

WALLAN-HEATHCOTE

Line closed on and from Thursday, 7th November, 1968, W.T.T. 1065/68.
 Last regular passenger train ran on Saturday, 20th June, 1965.
 Last regular goods train ran on Wednesday, 6th November, 1968.
 Sectys. 65/2588

HEATHCOTE-FREEZING COY'S SIDING LINE

Last regular goods train ran on 3rd December, 1958, W.T.T. 94/58.

TALLAROOK-MANSFIELD—Passenger Service

Down

| Miles | STATIONS | 37 Diesel Rail Car (280 H.P.) Sun. | 13 Diesel Rail Car (280 H.P.) Mon. to Thur. | 29 Diesel Rail Car (280 H.P.) Fri. | 27 Diesel Rail Car (280 H.P.) Sat. | | | |
|-------|---------------------------------------|---|---|---|---|-----|-----|-----|
| — | MELBOURNE W ... dep. | A.M. 8 50 | P.M. 4 13 | P.M. 6 7 | P.M. 6 7 | ... | ... | .. |
| | For intermediate times see page | (62) | (64) | (68) | (68) | | | |
| 56 | TALLAROOK ES ... { | 10 17 | 5 42-82 | 7 27 | 7 36 | ... | ... | ... |
| 63 | Trawool NC ... { | 11 1B | 5 44 | 7 29 | 7 38 | ... | ... | ... |
| 68½ | Kerrisdale (see note, page 112) ... { | 11 13§ | 5 56§ | 7 41§ | 7 50§ | ... | ... | ... |
| 74½ | Homewood... ... { | 11 25§ | 6 8§ | 7 53§ | 8 2§ | ... | ... | ... |
| | ... { | 11 37§ | 6 20§ | 8 5§ | 8 14§ | ... | ... | ... |
| 79½ | Yea ES † W ... { | 11 47 | 6 34 | 8 20 | 8 27 | ... | ... | ... |
| | ... { | 11 48 | 6 38 | 8 25 | 8 29 | ... | ... | ... |
| 83½ | Cheviot NC (see note, page 112) ... { | 11 56§ | 6 45§ | 8 32§ | 8 36§ | ... | ... | ... |
| 90½ | Molesworth (see note, page 112)... { | P.M. 12 12§ | 7 0§ | 8 47§ | 8 51§ | ... | ... | ... |
| 93½ | Cathkin O † ... { | arr. 12 18 | 7 6 | 8 55 | 8 59 | ... | ... | ... |
| | ... { | dep. 12 19 | 7 11 | 9 0 | 9 4 | ... | ... | ... |
| 97 | Yarck ... { | arr. ... | ... | ... | ... | ... | ... | ... |
| | ... { | dep. 12 26§ | 7 19§ | 9 7§ | 9 11§ | ... | ... | ... |
| 101½ | Kanumbra NC ... { | arr. ... | ... | ... | ... | ... | ... | ... |
| | ... { | dep. 12 34§ | 7 29§ | 9 16§ | 9 20§ | ... | ... | ... |
| 108½ | Merton ... { | arr. ... | ... | ... | ... | ... | ... | ... |
| | (See note, page 112) ... { | dep. 12 50§ | 7 47§ | 9 33§ | 9 37§ | ... | ... | ... |
| 114½ | Woodfield NC ... { | 1 1§ | 7 53§ | 9 44§ | 9 48§ | ... | ... | ... |
| 117½ | Bonnie Doon O † ... { | arr. 1 7 | 8 5 | 9 51 | 9 59 | ... | ... | ... |
| | ... { | dep. 1 10 | 8 8 | 9 57 | 10 2 | ... | ... | ... |
| 122½ | Maindample ... { | arr. 1 20§ | 8 18§ | 10 7§ | 10 12§ | ... | ... | ... |
| 131½ | MANSFIELD † W ... arr. | 1 35 | 8 35 | 10 25 | 10 30 | ... | ... | ... |
| | | 37 | 13 | 29 | 27 | | | |

B—Connects with 9.30 a.m. Spencer Street—Albury Passenger Train.

MANSFIELD-TALLAROOK—Passenger Service

Up

| Miles | STATIONS | 14 Diesel Rail Car (280 H.P.) Fri. | 14 Diesel Rail Car (280 H.P.) Mon. to Thurs., Sat. | 28 Diesel Rail Car (280 H.P.) Sun. | | |
|-------|--|------------------------------------|--|------------------------------------|-----------|-----|
| — | MANSFIELD † W | A.M. 6 15 | A.M. 8 5 | | P.M. 6 10 | |
| 8½ | <i>Maindample</i> ... | dep. ... | | ... | ... | ... |
| | | arr. 6 30§ | 8 20§ | ... | 6 25§ | ... |
| 14 | <i>Bonnie Doon</i> ○ † | dep. 6 40 | 8 30 | ... | 6 35 | ... |
| | | arr. 6 42 | -113 | ... | 6 37 | ... |
| 17 | Woodfield NC ... | dep. 6 49§ | 8 39§ | ... | 6 44§ | ... |
| 22½ | <i>Merton</i> (See note, page 112) ... | arr. ... | ... | ... | ... | ... |
| | | dep. 6 58§ | 8 48§ | ... | 6 53§ | ... |
| 30 | Kanumbra NC ... | arr. ... | ... | ... | ... | ... |
| 34½ | <i>Yarck</i> ... | dep. 7 12§ | 9 2§ | ... | 7 7§ | ... |
| | | arr. 7 20§ | 9 10§ | ... | 7 15§ | ... |
| 38½ | <i>Cathkin</i> ○ † | arr. 7 30 | 9 20 | ... | 7 22 | ... |
| | | dep. 7 32 | -113, 117 | ... | ... | ... |
| 41 | <i>Molesworth</i> (see note, p. 112) | 7 38§ | 9 22 | ... | 7 25 | ... |
| 48½ | <i>Cheviot</i> NC (see note, p. 112) | 7 54§ | 9 28§ | ... | 7 31§ | ... |
| 51½ | <i>Yea</i> ES † W | arr. 8 3-117 | 9 44§ | ... | 7 47§ | ... |
| | | dep. 8 5 | 9 53 | ... | 7 54 | ... |
| 57½ | <i>Homewood</i> ... | arr. ... | 9 55 | ... | 7 56 | ... |
| | | dep. 8 15§ | 10 5§ | ... | ... | ... |
| 63½ | <i>Kerrisdale</i> (see note, p. 112) | 8 27§ | 10 17§ | ... | 8 6§ | ... |
| 68½ | <i>Trawool</i> NC ... | arr. 8 39§ | 10 29§ | ... | 8 18§ | ... |
| | | dep. 8 55 | 10 45 | ... | 8 30§ | ... |
| 75½ | TALLAROOK ES ... | arr. 8 57 | -213 | ... | 8 43 | ... |
| | For intermediate times see page | (69) | 10 47 | ... | 8 46 | ... |
| | | (71) | ... | ... | (73) | ... |
| 131½ | MELBOURNE — | | P.M. 12 5 | ... | ... | ... |
| | <i>Spencer Street</i> W | arr. 10 10 | ... | ... | 10 1 | ... |
| 132½ | <i>Flinders Street</i> W | arr. ... | ... | ... | 10 5 | ... |
| | | | | | | |
| | | 14 | 14 | | 28 | |

TALLAROOK-MANSFIELD—Goods Service

Down

| Miles | STATIONS | 117 Goods Tue. (Fri., Sat. †) | 213 Goods Mon., Tue., Wed. ‡ | 99 Goods Thur. ‡ |
|-------|-------------------------------------|--|--|--|
| — | MELBOURNE W <i>dep.</i> | A.M. ... | A.M. ... | P.M. ... |
| | For intermediate times see page | | | |
| 56 | TALLAROOK ES ... <i>arr.</i> | Connect No. 113 from Tallarook see page 110 | ... 14 | ex Seymour as No. 96 see page 104 |
| 63 | Trawool NC <i>dep.</i> | ... | 10 55 | 9 0 |
| 68½ | <i>arr.</i> | ... | ... | ... |
| 68½ | <i>dep.</i> | ... | 11 13 | 9 18 |
| 68½ | <i>arr.</i> | ... | ... | ... |
| 68½ | <i>dep.</i> | ... | 11 31 | 9 36 |
| 74½ | <i>arr.</i> | ... | ... | ... |
| 74½ | <i>dep.</i> | ... | 11 48 | 9 53 |
| | | | P.M. | |
| 79¾ | Yea ES † W ... <i>arr.</i> | ... | 12 10 | 10 20 |
| 83½ | <i>dep.</i> | 8 0D 14 | 12 40 | ... |
| 83½ | <i>arr.</i> | ... | ... | ... |
| 83½ | <i>dep.</i> | 8 12 | 12 52 | ... |
| 90½ | <i>arr.</i> | ... | ... | ... |
| 90½ | <i>dep.</i> | 8 40 | 1 20 | ... |
| 90½ | <i>arr.</i> | 8 50D | 1 30 | ... |
| 93½ | Cathkin O † | | | |
| | <i>dep.</i> | 9 25- 14 | ... | ... |
| 97 | <i>arr.</i> | 9 37 | ... | ... |
| | <i>dep.</i> | 9 47 | ... | ... |
| 101½ | <i>arr.</i> | ... | ... | ... |
| 101½ | <i>dep.</i> | 10 5 | ... | ... |
| 108¾ | <i>arr.</i> | 10 38 | ... | ... |
| 108¾ | <i>dep.</i> | 10 48 | ... | ... |
| 114½ | <i>arr.</i> | 11 2 | ... | ... |
| 117½ | <i>arr.</i> | 11 15 | ... | ... |
| 117½ | <i>dep.</i> | 11 45 | ... | ... |
| 122¾ | <i>arr.</i> | ... | ... | ... |
| 122¾ | <i>dep.</i> | 11 59 | ... | ... |
| | | P.M. | | |
| 131½ | MANSFIELD † W <i>arr.</i> | 12 40 | Return as No. 82 | ... |
| | | 117 | 213 | 99 |

D. Friday Depart 8.10 a.m. arrive Cathkin 9.00 a.m.

**YEA-ALEXANDRA
GOODS TRAIN SERVICE**

Down

| Miles | STATIONS | 113 Goods Tue. Fri. (See note, page 112) | | 115 Goods Tue. ‡ | | | |
|-------|-------------------------|---|-----|------------------------|-----|-----|-----|
| — | MELBOURNE W dep. | p.m. 8 15 Mon., Wed. | ... | p.m. 8 15 Wed. ‡ | ... | ... | ... |
| 79½ | YEA ES † W ... | a.m. 2 30 dep. | ... | a.m. 2 30 7 0 | ... | ... | ... |
| 93½ | <i>Cathkin</i> ○ † ... | arr. 4 25 dep. | ... | 7 50 8 20 | ... | ... | ... |
| 97½ | Koriella N C ... | arr. 5 11 dep. | ... | 8 36 8 46 | ... | ... | ... |
| 102 | ALEXANDRA † arr. | 5 45 | ... | 9 10 | ... | ... | ... |

Up

| Miles | STATIONS | 98 Goods Mon., Wed. | | 100 Goods Wed. ‡ | | | |
|-------|-------------------------|--|-----|--------------------------|-----|-----|-----|
| — | ALEXANDRA † dep. | a.m. 6 45 | ... | a.m. 10 10 | ... | ... | ... |
| 4½ | Koriella N C ... | arr. 7 7 dep. | ... | 10 32 10 42 | ... | ... | ... |
| 8¾ | <i>Cathkin</i> ○ † ... | arr. 7 30-14 p.m. 5 10 dep. | ... | 10 55 11 25 | ... | ... | ... |
| 22½ | YEA ES † W ... | arr. 6 0-13 dep. | ... | p.m. 12 15 7 50-13 | ... | ... | ... |
| 46 | Tallarook ... | arr. 8 15 dep. | ... | 9 15 | ... | ... | ... |
| 102 | MELBOURNE W arr. | 9 50 Tue. Thu. a.m. 1 55 | ... | ... | ... | ... | ... |

The Mixed train service on the Cathkin-Alexandra line was cancelled as from 29th October, 1945.

