.17 p.m.

For details of Road Motor Services connecting at Geelong and Colac see pages 104 to 106.

Height above Sea.	Miles.	STATIONS.	20 PASS. SAT. EXO.	35 A PASS. †	35 DAILY	59 Light Engine Sat. Exo.	69 A PASS. †	69 B PASS. †	69 C PASS. TUE. THUR.	73 A PASS. †	73 PASS. SAT.
437	05½	COLAC E S W ...	A.M. ...	A.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
463	06½	Alvie Junc. E S (See page 67)	arr. dep.								
467	104½	Larport ...									
491	111	Pirron Yallock O ES (See p. 67)									
540	113½	Stoneyford (See page 67)									
477	117½	Pomborneit O ES (See page 67)									
		Weerrite (See page 67) ...									
541	123½	CAMPERDOWN E S W ...	arr. dep.								
534	123½	Cattle Siding N C ...									
533	127½	Timboon Junc. ES (See page 67)									
479	131½	Boorcan O E S ...	arr. dep.								
434	137½	Terang E S ...									
	138½	Mortlake Junc. ES (See page 67)									
329	144½	Garnoc (See page 67) ...									
250	150½	Pannure O E S (See page 67)									
90	155	Cudgee (See page 67) ...									
41	159	Allansford ES (See page 67)									
	164½	Caltex Siding N C ...	arr. dep.								
33	168	WARRAMBOOL E S W ...	arr. dep.								
56	167	(See foot note)									
38	169	Cattle Siding N C ...									
82	172	Dennington N C (See footnote)									
212	175½	Illowa O E S (See page 67)	arr. dep.								
123	177½	KOROIT E S W ...									
108	179	Crossley N C ...									
67	181½	Kirkstall N C ...									
29	184½	Moyne N C ...									
	185½	Rosebrook N C ...									
15	186½	S.W. Milk Coy's Siding N C ...									
		PORT FAIRY E S ...	arr.								

NOTE.—Warnambool—Dennington Local Service is guaranteed. Engine when running Light to run Tender first.
 A.—During the period of restriction of the goods train service to Port Fairy to two trains weekly, a maximum of four trucks of perishable and/or urgent loading may be attached at Warnambool to 1.57 p.m. (No.35) on Saturdays for Port Fairy only.

MELBOURNE—GEELONG—PORT FAIRY.
 Block Notes

Three-position Signalling is in force on the Up and Down journey between No. 1 Box, Spencer-street, and Newport South Junction. The Permissive Track Block System is in force on the Up and Down journey between Dudley-street and North Melbourne Junction and Weighbridge Junction, South Kensington (Goods Lines).
 Weighbridge Junction Signal-box is opened only as required and as arranged by Superintendent Melbourne Yards.
 South Kensington Signal-box is closed after the last passenger train has cleared the section ahead early Sunday mornings until 1 a.m. Mondays. 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 C.15/31.
 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 mornings until 5.0 a.m. Mondays.
 Geelong Racecourse Platform will be established as an Electric Staff Post when so published.
 Arnytage is switched in as an Electric Staff Station as required and when arranged by Train Controller, Geelong. See General Appendix for instructions.

Irrewara is switched in as an Electric Staff Station as shown hereunder:—
 Mondays from 4.0 p.m. until No. 90 clears; Wednesdays, from 9.50 a.m. until No. 42 Ballarat departs.
 Pirron Yallock and Pomborneit are switched in as Electric Staff Stations as shown hereunder:—
 Mondays, Wednesdays, Fridays from 9.0 a.m. until No. 90 clears. Tuesdays, Thursdays from 7.50 a.m. until No. 90 clears. Saturdays from 8.20 a.m. until Nos. 35 and 52 clear.
 Pannure and Allanford are switched in as Electric Staff Stations as shown hereunder:—
 Mondays Wednesdays, Fridays from 8.5 a.m. until No. 90 clears.
 Tuesdays, Thursdays from 7.10 a.m. until No. 35 clears.
 Illowa is switched in as an Electric Staff Station as shown hereunder:—Mondays from 11.30 a.m. until No. 90 clears; Tuesdays, Wednesdays, Thursdays and Fridays from 1.30 p.m. until No. 90 clears.

NOTE.—The Train Controller, Geelong, may arrange for Irrewara, Pirron Yallock, Pomborneit, Pannure, Allanford and Illowa to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signaller at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.
 Stoneyford or Pomborneit may be opened as Intermediate Block Posts in accordance with General Appendix instructions, when Through Electric Staff Working is in operation, between Colac and Camperdown.
 Crocendale, Arnytage, Warnacoer, Weerite, Garves, and Cudgee may be opened as Intermediate Block Posts as required. See General Appendix for instructions.
 Pannure and Allanford 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 Warnambool.
 Alvie Junction, Timboon Junction and Martlake Junction are unattended Electric Staff Posts worked in accordance with instructions shown in the General Appendix.

NOTE.—Trains must not be crossed at Alvie Junction, Timboon Junction or Martlake Junction.

MELBOURNE-GEELONG-FORT FAIRY-GOODS SECTION.

DOWN

Miles.	STATIONS.	6	9	11	15	19	21	23	25	41	49
		Goods Daily	Fast Goods (News) Daily	Thru' Goods Daily	Road-side Goods Daily	Goods Daily	Goods Mon., Thur.	Goods Tues., Wed., Fri., Sat.	Goods Thurs.	Mail Daily	Goods Daily
1	MELBOURNE (Spencer-street) W dep.	A.M. 1 55	A.M. 2 55	A.M. 3 45A	A.M. 3 45A	A.M. 4 10	A.M. 4 10	A.M. 4 24	A.M. 4 45	P.M. 1 11	P.M. 12 45
2 1/2	North Melbourne ...	"	"	"	"	"	"	"	"	"	"
3 1/2	South Kensington ...	"	"	"	"	"	"	"	"	"	"
4	Maribyrnong Siding Junction ...	"	"	"	"	"	"	"	"	"	"
4 1/2	Footscray ...	"	"	"	"	"	"	"	"	"	"
4 3/4	Seddon ...	"	"	"	"	"	"	"	"	"	"
5 1/4	Yarraville ...	"	"	"	"	"	"	"	"	"	"
5 3/4	Spotswood ...	"	"	"	"	"	"	"	"	"	"
6 1/2	Newport ...	"	"	"	"	"	"	"	"	"	"
7 1/2	Newport South Junction ...	"	"	"	"	"	"	"	"	"	"
7 3/4	Austral Meat Siding N C ...	"	"	"	"	"	"	"	"	"	"
8 1/4	Paisley N C ...	"	"	"	"	"	"	"	"	"	"
8 3/4	Oil Co.'s Siding N C ...	"	"	"	"	"	"	"	"	"	"
9 1/4	C.O.R. Platform N C ...	"	"	"	"	"	"	"	"	"	"
10 1/2	Rock (Crossing Loop) ...	"	"	"	"	"	"	"	"	"	"
11 1/2	Galvin N C ...	"	"	"	"	"	"	"	"	"	"
13	Laverton ...	"	"	"	"	"	"	"	"	"	"
13 1/2	Aircraft Sdg. Plat. N C ...	"	"	"	"	"	"	"	"	"	"
14 1/2	Aircraft Siding N C ...	"	"	"	"	"	"	"	"	"	"
16 1/2	Drome (Crossing Loop) ...	"	"	"	"	"	"	"	"	"	"
19 1/2	Werribee W ...	"	"	"	"	"	"	"	"	"	"
21	Werribee Racecourse N C ...	"	"	"	"	"	"	"	"	"	"
24 1/2	Manor O ...	"	"	"	"	"	"	"	"	"	"
29 1/2	Little River O ...	"	"	"	"	"	"	"	"	"	"
35 1/2	LARA O ...	"	"	"	"	"	"	"	"	"	"

(W)

35 1/2	LARA O ... dep.	3 13	5 26	11 0	11 30	5 26	5 26	11 0	11 30	5 26	11 0
39 1/2	Geelong G. S. Siding N C ... dep.	"	"	"	"	"	"	"	"	"	"
39 1/2	Corio ... arr. dep.	3 20	5 40	11 15	11 30	5 40	5 40	11 15	11 30	5 40	11 15
40 1/2	Distillers Siding N C ... dep.	"	"	"	"	"	"	"	"	"	"
41 1/2	North Shore ...	"	"	"	"	"	"	"	"	"	"
41 1/2	Port's Siding N C ...	"	"	"	"	"	"	"	"	"	"
43 1/2	North Geelong "A" Box ... arr. dep.	3 28	6 0	11 30	11 30	6 0	6 0	11 30	11 30	6 0	11 30
43 1/2	North Geelong "B" Box ... arr. dep.	3 33	"	"	"	"	"	"	"	"	"
45	GEELONG E S W ... arr. dep.	1 0	4 30	4 42	6 12	4 30	4 30	4 42	6 12	4 30	4 42
49 1/2	South Geelong E S ... dep.	1 15	"	"	"	"	"	"	"	"	"
47 1/2	Geelong Racecourse Plat. N C ... (See page 67)	"	"	"	"	"	"	"	"	"	"
49 1/2	Marshall ...	"	"	"	"	"	"	"	"	"	"
50 1/2	Grovedale N C (See page 67) ...	"	"	"	"	"	"	"	"	"	"
56 1/2	Pettayol N C ... arr. dep.	1 51 J	"	"	"	"	"	"	"	"	"
60	Moriac E S ... arr. dep.	2 0	4 12	5 18 J	7 8	4 12	4 12	5 18 J	7 8	4 12	5 18 J
64 1/2	Buckley ... arr. dep.	2 25	4 32	5 58	8 25	4 32	4 32	5 58	8 25	4 32	5 58
70 1/2	Winchelsea E S W ... arr. dep.	3 0	4 56	6 46	11 15	4 56	4 56	6 46	11 15	4 56	6 46
70 1/2	Armytage E S (See page 67) ... arr. dep.	3 20	5 12	7 8	11 49	5 12	5 12	7 8	11 49	5 12	7 8
83 1/2	Birregurra E S W ... arr. dep.	3 30	5 20	7 25	11 55	5 20	5 20	7 25	11 55	5 20	7 25
87	Warncoort (See page 67) ... arr. dep.	4 30	5 37	8 30	Page 72	5 37	5 37	8 30	Page 72	5 37	8 30
91 1/2	Irrewarra E S (See page 67) ... arr. dep.	"	"	"	"	"	"	"	"	"	"
93 1/2	Country Roads Board Sdg. N C ... dep.	"	"	"	"	"	"	"	"	"	"
93 1/2	Shell Co.'s Siding N C ...	"	"	"	"	"	"	"	"	"	"
95	Atlantic Union, Vacuum and C.O.R. Co.'s Siding N C ...	"	"	"	"	"	"	"	"	"	"
95 1/2	COLLAG E S W ... arr. dep.	4 30	5 37	8 30	Page 72	5 37	5 37	8 30	Page 72	5 37	8 30
	Continued on ...	"	"	"	"	"	"	"	"	"	"

(W)

No. 9 Goods—Passengers must not be allowed to travel by this train unless specially authorized by the Commissioners or the General Superintendent of Transportation. Members of both Houses of Federal and State Parliaments are, however, exempted, and may be permitted to travel as required.

Geelong Fair is three-quarters of a mile from Geelong Station; the line junctions at Geelong "A" Box with the Melbourne-Geelong line, Fyansford is 2 1/2 miles from North Geelong Station; the line junctions at North Geelong with the Geelong-Ballarat line. See General Appendix for instructions. Coal siding is half-mile from North Geelong on Fyansford Line.

A. The 3.45 a.m. (No. 15) Goods will stop at Newport, if required, to set down Railway Employees returning home after completion of shift.

Miles.	STATIONS.	Goods, Tues.	Goods, Daily	Goods, Daily (Thurs)	Goods, Sat. (Fri. & Sat.)	Goods, Sat. (Fri. & Sat.)	Goods, Wed. (Fri. & Sat.)	Goods, Thurs.	Goods, Fri.
95½	COLLAG E S W ... {arr. dep.}	A.M. 3 30	A.M. 5 20	A.M. 5 20	A.M. 7 25	A.M. 7 25	A.M. 7 25	A.M. 7 25	P.M. 1 0
96½	Alvie Junct. E S (See page 67) ... {arr. dep.}	A.M. 4 30	A.M. 6 37	A.M. 6 37	A.M. 8 30	A.M. 8 30	A.M. 8 30	A.M. 8 30	P.M. 1 5
100½	Larpet ... {arr. dep.}	A.M. 4 49	A.M. 6 53	A.M. 6 53	A.M. 9 0	A.M. 9 0	A.M. 9 0	A.M. 9 0	To Alvie (page 97)
104½	Pivron Yallock O E S ... {arr. dep.}	A.M. 5 7	A.M. 6 10	A.M. 6 10	A.M. 9 15	A.M. 9 15	A.M. 9 15	A.M. 9 15	Commences Monday, 4/10/48
111	Stoneyford (See page 67) ... {arr. dep.}	A.M. 5 30	A.M. 6 27	A.M. 6 27	A.M. 10 30	A.M. 10 30	A.M. 10 30	A.M. 10 30	Commences Monday, 27/9/48
113½	Pombornett O E S ... {arr. dep.}	A.M. 7 45	A.M. 7 20	A.M. 7 20	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
117½	Werrite (See page 67) ... {arr. dep.}	A.M. 8 4	A.M. 8 4	A.M. 8 4	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 27/9/48
123½	CAMPERDOWN E S W ... {arr. dep.}	A.M. 8 25	A.M. 8 25	A.M. 8 25	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
123½	Cattle Siding N C ... {arr. dep.}	A.M. 8 45	A.M. 8 45	A.M. 8 45	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
127½	Timboon Junct. E S (See p. 67) ... {arr. dep.}	A.M. 9 30	A.M. 9 30	A.M. 9 30	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
131½	Booran O E S ... {arr. dep.}	A.M. 10 22	A.M. 10 22	A.M. 10 22	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
137½	Terang E S ... {arr. dep.}	A.M. 11 25	A.M. 11 25	A.M. 11 25	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
138½	Mortlake Junct. E S (See page 67) ... {arr. dep.}	A.M. 12 15	A.M. 12 15	A.M. 12 15	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
144½	Garroc (See page 67) ... {arr. dep.}	A.M. 12 45	A.M. 12 45	A.M. 12 45	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
150½	Pannure O E S (See p. 67) ... {arr. dep.}	A.M. 1 0	A.M. 1 0	A.M. 1 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
155	Cudgee (See page 67) ... {arr. dep.}	A.M. 1 15	A.M. 1 15	A.M. 1 15	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
159	Allansford E S (See page 67) ... {arr. dep.}	A.M. 1 30	A.M. 1 30	A.M. 1 30	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
164½	Caltex Siding N C ... {arr. dep.}	A.M. 1 45	A.M. 1 45	A.M. 1 45	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
166	WARRNAMBOOL E S W ... {arr. dep.}	A.M. 2 0	A.M. 2 0	A.M. 2 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
167	Cattle Siding N C ... {arr. dep.}	A.M. 2 15	A.M. 2 15	A.M. 2 15	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
169	Dennington N C ... {arr. dep.}	A.M. 2 30	A.M. 2 30	A.M. 2 30	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
172	Illoca O E S (See page 67) ... {arr. dep.}	A.M. 2 45	A.M. 2 45	A.M. 2 45	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
175½	KOROIT E S W ... {arr. dep.}	A.M. 3 0	A.M. 3 0	A.M. 3 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
177½	Crossley N C ... {arr. dep.}	A.M. 3 15	A.M. 3 15	A.M. 3 15	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
179	Kirkstall N C ... {arr. dep.}	A.M. 3 30	A.M. 3 30	A.M. 3 30	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
181½	Moyno N C ... {arr. dep.}	A.M. 3 45	A.M. 3 45	A.M. 3 45	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
184½	Rosebrook N C ... {arr. dep.}	A.M. 4 0	A.M. 4 0	A.M. 4 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
186½	S.W. Milk Coy.'s Siding N C ... {arr. dep.}	A.M. 4 15	A.M. 4 15	A.M. 4 15	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48
186½	PORT FAIRY E S ... {arr. dep.}	A.M. 4 30	A.M. 4 30	A.M. 4 30	A.M. 11 0	A.M. 11 0	A.M. 11 0	A.M. 11 0	Commences Monday, 4/10/48

Warrnambool Pier is 1¼ miles from Warrnambool Station

Up PORT FAIRY—GEELONG—MELBOURNE—Passenger Services—continued.

Miles.	STATIONS.	38 PASS. TUE., TH., SAT.	38A PASS. TUE., TH., SAT.	38B PASS. TUE., TH., SAT.	40 Light Engine Sat. Exc.	90 PASS. DAILY	90A PASS. SAT. EXC.
—	PORT FAIRY E S ... dep.	A.M. 7 20	A.M. 7 20	A.M. 7 35	A.M.	P.M. 3 15A	P.M.
2½	S.W. Milk Co.'s Siding N C ... dep.	A.M. 7 32	A.M. 7 32	A.M. 7 47	A.M.	P.M. 3 20	P.M.
5½	Rosebrook N C ... dep.	A.M. 7 48	A.M. 7 48	A.M. 8 3	A.M.	P.M. 3 25	P.M.
7½	Moyno N C ... dep.	A.M. 7 58	A.M. 7 58	A.M. 8 13	A.M.	P.M. 3 30	P.M.
8½	Kirkstall N C ... dep.	A.M. 8 10	A.M. 8 10	A.M. 8 25	A.M.	P.M. 3 35	P.M.
11	Crossley N C ... dep.	A.M. 8 19	A.M. 8 19	A.M. 8 34	A.M.	P.M. 3 40	P.M.
14½	Illoca O E S (See p. 67) ... dep.	A.M. 8 31	A.M. 8 31	A.M. 8 46	A.M.	P.M. 3 45	P.M.
17½	Dennington N C (See page 67) ... dep.	A.M. 8 44	A.M. 8 44	A.M. 8 59	A.M.	P.M. 3 50	P.M.
19½	Cattle Siding N C ... dep.	A.M. 8 58	A.M. 8 58	A.M. 9 13	A.M.	P.M. 3 55	P.M.
20½	WARRNAMBOOL E S W ... dep.	A.M. 9 12	A.M. 9 12	A.M. 9 27	A.M.	P.M. 4 0	P.M.
22	Caltex Siding N C ... dep.	A.M. 9 28	A.M. 9 28	A.M. 9 43	A.M.	P.M. 4 10	P.M.
27½	Allansford E S (See page 67) ... dep.	A.M. 9 33	A.M. 9 33	A.M. 9 48	A.M.	P.M. 4 15	P.M.
31½	Cudgee (See page 67) ... dep.	A.M. 9 48	A.M. 9 48	A.M. 10 3	A.M.	P.M. 4 20	P.M.
35½	Pannure O E S (See page 67) ... dep.	A.M. 10 0	A.M. 10 0	A.M. 10 15	A.M.	P.M. 4 25	P.M.
42	Garroc (See page 67) ... dep.	A.M. 10 15	A.M. 10 15	A.M. 10 30	A.M.	P.M. 4 30	P.M.
48½	Mortlake Junct. E S (See p. 67) ... dep.	A.M. 10 30	A.M. 10 30	A.M. 10 45	A.M.	P.M. 4 35	P.M.
49½	Terang E S ... dep.	A.M. 10 45	A.M. 10 45	A.M. 11 0	A.M.	P.M. 4 40	P.M.
55½	Booran O E S ... dep.	A.M. 11 0	A.M. 11 0	A.M. 11 15	A.M.	P.M. 4 45	P.M.
59½	Timboon Junct. E S (See p. 67) ... dep.	A.M. 11 15	A.M. 11 15	A.M. 11 30	A.M.	P.M. 4 50	P.M.
62½	Cattle Siding N C ... dep.	A.M. 11 30	A.M. 11 30	A.M. 11 45	A.M.	P.M. 4 55	P.M.
63½	CAMPERDOWN E S W ... dep.	A.M. 11 45	A.M. 11 45	A.M. 12 0	A.M.	P.M. 5 0	P.M.
68½	Werrite (See page 67) ... dep.	A.M. 12 0	A.M. 12 0	A.M. 12 15	A.M.	P.M. 5 05	P.M.
72½	Pombornett O E S (See p. 67) ... dep.	A.M. 12 15	A.M. 12 15	A.M. 12 30	A.M.	P.M. 5 10	P.M.
76½	Stoneyford (See page 67) ... dep.	A.M. 12 30	A.M. 12 30	A.M. 12 45	A.M.	P.M. 5 15	P.M.
82	Pivron Yallock E S (See page 67) ... dep.	A.M. 12 45	A.M. 12 45	A.M. 1 0	A.M.	P.M. 5 20	P.M.
86½	Larpet ... dep.	A.M. 1 0	A.M. 1 0	A.M. 1 15	A.M.	P.M. 5 25	P.M.
89½	Alvie Junct. E S (See p. 67) ... dep.	A.M. 1 15	A.M. 1 15	A.M. 1 30	A.M.	P.M. 5 30	P.M.
91½	COLLAG E S W ... dep.	A.M. 1 30	A.M. 1 30	A.M. 1 45	A.M.	P.M. 5 35	P.M.