Down

BENALLA-YARRAWONGA-OAKLANDS (N.S.W.)

Passenger Service

| Miles | STATIONS | 13 PASS. MON. TO SAT. | 17 ALBURY EXPRESS MON. TO THUR. | 19 ALBURY EXPRESS FRI. | 9 PASS. FRI. † | 21 ALBURY EXPRESS SAT. | |
|-------|-------------------------------------|--|---|--|---|--|----------------------|
| — | MELBOURNE W | A.M. 8 30 ... arr. 11 32 | ... | P.M. 4 45 7 41 | P.M. 4 45 8 4 | P.M. 5 0 8 29 | P.M. 5 50 8 43 |
| 121½ | BENALLA † W | Diesel Rail Car (153 H.P.) Mon. to Sat. | Diesel Rail Car (153 H.P.) Mon. to Thur. | Diesel Rail Car (153 H.P.) Fri. | Diesel Rail Car (153 H.P.) Fri † | Diesel Rail Car (153 H.P.) Sat. | |
| | | A.M. 11 50 ... dep. 12 5 | ... | P.M. 8 5 8 20 | P.M. 8 25 8 40 | P.M. 8 55 9 10 | P.M. 8 55 9 12 |
| 131½ | Goorambat ○ † | ... arr. 12 7 | ... | 8 22 | 8 42 | 9 12 | 9 12 |
| 134½ | Nooramunga NC (R.M. Stop. Place) | ... Z | ... | Z | Z | Z | Z |
| 137½ | Devenish † ... | ... arr. 12 17 dep. 12 19 | ... | 8 32 8 34 | 8 52 8 54 | 9 22 9 24 | 9 24 |
| 141½ | St. James ○ † | ... arr. 12 25 dep. 12 27 | ... | 8 40 8 42 | 9 0 9 2 | 9 30 9 32 | 9 32 |
| 149½ | Tungamah † ... | ... arr. 12 37-170 dep. 12 39 | ... | 8 52 8 54 | 9 12 9 14 | 9 42 9 44 | 9 44 |
| 154½ | Telford (see note, page 116) | ... 12 48§ | ... | 9 3§ | 9 23§ | 9 53§ | 9 53§ |
| 161½ | YARRAWONGA ... | ... arr. 1 5-182 | ... | 9 20-106 | 9 40-106 | 10 10-106wt | 10 10 |

Up

| Miles | STATIONS | 4 Diesel Rail Car (153 H.P.) Tue. | 2 Diesel Rail Car (153 H.P.) Mon., Wed. Thur., Fri., Sat. | 8 Diesel Rail Car (153 H.P.) Mon. to Sat. | | | |
|-------|--|---|---|--|--------------|-----|-----|
| 38½ | YARRAWONGA † W | A.M. 6 5 dep. | A.M. 7 25 | P.M. 3 25 | ... | ... | ... |
| 45 | Telford (See note page 116) | 6 15§ | 7 35§ | 3 35§ | ... | ... | ... |
| 50½ | Tungamah † | ... arr. ... | ...-71,75 | ... 13,79 | ... | ... | ... |
| 58 | St. James ○ † | ... arr. ...-71 dep. 6 36 | ... 7 44 7 55 | ... 3 45 3 56 | ... | ... | ... |
| 62 | Devenish † ... | ... arr. ... | ... | ... | ... | ... | ... |
| 65½ | Nooramunga NC ... (R.M. Stopping Place) | ... dep. 6 43-75 | ... 8 2 | ... 4 3 | ... | ... | ... |
| 68 | Goorambat ○ † | ... arr. 6 53 dep. 6 55 arr. 7 15 | ... 8 12-207 8 35 | ... 4 14-182 4 37 | ... | ... | ... |
| 78½ | BENALLA † W | ... arr. ... | ... "SPIRIT OF PRO- GRESS" | ... ALBURY EXPRESS | ... PASS. | ... | ... |
| 199½ | MELBOURNE W | ... dep. 7 23 arr. 9 55 | A.M. 8 43 11 45 | P.M. 8 50 8 10 A | ... | ... | ... |

A.—Arrives Melbourne 8.20 p.m. Saturdays.

Down

BENALLA-YARRAWONGA-OAKLANDS (N.S.W.)

Goods Service

| Miles | STATIONS | 47 Goods Mon. to Sat. † | 67 Goods Sat. | 71 Goods Wed., Fri. (Tue., Thur. †) | 75 Goods Mon. (Tue. to Sat. †) | 209 Light Engine Mon., † | 79 Goods Mon. † |
|-------|--|-------------------------------------|---------------------|---|--|-----------------------------------|-----------------------|
| — | MELBOURNE W dep. ... | A.M. ... | A.M. ... | A.M. ... | A.M. ...-2 | P.M. ... | P.M. ... |
| 121½ | BENALLA † W dep. 4 0 | 4 0 | 4 30 | 4 30 | 9 0 | 3 0 | 1 30 |
| | arr. 4 21 | 4 21 | 4 51 | 4 51 | 9 21 | ... | ... |
| 131½ | Goorambat ○ † } dep. 4 23 | -102 | 4 53 | 5 31 | 9 35 | 3 16 | 1 45 |
| | arr. 4 30 | 4 30 | 5 0 | 5 38 | 9 42 | 3 21 | 1 49 |
| 134½ | Nooramunga NC (R.M. Stop. Place) | | | | | -104 | |
| 137½ | Devenish † ... } arr. 4 37 | 4 37 | 5 7 | 5 45 | 9 49 | ... | ... |
| | dep. 4 39 | 4 39 | 5 9 | 6 15 | 10 10 | 3 26 | 1 53 |
| 141½ | St. James ○ † } arr. 4 48 | 4 48 | 5 18 | 6 24-4 | 10 19 | 3 35 | ... |
| | dep. 4 50 | 4 50 | 5 20 | 6 50 | 10 40 | 4 8 | 1 58 |
| 149½ | Tungamah † ... } arr. 5 5 | 5 5 | 5 35 | 7 5-2 | 10 55 | 4 20-104 | 2 8 |
| | dep. 5 7 | 5 7 | 5 45 | 8 30-126 | 11 40 | 4 30 | 2 15 |
| 154½ | Telford (see note, page 116) } arr. ... | ... | ... | 8 44 | 11 54 | ... | ... |
| | dep. 5 21 | 5 21 | 5 59 | 8 54 | 12 4 | 4 43 | 2 27 |
| | arr. 5 40 | 5 40 | 6 20-2 | 9 10 | 12 20 | 4 55 | 2 40-8 |
| 161½ | YARRAWONGA } dep. 6 0 | Sun. 6 0 | A.M. 9 0 | ... | ... | ... | ... |
| 163 | Mulyarra NC ... } ... | ... | ... | ... | ... | ... | ... |
| 169 | Sloane NC ... } arr. ... | ... | 9 29 | ... | ... | ... | ... |
| | dep. 6 29 | 6 29 | 9 39 | ... | ... | ... | ... |
| 175 | Warragoon NC } arr. 6 54 | 6 54 | 10 4 | ... | ... | ... | ... |
| | dep. 7 14 | 7 14 | 10 14 | ... | ... | ... | ... |
| 181 | Rennie NC (see note, page 116) } arr. 7 35 | 7 35 | 10 35 | ... | ... | ... | ... |
| | dep. 7 55 | 7 55 | 10 55 | ... | ... | ... | ... |
| 188½ | Sanger NC ... } arr. ... | ... | 11 23 | ... | ... | ... | ... |
| | dep. 8 23 | 8 23 | 11 40 | ... | ... | ... | ... |
| 194½ | Wangamong NC } arr. 8 46 | 8 46 | P.M. ... | ... | ... | ... | ... |
| | dep. 9 0 | 9 0 | 12 3 | ... | ... | ... | ... |
| 199½ | OAKLANDS ... } arr. 9 20 | 9 20 | 12 25 | ... | ... | ... | ... |
| | (N.S.W.) † W | | | | | | |

OAKLANDS (N.S.W.)—YARRAWONGA—BENALLA
Goods Service

UP

| Miles | STATIONS | 104 Gds. Mon. to Sat. † | 102 Goods Sun. | 126 Goods Mon. to to Sat. † | 170 Goods Mon. to to Sat. † | 182 Goods Mon., Wed. Fri. (Tue. Thur. †) | 192 Goods Mon. to to Fri. † | 188 Goods Mon. † | 100 Goods Sun. † | 106 Thro. Goods Mon. to to Fri. † |
|-------|-------------------------------|-------------------------------------|----------------------|---|--|--|---|------------------------|------------------------|---|
| — | OAKLANDS (N.S.W.) dep. | A.M. 11 0 | P.M. 2 30 | ... | ... | ... | ... | ... | ... | ... |
| | W † | | | | | | | | | |
| 5½ | Wangamong N C | { arr. ... | 2 47 | ... | ... | ... | ... | ... | ... | ... |
| | | { dep. 11 16 | 3 0 | ... | ... | ... | ... | ... | ... | ... |
| 11½ | Sanger N C ... | { arr. ... | 3 19 | ... | ... | ... | ... | ... | ... | ... |
| | | { dep. 11 34 | 3 29 | ... | ... | ... | ... | ... | ... | ... |
| 18½ | Rennie N C ... | { arr. ... | 3 52 | ... | ... | ... | ... | ... | ... | ... |
| | (See footnote) | { dep. 11 56 | 4 12 | ... | ... | ... | ... | ... | ... | ... |
| | | | P.M. | | | | | | | |
| 24½ | Warragoon N C | { arr. ... | 4 29 | ... | ... | ... | ... | ... | ... | ... |
| | | { dep. 12 12 | 4 49 | ... | ... | ... | ... | ... | ... | ... |
| 30½ | Sloane N C ... | { arr. ... | 5 9 | ... | ... | ... | ... | ... | ... | ... |
| | | { dep. 12 31 | 5 39 | ... | ... | ... | ... | ... | ... | ... |
| 36½ | Mulyarra N C ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | { arr. 1 0 | 6 10 | ... | ... | ... | ... | ... | ... | ... |
| 38½ | YARRAWONGA | | Thro. | | | | | | | |
| | † W | { -188 | Goods | | | | | | | |
| | | { -8 | Mon. † | | | | | | | |
| | | | A.M. | | | | | | | |
| | | { dep. 4 0 | 3 0 | 8 0 | 11 0 | 1 25-13 | 2 30B | 5 30 | 7 0 | 9 45 |
| 45 | Telford O ... | { arr. ... | ... | ... | ... | 1 39 | ... | ... | ... | ... |
| | (See footnote) | { arr. 4 11 | 3 14 | 8 11 | 11 12 | 1 54 | 2 44B | 5 44 | 7 14 | 9 56 |
| | | { arr. ... | 3 32 | 8 23 | 11 30 | 2 12-79 | 3 2 | 6 2 | 7 32 | ... |
| 50½ | Tungamah † ... | | -209 | -71 | P.M. -75 | | | | | |
| | | { dep. 4 23 | 3 34 | 8 35 | 12 1 | 2 32 | 3 16B | 6 4 | 7 37 | 10 8 |
| | | { arr. ... | 3 48 | ... | 12 12 | 2 46 | 3 30B | 6 18 | 7 51 | ... |
| 58 | St. James O † | | | | -13 | | -209, 8 | | | |
| | | { dep. 4 34 | 3 50 | 8 46 | 12 40 | 3 10 | 4 5 | 6 20 | 7 55 | 10 19 |
| | | { arr. 4 40 | 3 59 | 8 52 | 12 47 | 3 19 | 4 14 | 6 29 | 8 4 | ... |
| 62 | Devenish † ... | | | -207 | | -209 | | | | |
| | | { dep. 5 20 | 4 1 | 9 12 | 1 10 | 3 40 | 4 24 | 6 31 | 8 8 | 10 25 |
| 65½ | Nooramunga N C | { ... | 5 27 | 4 8 | 9 17 | 1 15 | 3 47 | 4 31 | 6 38 | 8 15 |
| | (R.M. Stopping Place) | | | | | | | | | 10 30 |
| | | { arr. ... | 4 15 | 9 22 | 1 20 | 3 54 | 4 38 | 6 45 | 8 22 | ... |
| 68 | Goorambat O † | | -47 | | -79 | | | | | |
| | | { dep. 5 37 | 4 27 | 9 42 | 1 50 | 4 43-8 | 5 0 | 6 47 | 8 26 | 10 35 |
| | | { arr. 5 55 | 4 50 | 10 0 | 2 10 | 5 10 | 5 25 | 7 15 | 8 50 | 11 0 |
| 78½ | BENALLA † W | | Mon. † | | | | | | | |
| | | { dep. ... | 6 35-75 | ... | 8 40 | 6 45 | 8 40 | 8 40 | ... | ... |
| | | | P.M. | | A.M. | A.M. | A.M. | A.M. | | |
| 199½ | MELBOURNE W | ... | 2 30 | ... | 2 0E | 1 40 | 2 0E | 2 0 | ... | ... |

Rennie and Telford may be opened as Intermediate Block Posts as required. See General Appendix.
B.—Mondays when **No. 79** runs departs Yarrowonga 2.45 p.m., Telford 2.59 p.m., Tungamah 3.17 p.m.
 St. James arrive 3.31 p.m.
E.—Arrives 2.10 a.m. Friday, Saturday.