A. During the period of restriction of the goods train services from Port Fairy to two trains weekly, a maximum of six trucks of live stock may be attached to 3.15 p.m. (No. 90) on Mondays only, from Port Fairy to Warrnambool. When the number of trucks of live stock offering is less than six, perishable and/or urgent loading may also be so conveyed, subject to the total maximum of six trucks of live stock and goods loading combined.

Miles.	STATIONS.	18 Rail Motor (P.E.) Sat. Exc.	20 PASS. SAT. EXG.	22 Rail Motor (P.E.) Daily	24 Through Mixed	25 PASS. DAILY	29 PASS. +	12 EXP. +	34 Rail Motor (P.E.)	35 PASS. DAILY	36 PASS. TUE., THUR., SAT.	37 PASS. +	38 PASS. +
91½	COLLAG E S W ...	arr.	...	...	5 30	...	...	...	...	...	9 28	9 43	...
91½	Atlantic Union, Vacuum and C.O.R. Oil Co.'s Sdg. N C	dep.	...	...	...	...	...	...	...	...	9 33	9 48	...
92½	Shell Co.'s Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
93	Country Roads Bld. Sdg. N C	...	...	...	...	...	...	...	...	...	...	...	...
94½	Irrawarra E S (See page 67)	arr.	...	...	5 35	...	...	...	...	...	9 40	9 55	...
99½	Warncoort (See page 67)	arr.	...	...	5 42	...	...	...	...	...	9 53	10 8	...
103	Birregurra E S W ...	arr.	...	...	5 50	...	...	...	...	...	10 10	10 10	...
109½	Armytage E S (See page 67)	arr.	...	...	6 20	...	...	...	...	...	10 16	10 31	...
115½	Winchelsea E S W ...	arr.	...	...	6 42	...	...	...	...	...	10 27	10 31	...
122	Buckley ...	arr.	...	...	7 30	...	...	...	...	...	10 45	10 49	...
126½	Moriac O E S ...	arr.	...	...	7 30	...	...	...	...	...	11 11	11 13	...
130½	Pettavel	arr.	...	...	...	...	...	...	...	...	11 20	11 20	...
135½	Grovedale N C (See page 67)	arr.	...	...	...	...	...	...	...	...	...	...	...
137½	Marshall	arr.	...	...	...	...	...	...	...	...	...	...	...
138½	G'long R'case Plat. N C (See p. 67)	arr.	...	...	...	...	...	...	...	...	...	...	...
140½	South Geelong E S ...	arr.	...	...	...	...	...	...	...	...	...	...	...
141½	GEELONG E S W ...	arr.	...	...	...	...	...	...	...	...	...	...	...
143	North Geelong ("B" Box)	arr.	6 18	...	...	7 40	8 0	...	...	...	10 10	11 30	...
144½	North Geelong ("A" Box)	arr.	*	...	...	7 44*	8 4	...	...	...	10 14	11 34*	...
146	North Shore ...	arr.	*	...	...	*	8 8	...	...	...	10 17	*	...
146½	Distiller's Siding N C	arr.	...	...	...	...	8 8	...	...	...	...	...	...
146½	Corio ...	arr.	...	...	...	...	8 13	...	...	...	10 22	11 39*	...
150½	LARA O ...	arr.	...	...	...	7 50*	8 19	...	...	...	10 39	11 43\$	...

150½	LARA O ...	dep.	...	...	...	7 55*	8 24*	10 17*	10 28	11 44*	11 50\$	11 44*	...
157	Little River O ...	arr.	6 40	...	...	8 1*	8 32*	10 24*	10 38	11 50*	11 59\$	11 50*	...
161½	Manor O ...	arr.	...	...	...	8 6*	8 43*	10 29*	10 45	11 50*	12 6\$	11 56*	...
166½	Werribee W ...	arr.	...	...	...	8 11	8 51	10 35*	10 53	12 2	12 14	12 2	...
170½	Drome (Crossing Loop)	arr.	...	...	...	...	8 54	...	...	...	...	...	...
172½	Aircraft Siding N C	arr.	...	...	...	...	...	...	...	...	...	...	...
172½	Aircraft Sid. Plat. N C	arr.	...	...	...	...	...	...	...	...	...	...	...
173½	Laverton ...	arr.	...	...	...	...	...	...	...	...	...	...	...
175½	Galvin N C ...	arr.	7 5	7 55	...	8 19*	9 4	10 44*	10 39	12 10*	12 25\$	12 10*	...
176	Rock (Crossing Loop)	arr.	...	...	...	8 23*	...	...	...	...	...	...	...
176½	G.O.R. Platform N C	arr.	...	...	...	...	...	...	...	...	...	...	...
177½	Paisley N C ...	arr.	7 14	...	...	...	...	...	...	...	...	...	...
179½	Newport Sth. Junction	arr.	7 18*	8 9*	...	8 29*	9 15*	10 51*	10 49*	12 17*	12 34*	12 17*	...
180	Newport ...	arr.	7 21	8 10	...	8 31*	9 17	10 53*	10 52	12 19*	12 36	12 19*	...
180½	Spotswood ...	arr.	...	...	...	...	...	...	...	...	...	...	...
181½	Yarraville ...	arr.	...	...	...	...	...	...	...	...	...	...	...
182½	Seddon ...	arr.	...	...	...	...	...	...	...	...	...	...	...
183	Footscray ...	arr.	7 28	8 16	...	8 40*	9 24*	10 58*	10 59	12 25*	12 44*	12 25*	...
184½	South Kensington ...	arr.	7 34	8 22	...	8 46*	9 30*	11 7	11 31*	12 35	12 55	12 35	...
185½	North Melbourne ...	arr.	7 40	8 28	...	8 50	9 34	11 10	11 15	12 35	12 55	12 35	...
186½	MELBOURNE W (Spencer-street)	arr.	7 10	7 13	...	...	...	...	...	...	...	...	...
186½	(Finders-street)	arr.	7 13	7 13	...	...	...	...	...	...	...	...	...
			19	20	22	25	30	32	34	39	39A	39B	...

* No. 20 may depart Lara 8.20 a.m., Little River 8.23 a.m., Manor 8.33 a.m. No. 23 may depart Winchelsea 10.17 a.m., Moriac 10.35 a.m., South Geelong 11.1 a.m.
 † Passengers change trains.
 ‡ No. 29 may stop Manor, if required, to pick up students only.
 § No. 23 may stop Corio, Saturdays only, if required, to pick up students.

Miles	STATIONS.	49 Rail Motor (P.E.) †	42 Car. Gds. Ved.	42A PASS. †	43 PASS. †	43 Rail Mtr (P.E.) Sat. Exc.	50 PASS. †	50 PASS. †	53 PASS. †	50 Rail Motor (P.E.) Sat. Exc.	52 PASS. SAT. EXC.	54 PASS. SAT. EXC.
91½	COLAC E S W ...	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
91½	Atlantic Union, Vacuum and G.O.R. Oil Co.'s Sdg. N C	...	10 35	...	...	...	...	...	...	...	...	...
92½	Shell Co.'s Siding N C	...	...	...	...	...	...	...	...	...	...	...
93	Country Roads Board Sdg. N C	...	...	...	...	...	...	...	...	...	...	...
94½	Irrewarra E S (See page 67)	...	10 47	...	...	...	...	...	...	...	...	...
99½	Warnooft (See page 67)	...	11 15	...	...	...	...	...	...	...	...	...
103	Birregurra E S W	...	To Ballarat	...	...	...	...	...	...	...	...	...
109½	Armytage E S (See page 67)	...	via Cressy	...	...	...	...	...	...	...	...	...
115½	Winchelsea E S W	...	Page 32	...	...	...	...	...	...	...	...	...
122	Buckley ...	...	...	...	...	...	...	...	...	...	...	...
126½	Moriac O E S ...	...	...	...	...	...	...	...	...	...	...	...
130½	Pellavel	...	...	...	...	...	...	...	...	...	...	...
135½	Grovedale N C (See page 67)	...	...	...	...	...	...	...	...	...	...	...
137½	Marshall	...	...	...	...	...	...	...	...	...	...	...
138½	G'long R'cise. Plat. N C (See p. 67)	...	...	...	...	...	...	...	...	...	...	...
140½	South Geelong E S	...	...	...	...	...	...	...	...	...	...	...
141½	GEELONG E S W	...	...	...	...	...	...	...	...	...	...	...
143	North Geelong ("B" Box)	...	...	...	...	...	...	...	...	...	...	...
144½	North Geelong ("A" Box)	...	...	...	...	...	...	...	...	...	...	...
146	Distiller's Siding N C	...	...	...	...	...	...	...	...	...	...	...
146½	Corio ...	...	...	...	...	...	...	...	...	...	...	...
150½	LARA O ...	...	...	...	...	...	...	...	...	...	...	...

150½	LARA O ...	...	...	...	...	...	...	...	...	...	...	...
157	Little River O ...	...	...	...	...	...	...	...	...	...	...	...
161½	Manor O ...	...	...	...	...	...	...	...	...	...	...	...
165½	Werribee Racecourse N C	...	...	...	...	...	...	...	...	...	...	...
169½	Werribee W ...	...	...	...	...	...	...	...	...	...	...	...
170½	Drome (Crossing Loop)	...	...	...	...	...	...	...	...	...	...	...
172½	Aircraft Siding N C	...	...	...	...	...	...	...	...	...	...	...
173½	Aircraft Sid. Plat. N C	...	...	...	...	...	...	...	...	...	...	...
173½	Leverton ...	...	...	...	...	...	...	...	...	...	...	...
175½	Galvin N C ...	...	...	...	...	...	...	...	...	...	...	...
176	Rock (Crossing Loop)	...	...	...	...	...	...	...	...	...	...	...
176½	C.O.R. Platform N C	...	...	...	...	...	...	...	...	...	...	...
177½	Paisley N C ...	...	...	...	...	...	...	...	...	...	...	...
179½	Newport South Junct.	...	...	...	...	...	...	...	...	...	...	...
180	Newport ...	...	...	...	...	...	...	...	...	...	...	...
180½	Spotswood ...	...	...	...	...	...	...	...	...	...	...	...
181½	Yarraville ...	...	...	...	...	...	...	...	...	...	...	...
182½	Seddon ...	...	...	...	...	...	...	...	...	...	...	...
183	Footscray ...	...	...	...	...	...	...	...	...	...	...	...
184½	South Kensington ...	...	...	...	...	...	...	...	...	...	...	...
185½	North Melbourne ...	...	...	...	...	...	...	...	...	...	...	...
186½	MELBOURNE W ...	...	...	...	...	...	...	...	...	...	...	...
187½	(Spencer-street) ...	...	...	...	...	...	...	...	...	...	...	...
187½	Flanders-street W ...	...	...	...	...	...	...	...	...	...	...	...

No. 62 may depart Werribee 12.52 p.m., Leverton 1.3 p.m.
 No. 62A may depart Manor 12.45 p.m., Werribee 12.52 p.m., Leverton 1.3 p.m.,
 No. 62 may depart Lata 1.31 p.m., Little River 1.40 p.m., Manor 1.47 p.m., Werribee 1.55 p.m., Leverton 2.5 p.m.
 No. 63 may depart Manor 2.44 p.m., Werribee 2.52 p.m., Leverton 3.2 p.m.
 No. 62 may depart Werribee 4.12 p.m., C.O.R. Platform 4.22 p.m.
 No. 54 may depart Leverton 5.0 p.m., C.O.R. Platform 5.0 p.m.
 No. 64 may depart Lata 5.51 p.m., Little River 6.0 p.m., Manor 6.3 p.m., Werribee 6.17 p.m., Leverton 6.26 p.m.

PORT FAIRY—DUNLONG—MELBOURNE—Goods Service.

Miles.	STATIONS.	52 Engine and Van Daily.	63 Goods Sat.	70 Goods Fri.	73 Goods Tues, Wed, Sat.	79 Goods Sat. Exc.	82 Goods Mon.	84 Goods Tues, Thur.	86 Goods Tues.	89 Goods Wed, Thur. (Fri. 4)	94 Goods Alt. Mon.	98 East Goods Mon, Tu, Thur.	99 East Goods Wed, Fri.
—	PORT FAIRY E S ... dep.	A.M.											
4	S.W. Milk Co.'s Siding N C	...	...	...	...	...	From Hamilton (page 102)	From Mortlake (page 101)	From Timboon (page 101)	From Timboon (page 101)	Commences Monday, 4/10/48	...	...
2½	Rosebrook N C	...	...	...	...	...	12 20	1 50	1 50	...	...	5 40	6 30
6½	Moynes N C	...	...	...	...	...	1 0	2 35	2 35	...	...	5 58	6 43
7½	Kirkstall N C	...	...	...	...	...	1 30	3 10	3 10	...	...	6 19	6 59
8½	Crossley N C	...	...	...	...	...	...	...	...	...	...	...	...
11	KOROIT E S W ... {arr.} ... {dep.}	...	...	...	...	...	...	...	...	...	...	...	...
14½	Illova O E S (See page 67)	...	...	...	...	...	...	...	...	...	...	...	...
17½	Dennington N C	...	...	...	...	...	...	...	...	...	...	...	...
19½	Cattle Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
20½	WARRANBOOL E S W ... {arr.} ... {dep.}	...	7 40	...	...	...	1 50	3 45	3 45	...	...	5 40	6 30
22	Caltex Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
27½	Allansford E S (See page 67) ... {arr.} ... {dep.}	...	8 5	...	...	...	...	...	...	...	...	...	...
31½	Cudgee (See page 67) ... {arr.} ... {dep.}	...	8 30	...	...	...	...	...	...	...	...	...	...
35½	Pannure O E S (See p. 67) ... {arr.} ... {dep.}	...	8 50	...	...	...	...	...	...	...	...	...	...
42	Garoooc (See page 67)	...	...	...	...	...	...	...	...	...	...	...	...
48½	Mortlake Junct. E S (See page 67)	...	9 25	...	...	...	...	...	...	...	...	...	...
49½	TERANG E S ... arr.	...	...	...	...	...	...	...	...	...	...	...	...

49½	TERANG E S ... dep.	...	10 5	...	...	...	...	...	...	...	...	...	...
55½	Boorcan O E S ... {arr.} ... {dep.}	...	10 20	...	...	...	...	...	...	...	...	...	...
59½	Timboon Junct. E S (See p. 67) ...	Return of engine and van off No. 19	...	...	...	...	...	...	...	...	...	...	...
62½	Cattle Siding N C ...	...	...	...	...	...	...	...	...	...	...	...	...
63½	CAMPERDOWN E S W ... {arr.} ... {dep.}	...	10 40	...	...	...	...	...	...	...	...	...	...
68½	Weerite (See page 67) ...	...	11 0	...	...	...	...	...	...	...	...	...	...
72½	Pomborneit O E S (See page 67) ... {arr.} ... {dep.}	...	11 13	...	...	...	...	...	...	...	...	...	...
75½	Stoneyford (See page 67) ...	...	12 41	...	...	...	...	...	...	...	...	...	...
82	Pirron Yallock O E S (See page 67) ... {arr.} ... {dep.}	...	1 0	...	...	...	...	...	...	...	...	...	...
80½	Larpent ...	...	...	...	...	...	...	...	...	...	...	...	...
80½	Alvie Junct. E S (See page 67) ...	...	3 50	...	...	...	...	...	...	...	...	...	...
91½	COLAC E S W ... {arr.} ... {dep.}	...	1 25	...	...	...	...	...	...	...	...	...	...
	Continued on	page 84	page 84	page 84	page 84	page 84	page 84	page 84	page 84	page 84	page 84	page 84	page 84

Up

Miles.	STATIONS.	4	10	14	18	24	34	38	44	50
91½	COLLAG E S W ...	Throu' Goods, M. Exc. Sun. Inc.	Light Engine Daily	Light Engine Daily	Light Engine Tu, Wed, Fri, Sat.	Goods, Daily	Light Engine Mon, (Thurs.)	Goods Daily	Goods Sat. Exc.	Goods Tu, Wd, Fri, Sat.
91½	Atlantic Union, Vacuum and C.O.R. Oil Co.'s Sdg. N C	...	Return of Bank	Return of Bank	Return of Bank	...	...	...	...	...
92½	Shell Co.'s Siding N C	...	...	...	...	...	...	...	...	...
93	Country Roads Brd. Sdg. N C	...	...	...	...	...	...	...	...	...
94½	Irrevarra E S (See page 67)	...	...	...	...	...	...	...	...	...
99½	Warracoot (See page 67)	...	...	...	...	...	...	...	...	...
103	Birregurra E S W	...	...	...	...	...	...	...	...	...
109½	Armytage E S (See page 67)	...	...	...	...	...	...	...	...	...
115½	Winchelsea E S W	...	...	...	...	...	...	...	...	...
122	Buckley	...	...	...	...	...	...	...	...	...
126½	Moriae O E S	...	...	...	...	...	...	...	...	...
130½	Pettavel	...	...	...	...	...	...	...	...	...
135½	Grovedale N C (See page 67)	...	...	...	...	...	...	...	...	...
137½	Marshall	...	...	...	...	...	...	...	...	...
138½	G'long R'rise Pkt. N C (See p. 67)	...	...	...	...	...	...	...	...	...
140½	South Geelong E S	...	...	...	...	...	...	...	...	...
141½	GEELONG E S W	...	...	...	...	...	...	...	...	...
143	North Geelong ("B" Box)	...	...	...	...	...	...	...	...	...
146	North Geelong ("A" Box)	...	...	...	...	...	...	...	...	...
146½	Ford's Siding N C	...	...	...	...	...	...	...	...	...
144½	North Shore	...	...	...	...	...	...	...	...	...
146	Distiller's Siding N C	...	...	...	...	...	...	...	...	...
146½	Corrio	...	...	...	...	...	...	...	...	...
147	Geelong G.S. Siding N C	...	...	...	...	...	...	...	...	...
150½	LARA O	...	...	...	...	...	...	...	...	...
144½	From Ballarat (pages 86, 91)	...	...	...	...	...	...	...	...	...

(W)

Miles.	STATIONS.	10	14	18	24	34	38	44	50
150½	LARA O	...	...	...	...	...	...	...	...
157	Little River O	...	...	...	...	...	...	...	...
161½	Manor O	...	...	...	...	...	...	...	...
166½	Werribee W	...	...	...	...	...	...	...	...
170½	Drome (Crossing Loop)	...	...	...	...	...	...	...	...
172½	Aircraft Siding N C	...	...	...	...	...	...	...	...
173½	Laverton	...	...	...	...	...	...	...	...
175½	Galvin N C	...	...	...	...	...	...	...	...
176	Roek (Crossing Loop)	...	...	...	...	...	...	...	...
176½	C.O.R. Platform N C	...	...	...	...	...	...	...	...
177	Oil Coy.'s Siding N C	...	...	...	...	...	...	...	...
177½	Paisley N C	...	...	...	...	...	...	...	...
179	Austral Meat Siding N C	...	...	...	...	...	...	...	...
179½	Newport Sth. Junction	...	...	...	...	...	...	...	...
180	Newport	...	...	...	...	...	...	...	...
180½	Spotswood	...	...	...	...	...	...	...	...
181½	Yarraville	...	...	...	...	...	...	...	...
182½	Seddon	...	...	...	...	...	...	...	...
183	Footscray	...	...	...	...	...	...	...	...
183½	Meribyrnong Siding Junct.	...	...	...	...	...	...	...	...
184½	South Kensington	...	...	...	...	...	...	...	...
185½	North Melbourne	...	...	...	...	...	...	...	...
186½	MELBOURNE W (Spenn-st.)	...	...	...	...	...	...	...	...

(W)

83

Miles.	STATIONS.	61	64	66	69	70	74	80	84	122	92	102	109	96	164
		Eng'ine and Van Daily	Goods Mon., Thur.	Pilot Daily	Goods Sat.	Goods Sat.	Goods Sat.	Goods Sat.	Goods Sat.	Fast Goods Mon., Wed.	Goods Sat. Exc.	Thru' Goods Wed., Fri.	Fast Goods Sat. Exc.	Fast Goods Sat. Exc.	Fast Goods Sun.
		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.	A.M.
91½	COLLAC E S W ...	arr. 12 5	12 30	1 25	2 25	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
91½	Atlantic Union, Vacuum and C.O.R. Oil Co.'s Sdg. N C	dep. 12 11	12 44	2 34	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
92½	Shell Co.'s Siding N C	arr.	1 10	2 25	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
93	Country Roads Board Sdg. N C	arr.	1 10	2 25	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
94½	Irrewarra E S (See p. 67)...	arr.	1 10	2 25	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
99½	Warncoort (See page 67) ...	arr.	1 10	2 25	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
103	Birregurra E S W ...	arr.	1 10	2 25	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
109½	Armytage E S (See page 67) ...	dep. 12 23	1 40	2 55	2 55	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
115½	Winchelsea E S W ...	dep. 12 15	3 5	3 25	3 25	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
122	Buckley ...	dep. 1 2	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
126½	Mortiac O E S ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
130½	Pettavel ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
135½	Grovedale N C (See page 67) ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
137½	Marshall ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
138½	G'long R'cse. Plat. N C (See p. 67)	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
140½	Sth. Geelong E S ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
141½	GEELONG E S W ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
143	North Geelong ("B" Box)	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
—	Nth. Geelong ("A" Box)	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
—	Ford's Siding N C ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
144½	North Shore	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
146	Distiller's Siding N C ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
146½	Corio ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
147	Geelong G.S. Siding N C ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	
150½	LARA O ...	arr.	3 55	4 5	4 5	6 10	6 20	6 45	8 5	From Ararat, via Cressy (pages 86, 94, 95)	9 10	10 20	10 18	5 30	