BENALLA-SPRINGHURST-WAHGUNYAH

GOODS TRAIN SERVICE

Down

| Miles | STATIONS | | 149 Goods Mon., Tue., Wed., Fri. | 197 Goods Mon. to Fri. † |
|-------|--|-----|---|--------------------------------|
| 121½ | BENALLA E S W dep. | ... | A.M. 6 30-102 | P.M. 1 0 |
| | (See page 91 for Intermediate times) | | | |
| 160 | SPRINGHURST † E S { arr. | ... | 8 31 | 2 46 |
| | { dep. | ... | 8 55 | 3 0 |
| 165 | Lilliput N C | ... | ... | ... |
| 169½ | Rutherglen † { arr. | ... | 9 23 | 3 30 |
| | { dep. | ... | 9 53 | ... |
| 174 | WAHGUNYAH † W arr. | ... | 10 10 | ... |

Up

| Miles | STATIONS | | 150 Goods Mon., Tue., Wed., Fri. | 190 Goods Mon. to Fri. † |
|-------|--|-----|---|--------------------------------|
| — | WAHGUNYAH † W dep. | ... | A.M. 11 45 | P.M. ... |
| 4½ | Rutherglen † { arr. | ... | P.M. 12 13 | 6 0 |
| | " { dep. | ... | 12 43 | ... |
| 9 | Lilliput N C | ... | ... | ... |
| 14 | SPRINGHURST † E S { arr. | ... | 12 59 | ... |
| | (See page 93, 94 for Intermediate times) | | | |
| 52½ | BENALLA E S W { dep. | ... | 1 44 | 6 16 |
| | " { arr. | ... | 5 15-85, 18 | 8 30B |
| | " { dep. | ... | 6 45 | 10 25 |
| | | | A.M. Tue., Wed., Thurs., Sat. | A.M. Tue. to Sat. † |
| | MELBOURNE W arr. | ... | 1 40 | 5 30D |

Car Goods Service between Springhurst and Wahgunyah cancelled after 13/4/62.
Sec's 55/6697. W.T.T. 28/62

D—5.0 a.m. Tuesday, Wednesday.

BENALLA-TATONG

The running of trains on the portion of the Tatong line beyond Caltex, BP, and Mobil Oil Sidings (Mileage 122½) was discontinued on and after 1st July, 1947.

WANGARATTA-WHITFIELD (2' 6" Narrow Gauge)

Line closed as from Monday, 12th October, 1953. W.T.T. 120/53.

WANGARATTA-PEECHELBA EAST

Down

Up

| Miles | STATIONS | | 77 Goods Alt. Mon. (Tu. to Fr. †) | Miles | STATIONS | | 72 Goods Alt. Mon. (Tu. to Fr. †) |
|-------|---|-----|--|-------|---|-----|--|
| 145½ | WANGARATTA E S W dep. | ... | P.M. 12 25 | — | PEECHELBA EAST N C † dep. | ... | P.M. 3 40 |
| | { arr. | ... | ... | | { arr. | ... | ... |
| 149 | Bowser O E S † { dep. | ... | 12 35 | 4½ | Boorhaman N C { arr. | ... | 3 58 |
| | { dep. | ... | ... | | { dep. | ... | 4 18 |
| 156½ | Boorhaman N C | ... | 1 2 | 12½ | Bowser O E S † { arr. | ... | ... |
| 161½ | PEECHELBA EAST N C † arr. | ... | 1 40 | 15½ | WANGARATTA E S W { dep. | ... | 4 44 |
| | | | | | { arr. | ... | 5 0 |
| | | | | | | ... | -85 |

WANGARATTA-BRIGHT-GOODS TRAIN SERVICE

Down

| Miles from Melb. | STATIONS | 75 Goods Mon. | 75 Goods Wed. (Sat. †) | 111 Goods Fri. | 81 Goods Tue. | 95 Goods Thur. | 83 Goods Tue. | 95 Goods Thur. † |
|------------------|----------------------|---------------|------------------------|----------------|---------------|----------------|---------------|------------------|
| 145½ | WANGARATTA E S W ... | A.M. 3 45 | A.M. 6 15 | A.M. 6 15 | A.M. 6 15 | A.M. 7 30 | A.M. ... | P.M. ... |
| 149 | Bowser O E S † ... | arr. ... | ... | ... | 6 27 | 7 45-8 | ... | ... |
| 152½ | Londrigan N C ... | dep. 3 53 | 6 23 | 6 23 | 6 37 | 8 19 | ... | ... |
| | (see note, page 119) | arr. ... | ... | 6 31 | ... | ... | ... | ... |
| 157½ | Tarrawingee N C ... | dep. 4 1 | 6 31 | 6 41 | 6 47 | 8 29 | ... | ... |
| | | arr. ... | ... | 6 53 | 7 3 | 8 45 | ... | ... |
| 161 | Everton † ... | dep. 4 13 | 6 43 | 7 3 | 7 13 | 9 5 | ... | ... |
| | | arr. 4 23 | 6 53 | 7 13 | 7 23 | 9 17 | 10 58 | 12 5 |
| 169 | Bowman N C ... | dep. 4 28 | 6 58 | 7 23 | 7 55 | 9 47 | 11 28 | 12 35 |
| | | arr. 4 53 | 7 23 | 7 48 | ... | ... | 11 50 | 12 57 |
| 173½ | Gapsted N C ... | dep. 5 18 | 7 33 | 8 8 | ... | ... | P.M. 12 5 | 1 7 |
| | | arr. ... | 7 54 | ... | ... | ... | 12 20 | 1 22 |
| | | dep. 5 39 | 8 4 | 8 29 | ... | ... | 12 30 | 1 32 |
| | | arr. 6 0 | 8 20 | 8 50 | ... | ... | 12 45-78 | 1 45 |
| 177½ | Myrtleford † ... | | -108 | | | | Tue. † | |
| 180½ | Ovens N C ... | dep. 7 30 | 9 45 | ... | ... | ... | 1 30 | ... |
| | | arr. 7 41 | 9 56 | ... | ... | ... | ... | ... |
| 187½ | Eurobin N C ... | dep. 8 11 | 10 16 | ... | ... | ... | 1 41 | ... |
| | | arr. 8 34 | 10 39 | ... | ... | ... | 2 5-80 | ... |
| 192½ | Porepunkah ... | dep. 8 49 | 10 54 | ... | ... | ... | ... | ... |
| 196 | BRIGHT † W ... | arr. 9 5 | 11 10 | ... | ... | ... | ... | ... |
| | | dep. 9 25 | 11 30 | ... | ... | ... | ... | ... |
| | | arr. 9 40 | 11 50 | ... | ... | ... | ... | ... |

Up

| Miles | STATIONS | 74 Goods Thur. | 108 Goods Fri. (Sat. †) | 78 Goods Tue. | 70 Goods Mon. | 80 Goods Wed. (Sat. †) |
|-------|---------------------|----------------|-------------------------|---------------|---------------|------------------------|
| — | BRIGHT † W ... | P.M. ... | A.M. ... | ... | P.M. ... | P.M. ... |
| 3½ | Porepunkah ... | arr. ... | ... | ... | ... | 11 30 |
| | | dep. ... | ... | ... | ... | 11 44 |
| 8½ | Eurobin N C ... | arr. ... | ... | ... | ... | 12 19 |
| | | dep. ... | ... | ... | ... | 12 35 |
| 15½ | Ovens N C ... | arr. ... | ... | ... | ... | 12 50 |
| | | dep. ... | ... | ... | ... | 1 13 |
| | | arr. ... | ... | ... | ... | 2 0 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 18½ | Myrtleford † ... | arr. ... | ... | ... | ... | 2 11 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 22½ | Gapsted N C ... | arr. ... | ... | ... | ... | 2 11 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 27 | Bowman N C ... | arr. ... | ... | ... | ... | 2 11 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 35 | Everton † ... | arr. ... | ... | ... | ... | 2 11 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 38½ | Tarrawingee N C ... | arr. ... | ... | ... | ... | 2 11 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 43½ | Londrigan N C ... | arr. ... | ... | ... | ... | 2 11 |
| | (see note page 119) | dep. ... | ... | ... | ... | 2 11 |
| 47 | Bowser O † E S ... | arr. ... | ... | ... | ... | 2 11 |
| | | dep. ... | ... | ... | ... | 2 11 |
| 50½ | WANGARATTA E S ... | arr. ... | ... | ... | ... | 2 11 |

Passenger Train Service on Bright line cancelled 11.6.1952. W.T.T. 43-52.

WANGARATTA-BEECHWORTH

Down **GOODS TRAIN SERVICE**

| Miles from Melb. | STATIONS | | 81 Goods Tue. | 95 Goods Thurs. | | | |
|------------------|---|--------------------------------------|---------------|-----------------|-----|-----|-----|
| 145½ | WANGARATTA E S W dep. (For Intermediate times see page 118) | A.M. 6 15 | A.M. 7 30 | ... | ... | ... | ... |
| 161 | <i>Everton</i> † ... { | <i>arr.</i> 7 25 <i>dep.</i> 7 55 | 9 17 9 47 | ... | ... | ... | ... |
| 171¼ | BEECHWORTH † W arr. | 8 30 | 10 25 | ... | ... | ... | ... |

Up

| Miles | STATIONS | | 76 Goods Tues. | 74 Goods Thurs. | | | |
|-------|----------------------------|--|----------------|-----------------|-----|-----|-----|
| — | BEECHWORTH † W dep. | A.M. 10 20 | A.M. 11 25 | ... | ... | ... | ... |
| 10¼ | <i>Everton</i> † ... { | <i>arr.</i> 10 58 <i>dep.</i> 11 28 | 12 5 12 35 | ... | ... | ... | ... |
| 25¼ | WANGARATTA W arr. | ... | 2 5 | ... | ... | ... | ... |

To Myrtleford see page 118
see pages 92, 118

Londrigan may be worked as an Intermediate Block Post as required. See General Appendix for instructions.

Instructions for Controlling Trains between Beechworth and Everton

1. In order to test the air brake prior to descending the grades the driver must stop the train by an application of the Automatic Air Brake at the mileages shown hereunder:

Every Up train must be stopped on the summit of the grade at about 170 miles on the Up side of Beechworth.