150½	LARA O ...	dep. arr.	7 12	7 35	8 22	9 40	10 55	12 10	12 34	5 55
157	Little River O ...	dep. arr.	7 34	7 55	8 37	10 5	11 15	12 25	12 45	6 15
161½	Manor O ...	dep. arr.	7 48	8 9	9 6	10 25	11 29	12 35	12 54	6 29
166½	Werribee W ...	dep. arr.	8 2	8 23	9 33	11 10	12 1	12 46	1 8	6 43
170½	Drome (Crossing Loop)	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
172½	Aircraft Siding N C	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
173½	Laverton ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
175½	Galvin N C	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
176	Rock (Crossing Loop)	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
176½	C.O.R. Platform N C	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
177	Oil Coy.'s Siding N C	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
177½	Paisley N C...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
179	Austral Meat Siding N C...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
179½	Newport Sth. Junction	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
180	Newport ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
180½	Spotswood ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
181½	Yarraville ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
182½	Seddon ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
183	Footscray ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
183½	Maribyrnong Siding Junct.	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
184½	South Kensington ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
185½	North Melbourne ...	dep. arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13
186½	MELBOURNE W (Spene-st.)	arr.	8 22	8 57	9 53	11 39	12 37	12 59	1 21	7 13

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

Down

	55A Fast Goods, Sat.	77 Fast Goods, Sat. Exc.	55 Fast Goods, Sat. Exc.	89 Fast Goods, Sat. Exc.
MELBOURNE W ... dep.	P.M. 2 25	P.M. 2 25	P.M. 3 0	P.M. 3 0
North Geelong "A" Box (Melb.-Geelong Line)	4 15	4 25	4 55	10 55
North Geelong "C" Box (Geelong-Ballararat Line) arr.	5 3	4 50	6 0	11 30
	To Ararat via Ballarat (page 89).	To Ararat via Cressy (pages 92, 93).	To Ararat via Cressy (pages 92, 93).	To Ballarat (page 89)

Up

	12 Express ‡	153 Goods, Mon. Exc.	132 Fast Goods, Mon., Wed.,	152 Through Goods Mon., Tue., Thur.	159 Fast Goods, Sat. Exc.	164 Fast Goods, Sun.
North Geelong "C" Box (Ballarat-Geelong Line) dep.	A.M. 10 7	A.M. 1 5	P.M. 6 35	P.M. 9 20	P.M. 11 0	A.M. 4 20
North Geelong "A" Box (Geelong-Melbourne Line)	10 9	2 30	8 5	10 30	11 50	5 30
MELBOURNE W arr.	11 10	5 40	11 30	2 15	2 30	8 30
	Ex Adelaide (page 90).	Ex Ballarat (page 91).	Ex Ararat via Cressy, (pages 94, 95).	Ex Ballarat, Mon., Tu., Th. (page 91)	Ex Ararat via Cressy (pages 94, 95).	Ex Ararat, via Cressy (pages 94, 95).

For Timetable between Melbourne and North Geelong "A" Box, see pages 60 to 85.

Length of the Loop Line is $\frac{1}{4}$ mile.

For working arrangements see the General Appendix.

GEELONG-BALLARAT.
Block Notes, Etc.

The Double Line Block Telegraph System is in force on the Up and Down journey on the following sections:—Ballarat East and Warrenheip; North Geelong "C" and North Geelong "B" Boxes.

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

Elaine is switched in as an Electric Staff Station from 9 a.m. until 4 p.m. Mondays to Fridays inclusive and from 9 a.m. until 12 noon on Saturdays.

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

Mondays—7.50 a.m. until No. 19 (Ballarat) Goods clears, and from 3.30 p.m. until No. 55 (Ararat) Goods clears. Tuesdays, Thursdays—8.0 a.m. until No. 17 or 19 (Ballarat) Goods clears, and from 3.40 p.m. until No. 31 (Ballarat) Mixed or No. 26 (Ararat) Goods clear. Wednesdays—8.0 a.m. until No. 17 (Ballarat) Goods clears, and from 3.30 p.m. until No. 55 (Ararat) Goods clears. Fridays—8 a.m. until No. 17 (Ballarat) Goods clears, and from 3.40 p.m. until Nos. 40 (Ararat) Mixed and 42 (Ballarat) Passenger clear. Saturdays—8.0 a.m. until No. 17 (Ballarat) Goods clears, and from 3.40 p.m. until No. 35 (Ballarat) Mixed clears.

North Geelong "B" Box is switched out from the time the last pilot has arrived at Geelong on Sunday mornings until 5.0 a.m. on Mondays.

Should these switching times be altered, "Control" Geelong, must arrange for Drivers and Guards of trains passing through during the altered hours to be so advised. The Signalman at the Staff Station where the crews are so instructed must make an entry to that effect in the Train Register Book.

Note:—The Train Controller, Geelong, may arrange for Elaine and/or Moorabool 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.

INSTRUCTIONS FOR CONTROLLING UP GOODS TRAINS BETWEEN WARRENHEIP AND NORTH GEELONG.

1. In order to test the air brake the driver of every Up goods train must stop it by an application of the automatic air brake when the engine is at or about the Brake Board near the 82 mile post. If the brake test is satisfactory, the driver must release the air brake and proceed. After the train has restarted from this point the driver must see that the fireman exchanges hand signals with the guard as soon as practicable in accordance with Regulation 194.

2. When the train is being brought to a stop by the driver's application of the automatic air brake, the guard must observe the decrease of air pressure in the van pressure gauge and see that the air pressure increases before the train is restarted.

3. If the air pressure, as indicated by the van pressure gauge, does not decrease during the stopping of the train and/or does not increase again before the train is restarted, the guard must immediately open the brake pipe cock in the van and leave it open until he has communicated with the driver. The guard under such circumstances must also apply the van hand brake and display a hand danger signal to the driver until the train is stopped.

4. If the air brake test indicates any irregularity in the air brake and the defect cannot be remedied, or for any reason the driver is not satisfied to rely on the automatic air brake to control the train down the grades, the driver and guard must confer and carry out the instructions shown on pages 595 to 612 of the General Appendix under the heading of "Air Brake Orders."

GEELONG-BALLARAT—Passenger Service.

Down.		GEELONG-BALLARAT—Passenger Service.					
Height Above Sea.	Miles.	STATIONS.	15 PASS. †	29 PASS. †	31 PASS. SAT. EXC.	33 PASS. †	35 PASS. SAT.
30	—	MELBOURNE W ... dep.	A.M. 7 5	P.M. 3 30	P.M. 12 30	P.M. 3 30	P.M. 12 15
57	45	GEELONG W ...	arr. 8 45	5 0	2 3 Ltd. Through Mixed	5 0	1 45 Ltd. Through Mixed
56	46½	North Geelong ("B" Box) ...	dep. 9 5	5 15	5 15	5 40	5 40
		North Geelong ("C" Box ES) ...	arr. ...	...	...	...	...
191	51½	Moorabool O ES W (See note, page 87) ...	dep. 9 9	5 20	5 20	5 45	5 45
250	54½	Gheringhap ES ...	dep. 9 18	5 29	5 30	5 54	5 56
394	58½	Bannockburn O ES ...	dep. 9 25	5 36	5 38	6 1	6 5
532	64½	Lethbridge O ES W ...	dep. 9 32	5 44	5 46	6 9	6 14
607	65½	Quarry Siding NC ...	dep. 9 41	5 54	5 58	6 19	6 27
1126	74	Meredith ES W ...	dep. 10 3	6 13	6 22	6 38	6 53
1270	79½	Elaine O ES (See note, page 87) ...	dep. 10 11	6 22	6 34	6 47	7 5
1531	86½	Lal Lal O ES W ...	arr. ...	...	Mon, Tu, Wed, Th. 6 48	...	...
1600	90½	Yendon ...	dep. 10 23	6 34	6 49	7 00	7 23
1659	93	Navigator NC ...	dep. 10 23	6 40	6 56	7 7	7 30
1723	95½	Warrenheip ES ...	dep. 10 39	6 44	7 2	7 13	7 37
1413	99	Ballarat East ...	arr. 10 44	\$	7 22	7 28	7 52
1416	99½	BALLARAT W ...	arr. 10 55	7 0	7 28	7 35	8 0

Down.

GEELONG-BALLARAT. (Goods Service.)

		1 Goods Mon. Exc.	9 Goods Mon. Exc. †	9 Goods Mon. †	17 Goods Tu, Wed. Fri, Sat.	19 Goods Mon., Thur.	23 Goods Tu, Wed. Fri, Sat. †	55A Fast Goods Sat.	89 Fast Goods Sat. Exc.
MELBOURNE W	... dep.	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	Noon	P.M. 2 25	P.M. 8 0
GEELONG W	... arr.	...	...	...	...	...	...	...	...
North Geelong ("B" Box)	... dep.	1 0	...	...	...	...	...	...	...
North Geelong ("C" Box ES)	... dep.	1 9	7 35	7 50	9 20	9 20	12 0	...	...
Moorabool O ES W (See note, p. 87)	... dep.	1 26	7 52	8 22	9 50	9 50	12 17	5 20	11 42
Gheringhap ES	... dep.	1 38	8 16	8 34	10 5	10 35	12 32	5 28	11 52
Bannockburn O ES	... dep.	1 52	8 30	8 48	10 19	11 5	12 50	5 37	12 3
Lethbridge O ES W	... dep.	2 9	8 47	9 5	10 36	11 25	1 7	...	12 19
Quarry Siding NC	... dep.	2 21	8 59	9 17	10 48	12 1	1 19	5 46	12 34
Meredith ES W	... dep.	3 25	10 3	10 21	12 1	1 6	2 27	...	1 20
Elaine O ES (See note, p. 87)	... dep.	3 35	10 13	10 31	12 20	1 45	2 37	6 17	1 30
Lal Lal O ES W	... dep.	3 56	10 34	10 52	12 41	2 30	3 0	6 28	1 45
Yendon	... dep.	4 30	11 8	11 26	1 16	3 6	3 34	6 46	2 10
Navigator NC	... dep.	4 35	11 31	11 31	1 21	3 30	3 39	7 1	2 15
Warrenheip ES	... dep.	5 5	12 1	1 50	4 15	4 10	7 18	2 45	...
Ballarat East	... dep.	5 25	12 20	2 10	4 35	4 30	7 29A	3 0	...

A. To Ararat, see page 17.

● No. 31 may depart Lal Lal 6.49 p.m., Yendon 6.56 p.m., Navigator 7.2 p.m., Warrenheip 7.14 p.m., Ballarat East 7.22 p.m.

For trains between Geelong and Gheringhap, to and from the Maroona line, see pages 92-95. Geelong Pier is three-quarters of a mile from Geelong Station. The line junctions at Geelong "A" Box with the Melbourne-Geelong Line. Ryansford is 3½ miles from North Geelong Station. The line junctions at North Geelong "B" Box with the Geelong-Ballararat Line. See General Appendix for instructions. Tail rope is not to be used in shunting at Warrenheip.

Down.

GEELONG-ARARAT (via GHESSY).

Height above sea	Feet.	Miles.	STATIONS.	Passenger Service.	Goods Services.	5 Goods Mon., Wed., Fri. †	7 Goods Daily	13 Goods Tue., Thur., Sat. (Wed.†)	21 Goods Mon., Tue., Wed., Fri. (Th.Sat.†)	55 Fast Goods Sat. Exc.	57 Fast Goods Sat.	59 Goods Sat. Exc. †
30	57	45	MELEOURNE W ...	A.M. 7 5	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	P.M. 3 0	P.M. ...	P.M. ...
50	191	48½	GEELONG W ...	8 45	...	... 0 0	6 50	9 0	10 45	Via Loop ...	9 30	9 55
250	277	51½	North Geelong ("C" Box ES) ...	Mxd. Mon., Fri. 8 59	...	... 6 20	7 15	9 17	11 2	... 6 18	9 53	10 15
277	220	62½	North Geelong ("C" Box ES) ...	... 9 9§	... 6 32	... 7 3	7 30	9 30	11 14	... 6 18	10 3	10 30
325	389	73½	Moorabool O ES W (See note page 95) ...	... 9 17	... 7 40	... 7 3	7 40	9 30	11 14	... 6 18	10 3	10 40
404	415	85½	Gheringhap ES ...	... §	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
452	464	79½	Murghebohc NC ...	... 9 40	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
540	561	109½	Inverleigh O ES ...	... 9 50	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
540	561	109½	Doroq NC ...	... 9 50	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
540	561	109½	Wingee O ES ...	... 9 50	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
540	561	109½	Poorneet NC ...	... 9 50	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
540	561	109½	GRESSY ES W ...	... 9 50	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15
540	561	109½	Duvernoy BERRYBANK (See note page 95) ...	... 9 50	... 8 32	... 7 3	8 32	10 1	11 45	... 6 18	10 3	11 15

(W)

540	529	524	BERRYBANK ES (See note, page 95) ...	10 58½	11 20	11 20	11 20	11 20	11 20	11 20	11 20	11 20
529	524	524	Gnarket ...	11 7	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15
524	524	524	Lismore ES ...	11 15	11 18	11 18	11 18	11 18	11 18	11 18	11 18	11 18
561	561	561	Derrinalum ES W ...	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30
710	701	778	Vite Vite ...	11 36	11 48	11 48	11 48	11 48	11 48	11 48	11 48	11 48
701	778	778	Pura Pura O ES ...	11 48	11 48	11 48	11 48	11 48	11 48	11 48	11 48	11 48
778	780	907	Nerrin Nerrin ...	12 3	12 14	12 14	12 14	12 14	12 14	12 14	12 14	12 14
780	907	928	Westmore ES ...	12 14	12 14	12 14	12 14	12 14	12 14	12 14	12 14	12 14
907	928	928	Maninera ...	12 25	12 40	12 40	12 40	12 40	12 40	12 40	12 40	12 40
928	828	1028	Tatycon O ES W ...	12 40	12 55	12 55	12 55	12 55	12 55	12 55	12 55	12 55
828	1028	1028	MARCOONA ES ...	1 150	1 150	1 150	1 150	1 150	1 150	1 150	1 150	1 150
988	1028	1028	Lamp Logans O ES (See note page 95) ...	Goods P.M. 2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10
1028	1028	1028	ARARAT ES W ...	2 24	2 42	2 42	2 42	2 42	2 42	2 42	2 42	2 42

(W)

The trains between Ballarat and Geelong, see pages 89-91. The schedules for Hamilton Line trains are shown on pages 38-45.

For trains between Ballarat and Geelong, see pages 89-91. The schedules for Hamilton Line trains are shown on pages 38-45.

Down.		GEELONG-QUEENSCLIFF.					Up			
Height Above Sea.	Miles.	STATIONS.		25	41	Miles	STATIONS.		60	62
				Goods, Thur.	Pilot Daily.				Goods Thur.	Pilot, Mon.
				A.M.	P.M.				P.M.	P.M.
30	—	MELBOURNE		...	...	—	QUEENSCLIFF † dep.		1 15	...
		Flinders-st. W dep.		...	...	5½	Marcus N C ...		...	...
		Spencer-st. W dep.		...	...	6½	Mannerim N C ...		...	...
57	45	GEELONG		...	...	10	Drysdale (See note)		2 0	...
		W E S		arr.	...	12½	Curlewis N C ...		...	...
		dep.		8 15	2 0	15½	Leopold N C ...		...	...
52	46½	Sth. Geelong		arr.	2 8	19½	Cheetham's Siding		...	4 0
		E S †		...	Mon.		N C		...	...
		dep.		8 23	3 30		Sth. Geelong †		...	4 10
19	48½	Cheetham's		arr.	3 40	21½	E S		3 30	4 37
		Siding N C		...	...		dep.		...	4 45
77	52	Leopold N C		...	...		arr.		3 40	4 45
144	55	Curlewis N C		...	...	22½	GEELONG		...	...
212	57½	Drysdale (See note)		9 5	...		W E S		...	...
		dep.		...	...		arr.		...	...
53	61	Mannerim N C		...	...	67½	MELBOURNE—		...	...
53	61½	Marcus N C		...	...		Spencer-st. W arr.		...	...
12	67½	QUEENSCLIFF † arr.		10 0	...		Flinders-st W arr.		...	...

Note.—Drysdale is open as an Intermediate Block Post as required. See General Appendix for instructions.
For details of Road Motor Service between Geelong and Queenscliff see page 104.

Down.		GEELONG-WENSLEYDALE.					Up	
Closed for Passenger traffic								
Height Above Sea.	Miles.	STATIONS.			Miles.	STATIONS.		
57	45	GEELONG E S W		dep.	...	WENSLEYDALE † NC		dep.
		arr.		...	½	Otway Coal Coy.'s Siding NC		...
2	46½	Sth. Geelong E S		dep.	2½	Wormbete N C		...
		arr.		...	5	Gherang N C		...
39	49½	Marshall		...	11½	Moriac O † E S W		arr.
115	50½	Grovedale		...	15½	Pettavel N C		dep.
79	56½	Pettavel N C		...	20½	Grovedale		...
		arr.		...	22½	Marshall		...
0	60	Moriac O † E S W		dep.	...	South Geelong E S		arr.
		arr.		...	...	dep.		...
420	66½	Gherang N C		...	25½	arr.		...
79	68½	Wormbete N C		...	...	dep.		...
0	71	Otway Coal Coy.'s Siding N C		...	26½	GEELONG E S W		arr.
8	71½	WENSLEYDALE † NC		arr.	...	arr.		...

There is not a regular service on this line. Goods trains are run when necessary.

Down.		BIRREGURRA-FORREST.					Up.					
Height Above Sea.	Miles.	STATIONS.		1	1A	3	STATIONS.		4	2		
				"THE FLIER" DAILY	"THE FLIER" ‡	Goods, Mon., (Th. ‡)			Pass. Mail Motor (Petrol) Daily	Goods Mon. (Th. ‡)		
—	—	MELBOURNE W		dep.	A.M. 8 25	A.M. 8 25	A.M.	FORREST † ...		dep.	P.M. 6 50	P.M. 3 30
45	45	GEELONG		arr.	9 20	9 20	...	Yaughar N C		...	6 8½	...
		E S W		dep.	9 35	9 35	...	Gerangamete N C		...	6 15	...
		arr.		10 46	10 55	...	...	Barwon N C		...	6 18	...
83½	83½	BIRREGURRA		arr.	Pass. Mail Motor (Petrol) Daily	Pass. Mail Motor (Petrol) ‡	...	Muroon N C		...	6 25	...
		† W		...	...	...	...	Pennyroyal N C		...	6 31	...
		dep.		11 00	11 10	11 30	...	Dean Marsh		...	6 38	5 30
87½	87½	Whoeroo N C		...	11 8	11 18	P.M.	(See footnote)		...	6 44	...
90½	90½	Dean Marsh		...	11 16	11 26	12 1	Whoeroo N C		...	6 55	6 0
		(See footnote)		...	...	...	...	arr.		6 55	6 0	...
93	93	Pennyroyal N C		...	11 21	11 31	...	BIRREGURRA		dep.	PASS. 7 3	PASS. 7 6
95½	95½	Muroon N C		...	11 27	11 37	...	† W		...	...	...
98½	98½	Barwon N C		...	11 34	11 44	...	arr.		8 20	8 20	...
99½	99½	Gerangamete N C		...	11 37	11 47	...	dep.		8 35	8 35	...
102½	102½	Yaughar N C		...	11 44	11 54	...	arr.		9 40	9 40	...
103½	103½	FORREST † ...		arr.	11 50	11 59	2 0	dep.		9 40	9 40	...

V—Nos. 1 and 4 Birregurra-Forrest on Thursdays are subsidised by the Postal Department for conveyance of mails.
Note.—Dean Marsh is opened as an Intermediate Block Post as required. See the General Appendix for instructions.
See C.18/36, C.18/37, W.N. 49/37 and the General Appendix for instructions governing the operation of Passenger Mail Motors.

Down.		COLAC-ALVIE.				
Height Above Sea.	Miles.	STATIONS.		37		
				Goods, Fri.		
437	95½	COLAC E S W		dep.	P.M. 1 0	...
—	96½	Alvie Junction E S † (See note, p. 67)		...	1 5	...
423	101	Cororooke N C		...	...	...
451	102½	Coragulac N C		...	...	...
474	103½	Ballast Pit Siding N C		...	...	...
486	105	ALVIE N C † ...		arr.	2 0	...

Up.		ALVIE-COLAC.				
Height Above Sea.	Miles.	STATIONS.		73		
				Goods, Fri.		
486	—	ALVIE N C † ...		dep.	P.M. 3 0	...
474	1½	Ballast Pit Siding N C		...	...	...
451	2½	Coragulac N C		...	...	...
423	4	Cororooke N C		...	...	...
—	8½	Alvie Junction † E S (See note, p. 67)		arr.	3 50	...
437	9½	COLAC E S W		arr.	4 0	...

Down.

COLAC-CROWES (Narrow Gauge).