2. (a) If the Air Brake test indicates any irregularity in the Air Brake, 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 the Driver must apply sufficient Hand Brakes to control the train in accordance with the instructions on pages 497 to 510 of the General Appendix.

(b) On every train, the Hand Brake must be applied on any vehicle on which the Air Brake is fitted but inoperative.

(c) Hand Brakes must not be applied on Workmen's Sleeper Carriages.

(d) When the train is being brought to a stop, the Guard must note the reduction of air pressure in the Brake Van Gauge and see that the air pressure rises before the train is restarted. If the air pressure does not decrease during the stopping of the train and/or does not rise again before the train is restarted, the Guard must immediately open the Brake Pipe Cock and leave it open until he has communicated with the Driver. The Guard must also apply the Brake Van Hand Brake and display a Hand Danger Signal to the Driver.

(e) After the train has restarted from the above mileage the Driver must see that the Fireman exchanges Hand Signals with the Guard in accordance with Regulation 194.

3. Workman's Carriages not equipped with Air Brake.

Not more than three such vehicles may be taken on any train between Everton and Beechworth. See General Appendix.

Last date of running of Mixed Train service on Beechworth line, Friday, 10th April, 1953.

BEECHWORTH-YACKANDANDAH
Line closed 2/7/54, W.T.T. 33-54
Last train ran 1/7/1954

WODONGA-TALLANGATTA-CUDGEWA

GOODS TRAIN SERVICE

Down

| Miles | STATIONS | | 145 Goods Wed., Fri. | | 145A Goods Tue. | |
|-------|----------------------------|---|----------------------------|-----|-----------------------|-----|
| 187 | WODONGA ES W ... | <i>dep.</i> | A.M. 1 0 | ... | A.M. 2 0 | ... |
| 189½ | <i>Bandiana</i> ES ○ † ... | { <i>arr.</i> <i>dep.</i> | ... | ... | ... | ... |
| 190½ | <i>Bandiord</i> NC ... | ... | ... | ... | ... | ... |
| 191½ | <i>Bandolier</i> NC ... | ... | ... | ... | ... | ... |
| 193½ | <i>Bonegilla</i> NC ... | ... | ... | ... | ... | ... |
| 195½ | <i>Ebden</i> NC ... | { <i>arr.</i> <i>dep.</i> | ... | ... | ... | ... |
| | (See note, page 121) | ... | 1 35 | ... | 2 35 | ... |
| 201½ | <i>Huon</i> ○ ... | { <i>arr.</i> <i>dep.</i> <i>arr.</i> | ... | ... | ... | ... |
| | | ... | 1 40 | ... | 2 40 | ... |
| | | ... | 2 4 | ... | 3 4 | ... |
| 209 | TALLANGATTA ES † | { <i>dep.</i> | 2 34 | ... | 3 34 | ... |
| 218½ | <i>Bullich</i> NC ... | { <i>arr.</i> <i>dep.</i> <i>arr.</i> | 3 3 | ... | 4 3 | ... |
| | | ... | 3 8 | ... | 4 8 | ... |
| | | ... | 4 28 | ... | 5 28 | ... |
| 230½ | <i>Koetong</i> NC † ... | { <i>dep.</i> <i>arr.</i> | 4 48 | ... | 5 48 | ... |
| | (See notes, page 123) | ... | 5 24 | ... | 6 24 | ... |
| 236½ | <i>Shelley</i> † ... | { <i>dep.</i> | 5 44 | ... | 6 44 | ... |
| | (See note, page 122) | ... | 6 34 | ... | 7 34 | ... |
| 246½ | <i>Beetoomba</i> NC ... | { <i>arr.</i> <i>dep.</i> | 6 44 | ... | 7 44 | ... |
| | (See note, page 121) | ... | 7 20 | ... | 8 20 | ... |
| 256½ | CUDGEWA † W ... | <i>arr.</i> | 7 20 | ... | 8 20 | ... |
| | | | 145 | | 145A | |

On the Down journey each train must stop at Shelley, where the hand brakes must be applied on all vehicles on which the air brake is not in operation and on as many other vehicles as the Driver may consider necessary for the proper control of the train. The hand brakes must be applied by the Driver in accordance with the instructions contained in Clause 7, sub-clause (b) and (c), page 502 of the General Appendix. **Workmen's carriages not equipped with air brakes.** Not more than three such vehicles may be taken on any train between Tallangatta and Cudgewa. When vehicles (other than the Passenger and Workmen's Sleeping Carriages referred to hereunder) on Tallangatta-Cudgewa Line are attached by means of screw couplings, a space of three (3) inches must be left between the buffers. In the case of Four-wheeled Passenger Vehicles or Workmen's Sleeping Carriages, having a wheel base of 15 feet or over, the full amount of slack that the coupling will permit must be allowed between any two (2) such vehicles or between any vehicle of this type and the adjoining vehicle. The Officer-in-Charge will be held responsible for seeing that vehicles arriving at Tallangatta for this Line, if tightly screw-coupled, have the couplings eased to the extent mentioned by the employees concerned; the Guard of every "Up" train must adopt a similar course in respect of vehicles placed on his train at any station on the "Down" side of Tallangatta. See also General Appendix.

The loads of Goods Trains hauled by "T" class Diesel Electric Locomotives from Shelley to Cudgewa is 500 tons when hauled by a single locomotive and 700 tons when hauled by two (2) locomotives.

When the first air-brake application is made to control the speed down the grade after leaving Shelley, the train must be brought to a stand to test the efficiency of the air-brake.

Diesel Rail Car service between Wodonga and Tallangatta cancelled after 30/9/61, W.T.T. 60/61.

UDGEWA-TALLANGATTA-WODONGA

Goods Train Service

| Up | | | | | |
|-----------|------------------------|----------|-------------------------------------|-----|--------------------------------|
| Miles | STATIONS | | 146 Goods Wed., Fri. | | 146A Goods Tue. |
| — | UDGEWA † W ... | ... dep. | A.M. 9 0 | ... | A.M. 10 0 |
| 9¼ | Beetoomba NC ... | ... arr. | 9 33 | ... | 10 33 |
| | (See footnote) | ... dep. | 9 38 | ... | 10 38 |
| 19½ | Shelley † ... | ... arr. | 10 38 | ... | 11 38 |
| | (See note, page 122) | ... dep. | 10 48 | ... | 11 48 |
| | | ... arr. | 11 15 | ... | P.M. 12 15 |
| 26 | Koetong NC † ... | ... dep. | 11 25 | ... | 12 25 |
| | (See note, page 123) | ... arr. | P.M. | ... | |
| 38 | Bullioh NC ... | ... dep. | 12 10 | ... | 1 10 |
| | | ... arr. | 12 37 | ... | 1 37 |
| 47¼ | TALLANGATTA ... | ... dep. | 1 7 | ... | 2 7 |
| | † ES | ... arr. | 1 27 | ... | 2 27 |
| 55 | Huon ○ ... | ... dep. | 1 37 | ... | 2 37 |
| 60½ | Ebden NC ... | ... arr. | ... | ... | ... |
| | (See footnote) | ... dep. | ... | ... | ... |
| 62½ | Bonegilla NC ... | ... arr. | ... | ... | ... |
| 65 | Bandolier NC ... | ... dep. | ... | ... | ... |
| 65¾ | Bandiord NC ... | ... arr. | ... | ... | ... |
| 67 | Bandiana ○ ES † | ... dep. | 2 30 | ... | 3 30 |
| 69¼ | WODONGA ES W | ... arr. | 5 0 | ... | 5 0 |
| | | ... dep. | Thur., Sat. A.M. 2 0E | ... | Wed. A.M. 2 0 |
| 256¼ | MELBOURNE W ... | ... arr. | 2 0E | ... | 2 0 |
| | | | 146 | | 146A |

On the Up journey each train must stop on the summit of the rise, about one quarter (¼) mile on the Up side of Shelley, where the hand brakes must be applied on all vehicles on which the air brake is not in operation and on as many other vehicles as the Driver may consider necessary for the proper control of the train. Brakes to be released again at 231½ miles. Each train must be again stopped at 229¼ miles (one mile on Up side of Koetong), where vehicle brakes must be again applied, and released at 219½ miles. The hand brakes must be applied by the Driver in accordance with the instructions contained in Clause 7, sub-clauses (b) and (c), page 502 of the General Appendix.

Beetoomba may be opened as a Temporary Staff and Ticket Station when required and published.

Ebden and **Beetoomba** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

E.—2.10 a.m. Saturday.

SHELLEY

Provision for Working under Guard-in-Charge Conditions

Shelley is a Staff Station, and the Sections Koetong-Shelley and Shelley-Cudgewa 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, as from Monday, 15.8.55, the further instructions set out hereunder:—

1. (a) On arrival of a train at Shelley, 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 Shelley, 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 District Superintendent, Seymour, must arrange for Guards to have access to the office at Shelley.
 - (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. (a) The quadrants of the Home Signals on the Platform at Shelley 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 Shelley for the Home Signals being placed in the position specified herein, and being secured in this position by the chain and padlock.
 - (b) When a train is to depart from Shelley, 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.
 - (c) When a train is to depart from Shelley 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 on the platform secured in that position by the chains and padlocks provided.

METHOD OF CROSSING TRAINS.

3. (a) After the train which has arrived first has stopped at the Home 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 enter 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. The Guard of the last train to depart will be responsible for the placing of the 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 Shelley, 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 Shelley.
 5. Whenever a train travels on a Staff Ticket from Tallangatta or Cudgewa 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 Shelley.
 6. Should a Train staff be lost the Stationmaster, Tallangatta, must arrange for Pilot-working and for placing a man in charge at Shelley.
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 is to remain at Shelley until Pilot-working is cancelled or withdrawn.

KOETONG

Provision for working under Guard-in-Charge Conditions

Koetong is a Staff Station, and the Sections Tallangatta-Koetong and Koetong-Shelley are worked in accordance with the Rules contained in Appendix 11 of the Book of Rules and Regulations, the Supplementary Instructions shown in the General Appendix, and, as from Thursday 14/3/63 the further instructions set out hereunder:—

1. (a) On arrival of a train at Koetong, the Guard of the train will be responsible for the Staff Working being carried out in accordance with the 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 Koetong, 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 District Superintendent, Seymour, must arrange for Guards to have access to the office at Koetong.
- (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. (a) The quadrants of the Home Signals on the Platform at Koetong 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 Koetong for the Home Signals being placed in the position specified herein, and being secured in this position by the chain and padlock.
- (b) When a train is to depart from Koetong, 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.
- (c) When a train is to depart from Koetong and the next train to arrive will cross another train at the Station, the Home Signal in each direction must be placed at "Stop" and the quadrants on the platform secured in that position by the chains and padlocks provided.

METHOD OF CROSSING TRAINS

3. (a) After the train which has arrived first has stopped at the Home 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 enter 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. The Guard of the last train to depart will be responsible for the placing of the 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 Koetong, 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 Koetong.
5. Whenever a train travels on a Staff Ticket from Tallangatta or Cudgewa 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 Koetong.
6. Should a Train Staff be lost the Stationmaster, Tallangatta, must arrange for Pilot-working and for placing a man in charge at Koetong.
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 is to remain at Koetong until Pilot-working is cancelled or withdrawn.