Miles.	STATIONS.	3 Car Goods, Mon.	1 Goods, Tu., W., Th., Sat. . ‡	5 Goods Fri. ‡
	MELBOURNE W (Spencer-street) ... dep. ...	A.M.	A.M.	A.M.
	... arr. ...	...	...	...
05½	COLAC † W ... dep. ...	9 0	8 0	9 0.
6½	Elliminyt N C ...	...	...	...
9	Tulloh N C ...	...	...	...
100½	Coram N C ...	...	...	...
102½	Barongarook N C ...	9 35	8 35	9 35
5½	— (Water) ...	...	...	...
3½	Birnam N C ...	...	...	...
3½	Kawarren N C ...	10 0	9 0	10 0
111	Lovat N C ...	...	...	...
2½	Gellibrand † N C W (See page 100) ... dep. ...	10 20	9 20	10 20
3½	Banool N C ...	10 25	9 35	10 25
118½	Wimba N C W ...	...	...	...
120	McDevitt N C ...	...	...	...
13	Diamond N C W ...	...	...	...
134½	Ditchley N C ...	...	...	...
4½	BEECH FOREST † W (See page 100) ... arr. ...	12 15	11 15	12 15
	... dep. ...	1 5	12 5	1 5
126	Buchanan N C ...	...	...	...
7½	Ferguson N C ...	...	...	...
9½	Weeaprounah N C ...	...	...	...
130½	Pile Siding N C ...	...	...	...
1	Kincaid Siding N C ...	...	...	...
3	Water Tanks ...	...	...	...
134½	Wyelangta N C ...	...	...	...
137½	Stalker N C ...	...	...	...
137½	Laver's Hill N C ...	...	...	...
9	CROWES † N C W ... arr. ...	3 45	...	3 45

For details of Road Motor Service between Colac and Apollo Bay see page 106.

BEECH FOREST LINE.

Instructions to Enginemen for Controlling Trains Hauled by Garratt Locomotives.

To provide for efficient brake control, and also to prevent overheating or skidding of the tyres, the following instructions must be strictly observed by the train crews:—

(a) As the adhesion, to a certain extent, depends upon the weight of the water in the tank on the front bogie and the weight of water and coal on the rear bogie, it is, therefore, advisable to run with a full tank when heavy braking is required between Beech Forest and Gellibrand on the Up trip. The tanks must be filled at Beech Forest before starting from that station.

(b) The front bogie wheels may skid without the Driver obtaining the early indications which are usually observed when the rear bogie wheels skid. The precautions to be taken are:—

(i) When possible, fill both tanks and isolate the front tank when on the falling gradient.

(ii) See that the brake is uniformly adjusted on both bogies.

(c) To adjust the Engine brake, screw hand brake off, screw up both box nuts on the pull rods until the brake blocks are firmly on the wheels, then slacken off both box nuts one full turn. This adjustment will give a uniform distribution of braking power. One bogie brake must not be adjusted independently of the other.

(d) Hand brakes are to be applied on loaded "N.Q." trucks, and must be in operation as set out in table on page 99.

(Continued on page 99.)

Up.

CROWES-COLAC (Narrow Gauge).

Height Above Sea.	Miles.	STATIONS.	2 Car Goods, Tues.	4 Goods. Tu.Wed. Th.Sat. ‡ (See note)	6 Goods Sat. ‡	8 Goods. Tu.Wed. Th.Sat. ‡ (See note).	10 Goods. Tu.Wed. Th.Sat. ‡ (See note).
Feet.			A.M.	A.M.	A.M.	P.M.	P.M.
1358	—	CROWES † N C W ... dep.	8 0	...	8 0	...	...
1510	1½	Laver's Hill N C ...	...	...	...	...	...
1697	4½	Stalker N C ...	...	...	...	...	...
1757	6	Wyelangta N C ...	...	...	...	...	...
—	—	Water Tanks ...	...	...	...	...	...
1547	8	Kincaid Siding N C ...	...	...	...	...	...
1634	8½	Pile Siding N C ...	...	...	...	...	1 30
1708	9½	Weeaprounah N C ...	...	...	...	...	...
1722	11½	Ferguson N C ...	...	...	...	...	...
1823	13	Buchanan N C ...	...	...	...	...	...
1747	14½	BEECH FOREST † W (See page 100) ... arr. ...	10 30	...	10 30	...	2 15
1676	14½	Ditchley N C ... dep.	11 20	...	11 20	1 30	2 45
1272	17½	Diamond N C W ... arr.	...	...	...	...	...
1014	19	McDevitt N C ... dep.	...	...	...	...	...
701	20½	Wimba N C W ...	...	...	...	...	...
631	22½	Banool N C ...	...	...	...	...	...
247	26½	Gellibrand † N C W (See page 100) ... arr.	12 35	...	12 35	...	...
267	28	Lovat N C ... dep.	12 50	10 15	12 50	3 0	4 15
392	30½	Kawarren N C ...	...	...	...	...	...
462	32½	Birnam N C ...	...	...	...	...	...
527	33½	— (Water) ...	...	...	...	...	...
739	36½	Barongarook N C ...	...	11 15	...	4 0	5 15
891	38½	Coram N C ...	...	...	...	...	...
767	40	Tulloh N C ...	...	...	...	...	...
—	42½	Elliminyt N C ...	...	...	...	...	...
437	43½	COLAC † W ... dep.	PASS. TUES. 6 40	PASS. ‡ 6 43	...	...	...
30	139	MELBOURNE W (Spencer-st.) arr.	9 40	9 40	...	...	...

Note.—When No. 1 Goods is terminated at Gellibrand, it will return as No. 4, and Nos. 6 and 10 will be cancelled. When No. 1 Goods is terminated at Beech Forest, it will return as No. 8 and Nos. 6 and 10 will be cancelled.

Instructions to Enginemen for Controlling Trains Hauled by Garratt Locomotives (contd.).

Section.	Gross Load in Tons.	Truck Brakes to be applied firmly.	Van Brakes to be applied firmly.	Section.	Gross Load in Tons.	Truck Brakes to be applied firmly.	Van Brakes to be applied firmly.
Beech Forest to Wimba	{ 70 to 110 111 .. 150 151 .. 190 191 .. 230	{ ... 1 2 3	{ 1 1 1	115½-mile post to Gellibrand ...	{ 70 to 110 111 .. 150 151 .. 190 191 .. 230	{ ... 1 2 3	{ 1 1 1
Wimba to 115½- mile post ...	{ 70 to 110 111 .. 150 151 .. 190 191 .. 230	{ ... 1 2 2	{	Coram to 96½- mile post ...	{ 70 to 110 111 .. 150 151 .. 190 191 .. 230	{	{ 1 1 1 1

Note.—When the train has been stopped at the locations set out above, for the purpose of applying the Truck Hand Brakes and Van Brakes, the train must be held stationary by an application of the Automatic Brake with about 10 lb. reduction in the Train Line pressure and the Brake valve in the Lap position. The Fireman is to remain on the Engine and the Driver must release the brakes on the trucks on which the Hand Brakes are to be applied. When the Air Brake is fully released on the respective trucks, he must then apply the Hand Brakes firmly, but not heavily, in accordance with the above tables.

Before restarting from the locations where the application of the Van Brake is required, the Driver must intimate to the Guard that the Van Brake is to be applied by giving a succession of short sharp whistles; on receipt of such intimation the Guard must then apply the Van Brake.

GELLIBRAND AND BEECH FOREST.

1. (a) Gellibrand and Beech Forest are Staff Stations worked by the Guards of trains.
- (b) On arrival of a train at either station the Guard of the train will be responsible for the Staff working being carried in accordance with the Rules and Instructions applying to the Train Staff and Ticket System.
- (c) When a train arrives on a Staff Ticket at either Gellibrand or Beech Forest the "Acrc" message for the station in the rear must be sent via Colac and the Guard of the next following train must, before permitting his train to depart from the station in the rear, obtain the "Acrc" message for the previous train from Colac. The Stationmaster at Colac must arrange for a competent employee being in attendance to promptly deal with train messages.
- (d) Guards must make the necessary entries in the Train Register Book for all trains.
- (e) District Superintendent must arrange for Guards to have access to the office at Gellibrand and Beech Forest.
- (f) The Guard of each train will be responsible for working the Fixed Signals and Plunger Locks, also the Scotch Blocks and Locking Bars as required, and the Driver must not pass through the Plunger Locked Points in the trailing direction from any road unless he has received permission from the Guard to do so. The Guard must replace the Points, Plungers, Locking Bars, and Scotch Blocks to the proper position, and secure them by the Locks provided for the purpose. The attention of Guards is directed to Regulation 230, and the instructions shown in the General Appendix, re shunting operations and security of Points and Scotch Blocks at Caretaker Stations.

2. (a) The normal position of the Home Signals at Gellibrand is at "Stop" and they are secured in that position by carriage locks on the quadrants on platform.

(b) When a train is to be despatched from Gellibrand and it is known that the next train to pass through will not be in the direction from which the next train is to run to the "Proceed" position, but the Guard of such next train must also be instructed in respect to the Signals which must be placed at "Stop" and the quadrants secured in that position whenever a crossing is to be arranged.

It must be distinctly understood that in the circumstances set out in this sub-clause, one Signal only must be left in the "Proceed" position; the other signal must be secured at the "Stop" position.

c) Method of Crossing Trains—

(i) After the train which has arrived first has stopped at the Signal, the Guard must go forward and take charge of the signalling and of the crossing arrangements. If the first train to arrive is required at the platform, it must be brought to the Platform Road and after completion of platform work set back and placed in No. 2 Road. When the train is in No. 2 Road and No. 1 Road is quite clear at both ends, the second train may be permitted to arrive at the Platform Road.

(ii) The Guard of the train departing from No. 2 Road will be responsible for the Plunger being removed for his train to depart and for replacing the Plunger after the train has cleared the Points. Guards will be responsible for any Locking Bars or Scotch Blocks taken off being replaced and secured in their proper position. The Guard of the last train to depart will be responsible for the placing of Signals, as set out in sub-clause (b) hereof.

(d) When the trains have to cross at Gellibrand, the Driver and Guard of each train must be advised to that effect by the Officer-in-Charge, Colac, also what their trains will travel on, i.e., Staff or Ticket over the respective Sections.

3. Should a Train Staff be lost, the Stationmaster, Colac, must arrange for pilot working, and for placing a man in charge at the Staff Station or Stations concerned.

The same course must be adopted in the event of an obstruction blocking the line, and it is necessary to work trains up to the point of obstruction in accordance with the Rules.

COLAC—BEECH FOREST LINE.

Instructions to Engineers for Controlling Trains Hauled by Two "NA" Locomotives.

1. To provide for efficient brake control and also to prevent over-heating or skidding of the tyres, the following instructions must be strictly observed by the train crew on Passenger, Mixed and Goods trains:—

(a) The brakes of the complete train must be examined and tested before departure from Colac on the Down and Beech Forest on the Up journey.