**SEYMOUR-TOCUMWAL
PASSENGER SERVICE**

Down

| Miles | STATIONS | | 29 | 7 | 91 | 35 | | 45 | 17 | 31 |
|-------|--------------------------------|------|--|--------------------------------|---------------------------|--------------|-----|--|---------------------------------|--------------|
| | | | D.R.C. (102 HP) (Empty) Mn. Tu., Thu, Sat. | EX PRESS MON. TO SAT. | PASS MON. to SAT. ‡ | PASS SUN. | | Diesel Rail Car (102 HP) Wed. | EX- PRESS MON. TO FRI. | PASS SAT. |
| — | MELBOURNE W | dep. | A.M. ... | A.M. 8 30V | A.M. 8 50 | A.M. 9 30V | ... | P.M. ... | P.M. 5 18-94 | P.M. 6 30 |
| 61½ | SEYMOUR W | arr. | ... | 10 0 | 10 26 | 11 1 | ... | ... | 6 54 | 8 7 |
| 62 | Seymour M'shalling Yd. | dep. | ... | PASS 10 24 | 10 41 | 11 25 | ... | ... | PASS 7 7 | 8 10 |
| 68 | Mangalore O E S | ... | ... | 10 35 | 10 52 | 11 35* | ... | ... | 7 17M | 8 20* |
| 74 | Tabilk | arr. | ... | ... | ... | ... | ... | ... | ... | ... |
| | (see note, p. 128) | dep. | ... | 10 44 | 11 2 | * | ... | ... | 7 26* 142 | 8 29* |
| 78½ | Nagambie E S | arr. | ... | 11 9 | 11 48 | ... | ... | ... | 7 29 | ... |
| 84½ | Wahring | dep. | ... | 10 52 | 11 10 | 11 49 | ... | ... | 7 30 | 8 34 |
| | (see note, p. 128) | arr. | ... | ... | ... | * | ... | ... | ... | ... |
| 91½ | Murchison East | dep. | ... | 11 0 | 11 19 | P.M. | ... | ... | * | 8 42* |
| | E S | arr. | ... | 11 10 | 11 29 | 12 4 | ... | ... | 7 45 | ... |
| 98 | Arcadia O E S... | arr. | ... | 11 12 | 11 31 | 12 5 | ... | ... | 7 46 | 8 50 |
| 103½ | TOOLAMBA | dep. | ... | 11 21 | 11 41 | 12 16 | ... | ... | 7 57 | 9 1 |
| | E S W | arr. | ... | 11 29 | 11 49 | 12 24 | ... | ... | 8 5 | 9 9 |
| | | dep. | ... | 11 34 | 11 54 | 12 25 | ... | ... | 8 8 | 9 14 |
| 110 | Mooroopna E S | arr. | ... | 11 44 | 12 4 | 12 35 | ... | ... | 8 19 | ... |
| | | dep. | ... | 11 45 | 12 5 | 12 36 | ... | ... | 8 20 | 9 25 |
| 113 | SHEPPARTON | arr. | ... | 11 51-44 | 12 11-44 | 12 42 | ... | ... | 8 26 | 9 31 |
| | E S W | dep. | ... | P.M. -57 | ... | ... | ... | ... | -120 | ... |
| 119½ | Congupna N C | ... | ... | 12 0-69 | 12 21-69 | 12 43 | ... | 5 30-22 | 8 29 | 9 36 |
| 123½ | Tallygaroopna O | arr. | ... | § | § | * | ... | § | * | 9 45* |
| | E S | dep. | ... | 12 14 | 12 35 | 12 57 | ... | ... | ... | 9 50 |
| 129½ | Wunghnu N C... | arr. | ... | 12 15 | 12 38 | 12 58 | ... | 5 47 | 8 45§ | 9 52 |
| | (see note, p. 128) | dep. | ... | ... | ... | 1 7 | ... | ... | ... | ... |
| | | arr. | ... | 12 25 | 12 48 | 1 8 | ... | § | 8 54§ 116 | 10 1§ |
| | | arr. | ... | 12 32 | 12 55 | 1 20 | ... | 6 3 | 9 10 | 10 10 |
| 133½ | NUMURKAH | ... | ... | -107 | -114 | -114 | ... | -110 | D.R.C. (102 HP) Tu., Thu. | ... |
| | E S W | dep. | ... | 11 55 | 12 37 | 1 0 | ... | 6 5 | 9 25 | ... |
| 140½ | Katunga | arr. | ... | P.M. ... | ... | ... | ... | ... | ... | ... |
| | (see note, p. 128) | dep. | ... | 12 5§ | 12 48 | 1 11 | ... | 6 15 | 9 35§ | ... |
| 144 | R.M. Stop. Pl., No. 81 | Z | ... | * | * | ... | ... | Z | Z | ... |
| | N C | arr. | ... | 12 20-7 | 12 57 | 1 20 | ... | ... | ... | ... |
| 146 | Strathmerton | arr. | ... | ... | -196 | -196 | ... | -116 | ... | ... |
| | E S | dep. | ... | 1 0 | 1 24 | ... | ... | 6 25 | 9 45 | ... |
| 150 | Mywee N C (see note, page 128) | ... | ... | § | § | ... | ... | To | To | ... |
| 156½ | TOCUMWAL | arr. | ... | 1 20B | 1 45B | ... | ... | Cobram | Cobram | ... |
| | (N.S.W.) E S W | ... | ... | -110 | -110 | ... | ... | see page 126 | see page 126 | ... |
| | | | 29 | 7 | 91 | 35 | | 45 | 17 | 31 |

B.—No. 7 connects with Rail Motor Train leaving Tocumwal at 2.40 p.m. Mon. Tue., Thur., Fri., Sat. for Narrandera and Griffith, N.S.W., connecting at Narrandera for Sydney, arrives Sydney 7.26 a.m. next day; 7.38 a.m. Sun. On Tue. Wed. and Thurs. passengers change trains at Junee, N.S.W.

M.—Stops Mangalore, Thursdays, when required to detrain passengers.

V.—Combined North Eastern—Goulburn Valley line train from Melbourne to Seymour, with North Eastern Carriages and Brake Van leading.

**TOCUMWAL-SEYMOUR
PASSENGER SERVICE**

Up

| Miles | STATIONS | 6 Diesel Rail Car (102 H.P.) Mn., Tu., Thu., Sat. | 44 Diesel Rail Car (102 H.P.) Wed. | | 20 PASS. SAT. | 22 PASS. MON. TO FRI. | 40 Diesel Rail Car (102 H.P.) (Empty) Tu., Thu. | 24 PASS. SUN. |
|-------|--------------------------------------|--|---------------------------------------|-----------|---------------|-----------------------|--|---------------|
| — | TOCUMWAL (N.S.W.) ... dep. | A.M. From Cobram see page 126 | A.M. From Cobram see page 126 | | P.M. | P.M. | P.M. | P.M. |
| | E S W | ... | ... | ... | 3 15Y | 3 0Y | May take passengers offering | ... |
| 6½ | Mywee N C (see note, page 128) | ... | ... | ... | \$ | \$ | | ... |
| 10½ | Strathmerton E S | 6 20 | 10 25 | ... | 3 31 | 3 17 | 3 45 | ... |
| 12½ | R.M. Stop. Pl. No. 81 N C | Z | Z | ... | * | * | * | ... |
| 16 | Katunga (see note, page 128) | 6 29§ | 10 34 | ... | 3 41 | 3 27 | * | ... |
| | arr. | 6 43 | ... | ... | 3 51 | 3 37 | 4 10 | ... |
| | | PASS. MON. TO SAT. | | | | -110 | | |
| 22½ | NUMURKAH E S W | A.M. —79 | | | | | | |
| | dep. | 6 50 | 10 48 | ... | 3 52 | 3 41 | ... | 5 15 |
| 26½ | Wunghnu N C ... (See note, page 128) | arr. 6 57 | \$ | ... | 4 0 | 3 49 | ... | 5 28 |
| | arr. | —137 | ... | ... | 4 8 | 3 57 | ... | ... |
| 32½ | Tallygaroopna O E S | dep. 7 5 | 11 4 | ... | 4 9 | 3 59 | ... | 5 32 |
| 37 | Congupna N C | * | \$ | ... | \$ | \$ | ... | * |
| 41½ | Shepparton Live Stock Siding N C | ... | ... | ... | ... | ... | ... | ... |
| 43½ | SHEPPARTON E S W | arr. 7 19-79 | 11 25 | 7, 69, 91 | 4 23 | 4 13 | 132 | 5 46 |
| | dep. | 7 27 | ... | ... | 4 31 | 4 23 | ... | 5 47 |
| 46½ | Mooroopna E S | arr. 7 33 | ... | ... | 4 38 | 4 30 | ... | 5 53 |
| | dep. | 7 43 | ... | ... | 4 48 | 4 40 | ... | 5 54 |
| 53 | TOOLAMBA E S W | arr. 7 45 | ... | ... | 4 50 | 4 47 | 142 | 6 4 |
| | arr. | ... | ... | ... | ... | ... | ... | 6 5 |
| 58½ | Arcadia O E S | dep. 7 53 | ... | ... | 4 58 | 4 56 | ... | 6 14 |
| 64½ | Murchison East E S | 8 3 | ... | ... | 5 8 | 5 6 | ... | 6 24 |
| 72½ | Wahring ... (See note, page 128) | arr. * | ... | ... | 5 18 | 5 17 | ... | * |
| | dep. | 8 18 | ... | ... | 5 26 | 5 25 | ... | 6 39 |
| 78 | Nagambie E S | arr. 8 19 | ... | ... | 5 27 | 5 26 | ... | 6 40 |
| 82½ | Tabilk ... (See note, page 128) | arr. * | ... | ... | 5 35 | 5 34 | ... | * |
| | dep. | 8 33M | ... | ... | 5 44 | 5 44 | ... | 6 54* |
| 88½ | Mangalore O E S | ... | ... | ... | ... | ... | ... | ... |
| 94½ | Seymour Marshalling Yard | arr. 8 47 | ... | ... | 5 55 | 5 55 | ... | 7 5-39 |
| 95 | SEYMOUR W | dep. 9 2 | ... | ... | 6 10 | 6 10 | ... | 7 20 |
| 156½ | MELBOURNE W | arr. 10 35 | ... | ... | 7 40 | 7 40 | ... | 9 0 |
| | | 6 | 44 | | 20 | 22 | 40 | 24 |

M.—Stops Thursday, only when required to entrain passengers.

Y.—Nos. 20 and 22 connect at Tocumwal with Diesel Train arriving 2.15 p.m. Mon., Tue., Fri., Sat.; 2.11 p.m. Thurs. ex Narrandera, Griffith, also connects with train departing Sydney, 10.30 p.m. Sun., Mon., Wed., Thurs., Fri. On Thurs. passengers change trains Junee N.S.W. (Wed. ex Sydney).

SEYMOUR-NUMURKAH-COBRAM

Down

PASSENGER SERVICE

| Miles | STATIONS | | | | 37 Diesel Rail Car (102 HP) Mon. Fri. | 45 Diesel Rail Car (102 HP) Wed. | 17 EX-PRESS MON. TO FRI. |
|-------|--------------------------|---|-------------------------|--|--|----------------------------------|--------------------------|
| | | 29 D.R.C. (102 HP) (Empty) Mn. Tu., Thu, Sat. | 7 EX-PRESS MON. TO SAT. | 91 PASS MON. to SAT. † | | | |
| — | MELBOURNE W | A.M. ... dep. | A.M. 8 30 | A.M. 8 50 | ... | P.M. ... | P.M. 5 18 |
| 61½ | SEYMOUR W | ... arr. | 10 0 | 10 26 | ... | ... | 6 54 |
| | | ... dep. | PASS. 10 24 | P.M. 10 41 | ... | ... | PASS. 7 7 |
| 133½ | NUMURKAH E S W | ... arr. | 12 32 | 12 55 | ... | ... | 9 10 |
| | | ... dep. | 11 55 | 12 37 | 1 0 | ... | 6 5 |
| 140½ | <i>Katunga</i> | ... arr. | ... | ... | ... | ... | ... |
| 144 | R.M. Stop. Pl. No. 81 NC | ... dep. | 12 5§ | 12 48 | 1 11 | ... | 6 15 |
| | | ... arr. | Z | * | * | ... | Z |
| 146 | Strathmerton† ES | ... dep. | 12 20-7 | 12 57 | 1 20 | ... | ... |
| | | ... arr. | ... | -196 D.R.C. Mn., Tu., Thu., Fri. Sat. | -196 D.R.C. Mn., Tu., Thu., Fri. Sat. † | ... | ... |
| 147½ | R.M. Stop. Pl. No. 82 NC | ... dep. | ... | 1 10 | ... | 3 25-22 | 6 25 |
| 148½ | R.M. Stop. Pl. No. 83 NC | ... dep. | ... | Z | ... | Z | Z |
| 150½ | <i>Yarroweyah</i> ... | ... dep. | ... | Z | ... | Z | Z |
| 152 | R.M. Stop. Pl. No. 84 NC | ... dep. | ... | 1 18§ | 1 43§ | 3 33§ | 6 33§ |
| 153½ | COBRAM † W | ... arr. | ... | Z | Z | Z | Z |
| | | | 1 30 | 1 55 | ... | 3 45 | 6 50 |
| | | | 29 | 7 | 91 | 37 | 45 |
| | | | | | | | 17 |

Up

| Miles | STATIONS | | | | 22 Diesel Rail Car (102 H.P.) Mn., Tu., Thu., Fri. | 40 Diesel Rail Car (102 H.P.) (Empty) Tu., Thu. |
|-------|-------------------------------------|--|------------------------------------|------------------------------------|--|---|
| | | 6 Diesel Rail Car (102 H.P.) Mn., Tu., Thu. Sat. | 44 Diesel Rail Car (102 H.P.) Wed. | 48 Diesel Rail Car (102 H.P.) Fri. | | |
| — | COBRAM † W | A.M. 6 5 | A.M. 10 10 | P.M. 12 15 | ... | P.M. 2 45 |
| 3½ | R.M. Stop. Place, No. 84 NC | ... dep. | Z | Z | ... | Z |
| 4½ | <i>Yarroweyah</i> ... | ... dep. | 6 13§ | 10 17§ | 12 22§ | 2 53§ |
| 6½ | R.M. Stop. Place, No. 83 NC | ... dep. | Z | Z | Z | Z |
| 8 | R.M. Stop. Place, No. 82 NC | ... dep. | Z | Z | Z | Z |
| 9½ | Strathmerton ES † ... | ... arr. | ... | 12 30 | ... | 3 5 |
| 11½ | R.M. Stop. Pl. No. 81 NC | ... dep. | 6 20 | 10 25 | ... | 3 17 |
| | | ... dep. | Z | Z | ... | * |
| 15 | <i>Katunga</i> (see note, page 128) | ... dep. | 6 29§ | 10 34 | ... | 3 27 |
| | | ... arr. | 6 43 | ... | ... | 3 37 |
| 21½ | NUMURKAH ESW | ... dep. | PASS. | ... | ... | 4 10 |
| 94 | SEYMOUR ... | A.M. 6 50 | -79 | ... | ... | -110 |
| | | ... dep. | 6 50 | 10 48 | ... | 3 41 |
| 155½ | MELBOURNE W | ... arr. | 8 47 | To | ... | 5 55 |
| | | ... arr. | 9 2 | Shep-parton | ... | 6 10 |
| | | ... arr. | 10 35 | see p. 125 | ... | 7 40 |
| | | | 6 | 44 | 48 | 22 |
| | | | | | | 40 |

NUMURKAH-COBAM-GOODS SERVICE—continued.

Down

| Miles | STATIONS | 107 Goods Mon. | 109 Goods Wed. Thurs. | | |
|-------|------------------------------|----------------------|--------------------------------|-----|-----|
| 133½ | NUMURKAH E S W | A.M. 7 30—135 | P.M. 1 0-7 | ... | ... |
| 140½ | <i>Katunga</i> | <i>arr.</i> 7 45 | 1 16 | ... | ... |
| | (see note, page 128) | <i>dep.</i> 8 0 | 1 30 | ... | ... |
| 146 | Strathmerton † E S | <i>arr.</i> 8 13 | 1 43 | ... | ... |
| | | <i>dep.</i> 8 43 | 2 0 | ... | ... |
| 150½ | <i>Yarroweyah</i> | <i>arr.</i> 8 55 | 2 12 | ... | ... |
| 155½ | COBRAM † W | <i>dep.</i> 9 10 | 2 26 | ... | ... |
| | | <i>arr.</i> 9 25 | 2 40-22 | ... | ... |
| | | 107 | 109 | | |

Up

| Miles | STATIONS | 114 Goods Mon. | 116 Goods Thurs. Alternate Wed. | 116 Goods Alternate Wed. | |
|-------|------------------------------|----------------------|---|-----------------------------------|-----|
| — | COBRAM † W | A.M. 10 0 | P.M. 3 30 | P.M. 5 30 | ... |
| 4½ | <i>Yarroweyah</i> | <i>arr.</i> 10 14 | 3 44 | 5 44 | ... |
| | | <i>dep.</i> 10 24 | 4 0 | 6 0 | ... |
| 9½ | Strathmerton † E S | <i>arr.</i> 10 36 | 4 12 | 6 12-45 | ... |
| | | <i>dep.</i> 11 0 | 4 42 | 6 30 | ... |
| 15 | <i>Katunga</i> | <i>arr.</i> 11 13 | 4 55 | ... | ... |
| | (See note, page 128) | <i>dep.</i> 11 15 | 5 5 | 6 43 | ... |
| 21½ | NUMURKAH E S W | <i>arr.</i> 11 40-29 | 5 20 | 7 0-120 | ... |
| | | | 110 | | ... |
| | | 114 | 116 | 116 | |

SEYMOUR-TOCUMWAL (N.S.W.)

Down GOODS SERVICE

| Miles | STATIONS | 99 Fast Goods Mon. to Fri. | 61 Fast Goods Mon. | 137 Fast Goods Tue. to Sat. † | 79 Fast Goods Mon. to Fri. | 107 Goods Mon. | |
|-------|---|-------------------------------------|-----------------------------|--|---|--------------------------------|--------------|
| — | MELBOURNE W ... dep. | P.M. 7 0 | A.M. ... | A.M. ... | P.M. 8 15 | A.M. ... | |
| | | | | | Mon. Wed. Fri. 11 25 | Thurs. 11 35 | |
| | | | | | Tue. 11 50 | | |
| 61½ | SEYMOUR W ... | arr. 9 35 Tue. to Sat. | ... | ... | Tue. to Sat. (Mon. †) A.M. 4 0 | | ... |
| 62 | Seymour Marshalling Yard | dep. 12 40 -176DL | 2 30 | 3 0 | ... | ... | ... |
| 68 | Mangalore O E S ... | arr. -112DL | ... | ... | ... | ... | ... |
| 74 | Tabilk ... | dep. 1 5 | 2 52 | 3 22 | 4 22 | ... | ... |
| | (See footnote) | arr. ... | ... | ... | ... | ... | ... |
| 78½ | Nagambie E S ... | dep. 1 18 | 3 3 | 3 33 | 4 33 | ... | ... |
| | | arr. 1 29 | ... | ... | ... | ... | ... |
| 84½ | Wahring ... | dep. 1 31 | 3 11 | 3 41 | 4 41 | ... | ... |
| | (See footnote) | arr. ... | ... | ... | ... | ... | ... |
| 91½ | Murchison East E S | dep. 1 46 | 3 23 | 3 53 | 4 53 | ... | ... |
| | | arr. 2 5 | 3 40 | ... | ... | ... | ... |
| 98 | Arcadia O E S ... | dep. 2 7 | 4 0 | 4 8 | 5 8 | ... | ... |
| | | arr. 2 25 | 4 15 | ... | ... | ... | ... |
| 103½ | TOOLAMBA E S W ... | dep. 2 27 | 4 17 | 4 23 | 5 23 | ... | ... |
| | | arr. 2 40 | ... | 4 36 | 5 36 | ... | ... |
| 109½ | Northern Pear Growers N C | dep. 4 10 | 4 30 | 4 46 | 5 46 | ... | ... |
| 110 | Mooroopna E S ... | arr. ... | 4 46 | ... | ... | ... | ... |
| 112½ | Departmental Siding | ... To Echuca | 5 16 | 5 2 | 6 2 | ... | ... |
| 112½ | Ampol, BP, Shell & Mobil Company's Siding N C | Page 136 | ... | ... | ... | ... | ... |
| 113 | SHEPPARTON E S W ... | arr. ... | 5 25 | 5 20 | 6 30-6 | Tue. to Sat. Roadside Goods | ... |
| | | dep. ... | 6 25 | 6 17 | 7 35 | ... | ... |
| 113½ | Esso Standard Limited Siding N C | ... | ... | ... | ... | ... | ... |
| 114½ | Shepparton Live Stock Siding N C | ... | ... | ... | ... | ... | ... |
| 119½ | Congupna N C ... | ... | ... | ... | ... | ... | ... |
| 123½ | Tallygaroopna O E S ... | arr. ... | 6 50 | 6 40-6 | 7 58 | ... | ... |
| | | dep. ... | 7 15 | 7 15 | 8 8 | ... | ... |
| 129½ | Wunghnu N C (see footnote) | arr. ... | 7 29 | 7 29 | 8 22 | ... | ... |
| | | arr. ... | 7 45 | 7 45 | 8 35 | ... | ... |
| 133½ | NUMURKAH E S W ... | ... | ... | ... | Tue. Fri. (Sat. †) | Wed. Thur. | ... |
| 140½ | Katunga ... (see footnote) | dep. ... | 8 35 | 8 35 | 10 0 | 10 50-44 | 7 30 |
| | | arr. ... | 8 50 | 8 50 | 10 15 | ... | 7 45 |
| | | dep. ... | 9 10 | 9 10 | 10 30 | 11 5 | 8 0 |
| 146 | Strathmerton E S ... | arr. ... | 9 23 | 9 23 | 10 43 | ... | 8 13 |
| | | dep. ... | 9 33 | 9 33 | 11 10 | 11 18 | 8 43 |
| 150 | Mywee N C (see footnote) | ... | ... | ... | ... | ... | To Cobram |
| 156½ | TOCUMWAL (N.S.W.) E S W ... | arr. ... | 10 0 | 10 0 | 11 35 | 11 50 | See page 127 |

The Double Line Block Telegraph system is in force on Section Seymour "B" Box and Seymour "C" Box, Seymour "C" and Mangalore on Up and Down journey. Mywee, Katunga, Wunghnu, Tabilk and Wahring may also be opened as Intermediate Block Posts when required. See General Appendix for instructions.

(N.E.)

SEYMOUR-TOCUMWAL (N.S.W.)—GOODS SERVICE—Continued.