(b) Hand brakes are to be applied firmly on Cars in the case of Passenger trains, and on loaded "NQ" trucks on Mixed and Goods trains, and must be in operation as set out in the following table:—

Down Trains.	Gross Load in Tons.	Number of Hand Brakes to be Applied.	Up Trains.	Gross Load in Tons.	Number of Hand Brakes to be Applied.
1 mile post to 105½ miles ...	Up to 110	1	Beech Forest to Wimba ...	Up to 110	2
	111 to 150	3		111 to 150	4
	151 to 240	5		151 to 240	7
			Wimba to 115½ mile post ...	Up to 110	1
				111 to 150	2
				151 to 240	3
			115½ mile post to Gellibrand	Up to 110	2
				111 to 150	4
				151 to 240	7
			Coram to 96½ mile post ...	Up to 110	1
				111 to 150	3
				151 to 240	5

2. When the train has been stopped at the locations set out above, for the purpose of applying the Car or Truck Hand Brakes, the train must be held stationary by an application of the Automatic Air Brake and the Driver's Brake valve must be in Lap position. The Fireman of the leading engine must remain on the engine and the Driver must hand apply the air brakes on the Cars or Trucks on which the hand brakes are to be applied; he must then apply the hand brakes firmly but not heavily in accordance with the above tables. When on falling grades the Driver requires the assistance of the Guard's hand brake, he will intimate this fact to the Guard by a succession of short sharp whistles.

3. The double heading of "NA" Locomotives must be confined to the locomotives specially equipped for this purpose.

Down.

CAMPERDOWN—TIMBOON.

Miles.	STATIONS.	29 Goods, Wed. Alt. Mon. (Fri. †)	33 Goods, Alt. Mon.
123½	CAMPERDOWN E S W ... dep.	A.M. 9 45	A.M. 11 0
127½	Timboon Junction E S † ...	10 0	11 15
131½	Naroghid N C ...	...	...
135½	Cobden † ...	11 0	12 15
140½	Elingamite N C ...	...	...
142½	Glenfyne N C ...	...	...
146½	Vict. Agric. Lime Co.'s Siding N C ...	...	...
146½	Curdie N C ...	P.M. ...	...
149½	TIMBOON O † W ... arr.	12 55	2 10

Commences Monday 27/9/48
Commences Monday 4/10/48.

Up.

TIMBOON—CAMPERDOWN.

Height Above Sea.	Miles.	STATIONS.	33 Goods, Wed., Alt. Mon. (Fri. †)	34 Goods, Alt. Mon.
247	—	TIMBOON O † W ... dep.	P.M. 2 10	P.M. 4 20
52	2½	Curdie N C ...	...	...
—	3½	Vict. Agric. Lime Coy.'s Siding N C ...	...	...
439	7½	Glenfyne N C ...	...	...
446	9	Elingamite N C ...	...	...
458	13½	Cobden † ...	4 0	6 20
630	18½	Naroghid N C ...	...	...
533	22½	Timboon Junction † E S ...	5 10	7 30
541	26½	CAMPERDOWN E S W ... arr.	5 20	7 40

Commences Monday 27/9/48
Commences Monday 4/10/48.

For details of Road Motor Service between Camperdown and Timboon, Port Campbell and Peterborough, see page 107.

Down.

TERANG—MORTLAKE.

Height Above Sea.	Miles.	STATIONS.	31 Goods, Tues.
541	123½	CAMPERDOWN E S W ... dep.	A.M. 9 45
434	137½	TERANG E S ...	10 20
		... dep.	10 50
—	138½	Mortlake Junct. E S † ...	11 0
(See note, page 67.)			
491	139	Racecourse N C ...	...
430	150½	MORTLAKE O † ... arr.	11 50

Up.

MORTLAKE—TERANG.

Miles.	STATIONS.	33 Goods, Tues.	
—	MORTLAKE O † ... dep.	P.M. 3 0	
11½	Racecourse N C ...	...
12	Mortlake Junction † E S ...	3 50	
(See note, page 67.)			
13	TERANG E S ...	4 0	
27	CAMPERDOWN E S dep.	4 30
		... arr.	5 15

For details of Road Motor Service between Terang and Mortlake, see page 107.

WARRNAMBOOL-HAMILTON.

Down		WARRNAMBOOL-HAMILTON.		Up				
Height Above Sea.	Miles.	STATIONS.	1 Goods, Tues.	3 Goods, Fri. †	Miles.	STATIONS.	82 Goods, Mon.	2 Goods, Fri. †
Feet.			A.M.	P.M.			A.M.	A.M.
33	166	WARRNAMBOOL				HAMILTON		
		E S W dep.	4 45	...	—	E S W ... dep.	7 0	9 0
56	167	Cattle Siding N C ...	...	...	3	Coleraine Junct. ES†	7 5	9 5
33	169	Dennington N C ...	...	...	7	Yatchaw N C ...	...	...
82	172	Illowa O E S ...	5 30	...	12½	Tabor N C ...	...	...
		(See note, page 67)			19	Penshurst O †	...	...
212	175½	KOROIT	5 50	—	34	W	9 15	10 30
		E S † W {arr. dep.	6 30	2 30	26	Purdeet N C ...	...	...
276	179	Warrong N C ...	...	...	31½	Minhamite N C ...	...	...
438	185	Woolsthorpe N C ...	...	...	38	Hawkesdale {arr. dep.	...	...
507	189½	Hawkesdale(See note)	8 0	3 35		(See note)	11 0	11 40
566	196½	Minhamite N C ...	...	...	42½	Woolsthorpe N C ...	...	...
670	201½	Purdeet N C ...	...	...		Warrong N C ...	...	...
721	208½	Penshurst O † W ...	10 25	5 20	48½		P.M.	P.M.
674	215	Tabor N C ...	...	...		KOROIT †	12 20	12 40
659	220½	Yatchaw N C ...	...	...	52	E S W {arr. dep.	1 0	...
592	226½	Coleraine Junct. † ES	11 50	6 15	55½	Illowa O E S {arr. dep.	1 30	...
			Noon.			(See note, p. 67)	...	...
576	227½	HAMILTON	12 0	6 20	58½	Dennington N C ...	...	...
		E S W arr.			60½	Cattle Siding N C ...	...	...
					61½	WARRNAMBOOL E S W	1 50	...

See pages 72 and 80 for connecting goods service between Warrnambool and Koroit.
 Hawkesdale is open as an Intermediate Block Post as required. See the General Appendix for Instructions.
 For details of Road Motor Service between Warrnambool and Hamilton see page 108.

COUNTRY ROAD MOTOR SERVICES

(WESTERN and SOUTH WESTERN DISTRICTS)

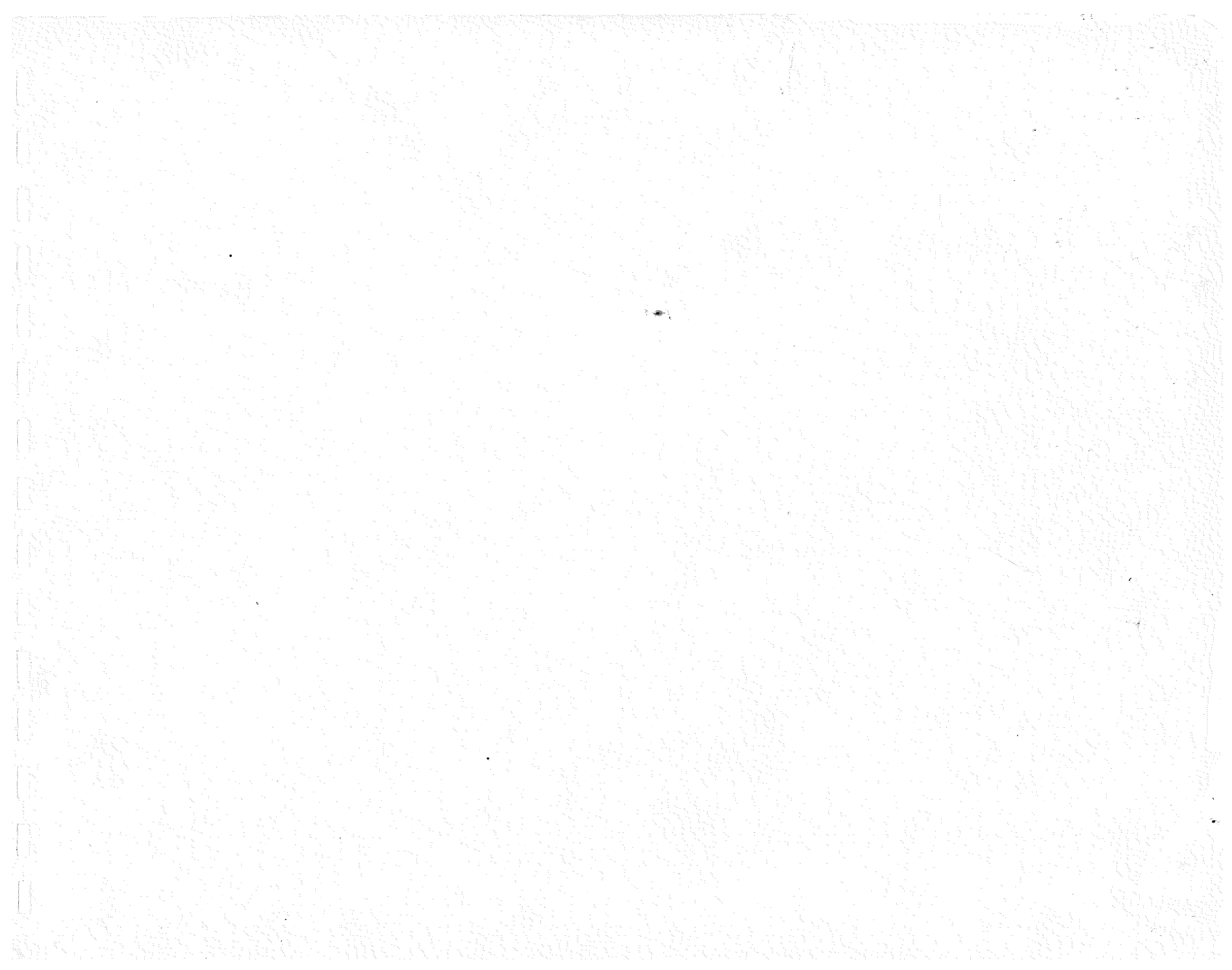
The Operators of the various Road Motor Services advise that connecting Road Motor Timetables are as shown herein.

(Information regarding Road Motor Services not specified herein is available at the Victorian Government Tourist Bureau).

The Road Motor Timetables have been supplied by the operators concerned, and the Commissioners do not accept responsibility for their accuracy.

Co-ordinated Rail and Road Motor tickets for the Services shown herein are issued only at the Victorian Government Tourist Bureau.

NOTE:—"Daily" means Monday to Saturday inclusive. Trains and Road Motors do not run on Sundays unless so shown.



QUEENSCLIFF

77-01

C. District. 5.



SOLD BY
NORMAN BROS. PTY. LTD.
MELBOURNE