Down

| Miles | STATIONS | | 109 | 69 | 57 | | 177 | 187 | 199 | 157 |
|-------|---|------|---------------------------|---|--------------|-------------------|--|---------------------------------------|---------------------------|---------------------------|
| | | | Goods Wed., Thurs. | R'side Goods Tue. to Sat. | Express | Goods | Roadside Goods Tue. to Sat. ‡ | Through Goods Mon. to Sat. ‡ | Light Engine Fri. ‡ | Light Engine Tue. ‡ |
| | | | p.m. | a.m. | Mon. † | Tue. to Sat. ‡ | a.m. | p.m. | p.m. | p.m. |
| — | MELBOURNE W | dep. | ... | ... | a.m. 5 45 | a.m. 10 15 | a.m. ... | p.m. ... | p.m. ... | p.m. ... |
| 61½ | SEYMOUR W ... | arr. | ... | ... | 8 40 | 1 5 | -6 | -94 | ... | ... |
| 62 | Seymour Marshalling Yard | dep. | ... | 5 30 | 8 55 | 1 25 | 9 10 | 4 0 | ... | ... |
| 68 | Mangalore O ES | arr. | ... | 5 54 | ... | ... | 9 34 | ... | ... | ... |
| 74 | Tabilk ... (See page 128) | dep. | ... | 6 9 | 9 7 | 1 37 | 9 44 | 4 22 | ... | ... |
| | | arr. | ... | 6 27 | ... | ... | 10 2 | ... | ... | ... |
| | | dep. | ... | 6 37 | 9 16 | 1 46 | 10 12 | 4 33 | ... | ... |
| | | arr. | ... | 6 51 | ... | ... | 10 26 | 4 45 | ... | ... |
| 78½ | Nagambie ES ... | arr. | ... | ... | ... | ... | -7,91 | ... | ... | ... |
| | | dep. | ... | 7 11 | 9 23 | 1 53 | 11 35 | 5 30 | ... | ... |
| | | arr. | ... | ... | ... | ... | 11 53 | ... | ... | ... |
| 84½ | Wahring ... (See page 128) | dep. | ... | 7 29 | 9 32 | 2 3 | 12 3 | 5 42 | ... | ... |
| | | arr. | ... | 7 50 | ... | ... | 12 24 | 6 0 | ... | ... |
| 91½ | Murchison East ... ES | dep. | ... | 8 40 | 9 43 | 2 14 | 12 40 | 6 10 | ... | ... |
| 98 | Arcadia O ES ... | arr. | ... | 8 59 | ... | ... | 12 59 | 6 25 | ... | ... |
| | | dep. | ... | 9 20 | 9 54 | 2 25 | 1 9 | 6 40 | ... | ... |
| | | arr. | ... | 9 35 | ... | 2 35 | 1 24 | 6 55 | ... | ... |
| 103¼ | TOOLAMBA ... ES W | dep. | ... | 10 0 | 10 3 | 2 50 | 1 40 | 7 20 | ... | ... |
| 109¼ | Northern Pear Growers NC | arr. | ... | 10 19 | 10 16 | 3 3 | 1 59 | ... | ... | ... |
| 110 | Mooroopna ES ... | dep. | ... | 11 0 | 10 50 | 3 30 | 2 34 | 7 36 | ... | ... |
| 112¼ | Departmental Siding | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 112½ | Ampol, BP, Shell and Mobil Coy's Siding NC | arr. | ... | -94 | -7 | ... | ... | ... | ... | ... |
| | | arr. | ... | -7,91 | ... | ... | ... | ... | ... | ... |
| | | arr. | ... | 11 11-44 | 11 0 | 3 40 | 2 45 | 7 50 | ... | ... |
| 113 | SHEPPARTON ES W | dep. | ... | R'side Goods Tue., Sat. p.m. 12 40 | ... | ... | 3 20 | ... | ... | 10 0 |
| 113½ | Esso Standard Ltd. Sdg. NC | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 114½ | Shepparton Live Stock Sdg. NC ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 119¼ | Congupna NC ... | arr. | ... | 12 58 | ... | ... | ... | ... | ... | ... |
| | | dep. | ... | 1 8 | ... | ... | ... | ... | ... | ... |
| | | arr. | ... | 1 22 | ... | ... | 3 43 | ... | ... | ... |
| 123¾ | Tallygaroopna O ES | dep. | ... | 1 42 | ... | ... | 4 2B | ... | ... | 10 14 |
| 129¾ | Wunghnu NC ... (See page 128) | arr. | ... | 1 59 | ... | ... | 4 15B | ... | ... | ... |
| | | dep. | ... | 2 19 | ... | ... | 4 28B | ... | ... | 10 23 |
| | | arr. | ... | 2 35 | ... | ... | ... | ... | ... | 10 30 |
| 133¾ | NUMURKAH ES W | dep. | 1 0 | ... | ... | ... | ... | ... | -110 | ... |
| 140¼ | Katunga ... (See page 128) | arr. | 1 16 | ... | ... | ... | ... | ... | 5 40 | ... |
| | | dep. | 1 30 | ... | ... | ... | ... | ... | ... | ... |
| | | arr. | 1 43 | ... | ... | ... | ... | ... | ... | ... |
| 146 | Strathmerton ES | dep. | 2 0 | ... | ... | ... | ... | ... | 5 59 | ... |
| 150 | Mywee NC (See page 128)... | To | ... | ... | ... | ... | ... | ... | ... | ... |
| 156¼ | TOCUMWAL ... (N.S.W.) ES W | arr. | ... | ... | ... | ... | ... | ... | 6 15 | ... |
| | | | Cobram see page 127 | ... | ... | ... | ... | ... | Run No. 176 | ... |
| | | | 109 | 69 | 57 | 57 | 177 | 187 | 199 | 157 |

B—Saturday departs Tallygaroopna 4.12 p.m., Wunghnu 4.25 p.m., arrives Numurkah 4.40 p.m.

TOCUMWAL (N.S.W.)—SEYMOUR—GOODS SERVICE—Continued

Up

| Miles | STATIONS | 114 | 196 | 116 | 116 | 94 | 142 |
|-------|---|------------------------|-----------------------------------|---|---|---------------------------------------|--|
| | | Goods Mon. | Light Engine Fri. Sat. † | Goods Thurs. Alt. Wed. (Comm. 7th May, 1969) | Goods Alt. Wed. (Comm. 14th May 1969) | Express Goods Mon. to Sat. † | Roadside Goods Mon., Wed., Fri. |
| | | A.M. From Cobram | P.M. Off No. 79 | P.M. From Cobram | P.M. From Cobram | P.M. | P.M. |
| — | TOCUMWAL (N.S.W.) | | | | | | |
| | ES W ... dep. | ... | 12 30 | ... | ... | ... | ... |
| 6½ | Mywee NC (See note, p. 128) | See p. 127 | ... | See p. 127 | See p. 127 | ... | ... |
| 10½ | Strathmerton ES | arr. 10 36 | 12 46 | 4 12 | 6 12 | ... | ... |
| 16 | Katunga (See note, page 128) | dep. 11 0 | 1 30 | 4 42 | 6 30-45 | ... | ... |
| | | arr. 11 13 | ... | 4 55 | ... | ... | ... |
| | | dep. 11 15 | 1 39 | 5 5 | 6 43 | ... | ... |
| | | arr. 11 40-29 | 1 50-69 | 5 20 | 7 0-120 | ... | ... |
| 22½ | NUMURKAH ES W | | | -110,22, | | | |
| 26½ | Wunghnu N C ... (See note, page 128) | dep. ... | ... | ... | ... | ... | ... |
| | | arr. ... | ... | ... | ... | ... | ... |
| | | dep. ... | ... | ... | ... | ... | ... |
| 32½ | Tallygaroopna O ES | dep. ... | ... | ... | ... | ... | ... |
| 37 | Congupna N C ... | ... | ... | ... | ... | ... | ... |
| 41½ | Shepparton Live Stock Sdg. N C | ... | ... | ... | ... | ... | ... |
| 42½ | Esso Standard Oil Co. Ltd. Sdg. N C | ... | ... | ... | ... | ... | ... |
| 43½ | SHEPPARTON ES W | arr. ... | ... | ... | ... | ... | ... |
| 43½ | Ampol, B.P. Shell & Mobil Co's Siding NC | dep. ... | ... | ... | ... | 1 30-69 | ... |
| 44 | Departmental Sdg. NC | ... | ... | ... | ... | ... | ... |
| 46½ | Mooroopna ES ... | arr. ... | ... | ... | ... | 1 40 | ... |
| | | dep. ... | ... | ... | ... | -177 | ... |
| 47 | Northern Pear Growers Siding NC | ... | ... | ... | ... | 2 10 | ... |
| 53 | TOOLAMBA ES W | arr. ... | ... | ... | ... | 2 25 | 4 10-22 |
| 58½ | Arcadia O ES ... | dep. ... | ... | ... | ... | -57 | ... |
| | | arr. ... | ... | ... | ... | 2 40 | 5 10 |
| | | dep. ... | ... | ... | ... | ... | 5 25 |
| 64½ | Murchison East ES | arr. ... | ... | ... | ... | 2 52 | 5 40 |
| | | dep. ... | ... | ... | ... | ... | 5 55-187 |
| 72½ | Wahring (See note, page 128) | arr. ... | ... | ... | ... | 3 4 | 6 5 |
| | | dep. ... | ... | ... | ... | ... | 6 20 |
| 78 | Nagambie ES ... | arr. ... | ... | ... | ... | 3 15 | 6 30 |
| | | dep. ... | ... | ... | ... | ... | 6 45 |
| | | arr. ... | ... | ... | ... | ... | -17 |
| 82½ | Tabilk ... (See note, page 128) | dep. ... | ... | ... | ... | 3 25 | 7 40 |
| | | arr. ... | ... | ... | ... | ... | 7 50 |
| | | dep. ... | ... | ... | ... | 3 33 | 8 10 |
| 88½ | Mangalore O ES | arr. ... | ... | ... | ... | ... | 8 24 |
| | | dep. ... | ... | ... | ... | 3 44 | 8 40 |
| 94½ | Seymour Marshalling Yard | ... | ... | ... | ... | ... | ... |
| 95 | SEYMOUR W ... | arr. ... | ... | ... | ... | 4 0 | 8 55 |
| | | dep. ... | ... | ... | ... | ... | -17 |
| | | arr. ... | ... | ... | ... | 4 30 | 9 15 |
| 156½ | MELBOURNE W | arr. ... | ... | ... | ... | 7 20 | |
| | | | | | | | Tue. Thu., Sat. A.M. A.M. 12 30 1 10 |
| | | 114 | 196 | 116 | 116 | 94 | 142 142 |

From EchUCA
see page 137

187

| Miles | STATIONS | 198 Light Engine Mon. | 120 Roadside Goods Mon., Wed. | | | |
|-------|---|--------------------------------|---|-----|-----|-----|
| — | TOCUMWAL (N.S.W.) <i>dep.</i> | P.M. | P.M. | | | |
| | ES W | Off | ... | ... | ... | ... |
| | | No. 114 | | | | |
| 6½ | Mywee NC (See note, p. 128) | ex Cobram | ... | ... | ... | ... |
| 10½ | Strathmerton ES ... | <i>arr.</i> ... | ... | ... | ... | ... |
| | | <i>dep.</i> ... | ... | ... | ... | ... |
| 16 | <i>Katunga</i> ... | <i>arr.</i> ... | ... | ... | ... | ... |
| | (See note, page 128) | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 22½ | NUMURKAH ES W | —134 | | | | |
| | | <i>dep.</i> 2 0 | 7 20 | ... | ... | ... |
| 26¾ | Wunghnu NC ... | <i>arr.</i> ... | ... | ... | ... | ... |
| | (See note, page 128) | <i>dep.</i> 2 7 | 7 33 | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 32½ | Tallygaroopna O ES | <i>dep.</i> 2 15 | 7 48 | ... | ... | ... |
| 37 | Congupna NC ... | ... | 8 1 | ... | ... | ... |
| 41¾ | Shepparton Live ... | <i>arr.</i> ... | ... | ... | ... | ... |
| | Stock Sdg. NC ... | <i>dep.</i> ... | 8 11 | ... | ... | ... |
| 42½ | Esso Standard Oil Co. Ltd. Sdg. NC | ... | ... | ... | ... | ... |
| | | <i>arr.</i> 2 30-177 | 8 20-17 | ... | ... | ... |
| 43½ | SHEPPARTON ES W | <i>dep.</i> ... | ... | ... | ... | ... |
| | | ... | ... | ... | ... | ... |
| 43¾ | Ampol, B.P. Shell & Mobil Co's Siding NC ... | ... | ... | ... | ... | ... |
| 44 | Departmental Sdg. NC | ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 46½ | Moeroopna ES ... | <i>dep.</i> ... | ... | ... | ... | ... |
| 47 | Northern Pear Growers Siding NC | ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 53 | TOOLAMBA ES W | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 58½ | Arcadia O ES ... | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 64¾ | Murchison East ES | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 72¾ | Wahring ... | <i>dep.</i> ... | ... | ... | ... | ... |
| | (See note, page 128) | <i>arr.</i> ... | ... | ... | ... | ... |
| | | <i>dep.</i> ... | ... | ... | ... | ... |
| 78 | Nagambie ES ... | <i>arr.</i> ... | ... | ... | ... | ... |
| | | <i>dep.</i> ... | ... | ... | ... | ... |
| 82½ | Tabilk ... | <i>arr.</i> ... | ... | ... | ... | ... |
| | (See note, page 128) | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 88½ | Mangalore O ES | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 94½ | Seymour Marshalling Yard | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 95 | SEYMOUR W ... | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| 156½ | MELBOURNE W ... | <i>dep.</i> ... | ... | ... | ... | ... |
| | | <i>arr.</i> ... | ... | ... | ... | ... |
| | | 198 | 120 | | | |

| Miles | STATIONS | 110 Goods (Fri. †) | 110 Goods Mon. to Thurs. | 176 Fast Goods Fri. † | |
|-------|-------------------------------------|--|--|--------------------------------|------|
| — | TOGUMWAL (N.S.W.) dep. | P.M. 1 50-7, 91 | P.M. 3 25-22 | P.M. 7 30 | ... |
| 6½ | ES W | ... | ... | ... | ... |
| 10½ | Mywee NC (See note, p. 128) } arr. | 2 12 | 3 47 | 7 52 | ... |
| 16 | Strathmerton ES ... } dep. | 2 28 | 4 10 | 7 54 | ... |
| | Katunga ... } arr. | ... | 4 23 | ... | ... |
| | (See note, page 128) } dep. | 2 41 | 4 43 | 8 7 | ... |
| | | arr. 2 56-40 | 5 0 | 8 22 | ... |
| 22½ | NUMURKAH ES W | —177 Fast Goods | —45 Fast Goods Mon., Tues., Thurs. Wed. | —17 | ... |
| 26½ | Wunghnu NC ... } dep. | 4 30-22 | 5 30 | 6 10 | 9 15 |
| | (See note, page 128) } arr. | ... | ... | ... | ... |
| | | dep. 4 41 | 5 41 | 6 21 | 9 24 |
| | | arr. ... | ... | ... | 9 38 |
| 32½ | Tallygaroopna O ES | dep. 4 55 | 5 55 | 6 37 | 9 40 |
| 37 | Congupna NC ... | ... | ... | ... | ... |
| 41½ | Shepparton Live ... } arr. | 5 13 | ... | ... | ... |
| | Stock Sdg. NC ... } dep. | 5 30 | 6 13 | ... | ... |
| 42½ | Esso Standard Oil Co. Ltd. } arr. | ... | ... | ... | ... |
| | Sdg. NC | ... | ... | ... | ... |
| 43½ | SHEPPARTON ES W { arr. | 5 45 | 6 25 | 7 0 | 10 4 |
| | | —187 | ... | —187 | ... |
| 43½ | Ampol, BP, Shell and Mobil } dep. | 8 0 | 8 0 | 11 15 | ... |
| | Co's Siding NC | ... | ... | ... | ... |
| 44 | Departmental Siding NC ... | ... | ... | ... | ... |
| 46½ | Mooroopna ES ... } arr. | ... | ... | ... | ... |
| | | dep. 8 8-17 | 8 8-17 | ... | ... |
| 47 | Northern Pear Growers Siding } arr. | 8 50 | 8 50 | 11 23 | ... |
| | NC | ... | ... | ... | ... |
| 53 | TOOLAMBA ES W { arr. | ... | ... | ... | ... |
| | | dep. ... | ... | ... | ... |
| 58½ | Arcadia O ES } arr. | 9 6 | 9 6 | 11 39 | ... |
| | | dep. ... | ... | 11 52 | ... |
| | | 9 19 | 9 19 | 11 53 | ... |
| | | | | Sat. † | ... |
| 64½ | Murchison East ES } arr. | ... | ... | A.M. 12 8 | ... |
| | | dep. 9 34 | 9 34 | 12 10 | ... |
| 72½ | Wahring ... } arr. | ... | ... | ... | ... |
| | (See note, page 128) } dep. | 9 49 | 9 49 | 12 25 | ... |
| | | arr. ... | ... | ... | ... |
| 78 | Nagambie ES ... | dep. 10 1 | 10 1 | 12 37 | ... |
| 82½ | Tabilk ... } arr. | ... | ... | ... | ... |
| | (See note, page 128) } dep. | 10 11 | 10 11 | 12 47 | ... |
| | | arr. ... | ... | —99DL | ... |
| 88½ | Mangalore O ES } dep. | 10 25 | 10 25 | 1 1 | ... |
| 94½ | Seymour Marshalling Yard ... } arr. | 10 40 | 10 40 | 1 20 | ... |
| 95 | SEYMOUR W ... } dep. | 11 45 | 11 45 | 2 30 | ... |
| 156½ | MELBOURNE W ... arr. | Tue. to Fri. (Sat. †) A.M. 3 30A | | 6 10 | ... |

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A-3.45 a.m., Friday, Saturday.

Up

TOCUMWAL (N.S.W.)-SEYMOUR-GOODS SERVICE—Continued.

| Miles | STATIONS | 174 Goods Mon. to Fri. | 138 Roadside Goods Tue., Thur. | | 112 Roadside Goods Mon., Wed., (Tue., Th., Fri. †) | |
|-------|--|---------------------------------|---|---------------------|--|-----|
| — | TOCUMWAL (N.S.W.) | P.M. | P.M. | | P.M. | |
| | E S W ... dep. | ... | ... | ... | ... | ... |
| 6½ | Mywee NC (See note, p. 128) | ... | ... | ... | ... | ... |
| 10½ | Strathmerton E S | arr. ... | ... | ... | ... | ... |
| | <i>Katunga</i> ... dep. | ... | ... | ... | ... | ... |
| 16 | (See note, page 128) dep. | ... | ... | ... | ... | ... |
| | ... arr. | ... | ... | ... | ... | ... |
| 22½ | NUMURKAH E S W | dep. | | | | |
| | ... arr. | ... | ... | ... | ... | ... |
| 26½ | Wunghnu NC ... dep. | ... | ... | ... | ... | ... |
| | (See note, page 128) dep. | ... | ... | ... | ... | ... |
| | ... arr. | ... | ... | ... | ... | ... |
| 32½ | Tallygaroopna O ES | dep. | | | | |
| 37 | Congupna NC ... | ... | ... | ... | ... | ... |
| 41½ | Shepparton Live Stock Sdg. NC | ... | ... | ... | ... | ... |
| 42½ | Eso Standard Oil Co. Ltd. Sdg. NC | ... | ... | ... | ... | ... |
| 43½ | SHEPPARTON ES W | arr. ... | ... | ... | ... | ... |
| | ... dep. | ... | ... | ... | ... | ... |
| 43½ | Ampol, BP, Shell and Mobil Co's Siding NC ... | 5 40—45 | | ... | 9 40—17 | ... |
| 44 | Departmental Siding NC ... | ... | | ... | ... | ... |
| 46½ | Mooroopna ES ... | arr. 5 48 | | ... | 9 50 | ... |
| | ... dep. | 7 0 | | ... | 10 10 | ... |
| 47 | Northern Pear Growers Siding NC | ... | | ... | ... | ... |
| | ... arr. | 7 16—187 | 5 49—17 | ... | 10 28 | ... |
| 53 | TOOLAMBA ES W | —17 | | | | |
| | ... dep. | 8 15 | 6 20 | ... | 10 48 | ... |
| | ... arr. | ... | 6 33 | ... | ... | ... |
| 58½ | Arcadia O ES ... | ... | —187 | ... | ... | ... |
| | ... dep. | 8 30 | 7 3 | ... | 11 1 | ... |
| 64½ | Murchison East ES | arr. ... | 7 18—17 | ... | 11 18 | ... |
| | ... dep. | 8 45 | 7 52 | ... | 11 38 | ... |
| 72½ | Wahring ... | arr. ... | 8 7 | ... | ... | ... |
| | (See note, page 128) dep. | 9 0 | 8 25 | ... | 11 55 | ... |
| | ... arr. | ... | ... | ... | Tue., Thur., (Wd., Fri., St. †) | ... |
| 78 | Nagambie ES ... | ... | | | A.M. | |
| | ... dep. | 9 12 | 8 37 | ... | 12 7 | ... |
| 82½ | Tabilk ... | arr. ... | ... | ... | ... | ... |
| | (See note, page 128) dep. | 9 22 | 8 47 | ... | 12 17 | ... |
| | ... arr. | ... | ... | ... | ... | ... |
| 88½ | Mangalore O ES | dep. 9 42 | 9 1 | ... | 12 33 | ... |
| 94½ | Seymour Marshalling Yard ... | ... | —174 | ... | —99DL | ... |
| | ... arr. | 9 55 | 9 20 | ... | 12 50 | ... |
| 95 | SEYMOUR W ... | —110 | | | | |
| | ... dep. | 11 15 | Wed. A.M. | Fri. A.M. | 2 0 | ... |
| | ... arr. | Tue. to Sat. A.M. | 12 30 | 12 30 | ... | ... |
| 156½ | MELBOURNE W | arr. 3 0 | 4 0 | 4 20 | 6 30 | ... |
| | | 174 | 138 | | 112 | |

MURCHISON EAST-COLBINABBIN-GIRGARRE.

GOODS TRAIN SERVICE.

Down.

| Miles from Melb. | STATIONS | Goods Service. | | | |
|------------------|--|--------------------------------|-----------------------------|-----|-----|
| | | 127 Goods Mon., Thur. (Sat. †) | 129 Goods Wed. (Tue.Fri. †) | | |
| 91½ | MURCHISON EAST † dep. | A.M. 9 0 | A.M. 9 0-6 | ... | ... |
| 93½ | Murchison (see footnote) arr. | ... | ... | ... | ... |
| 104½ | RUSHWORTH † dep. | 9 7 | 9 7 | ... | ... |
| | arr. | 9 39 | 9 39 | ... | ... |
| 109 | Erwen N C (see footnote) dep. | ... | 10 0 | ... | ... |
| | arr. | ... | ... | ... | ... |
| 112½ | Wanalta N C (see footnote) dep. | ... | 10 17 | ... | ... |
| | arr. | ... | 10 31 | ... | ... |
| | dep. | ... | 10 41 | ... | ... |
| 117½ | COLBINABBIN † arr. | ... | 11 0 | ... | ... |
| 104½ | RUSHWORTH † dep. | 11 0 | ... | ... | ... |
| 115½ | Stanhope arr. | 11 30 | ... | ... | ... |
| | dep. | P.M. 12 1 | ... | ... | ... |
| 118½ | GIRGARRE † arr. | 12 20 | ... | ... | ... |

Up.

| Miles | STATIONS | Goods Service | | | |
|-------|--|-----------------------------|-------------------------------|-----|-----|
| | | 128 Goods Wed. (Tue.Fri. †) | 130 Goods Mon. Thur. (Sat. †) | | |
| — | GIRGARRE † dep. | P.M. ... | P.M. 1 45 | ... | ... |
| 3½ | Stanhope arr. | ... | 1 58 | ... | ... |
| 14 | RUSHWORTH † dep. | ... | 2 20 | ... | ... |
| | arr. | ... | 3 0 | ... | ... |
| — | COLBINABBIN † dep. | 2 15 | ... | ... | ... |
| 5 | Wanalta N C (see footnote) arr. | ... | ... | ... | ... |
| | dep. | 2 30 | ... | ... | ... |
| 8½ | Erwen N C (see footnote) arr. | 2 42 | ... | ... | ... |
| | dep. | 3 7 | ... | ... | ... |
| | arr. | 3 23 | ... | ... | ... |
| 12½ | RUSHWORTH † dep. | 4 0 | 3 30 | ... | ... |
| | arr. | ... | 4 1 | ... | ... |
| 24½ | Murchison (see footnote) dep. | 4 31 | 4 21 | ... | ... |
| 26 | MURCHISON EAST † arr. | 4 50 | 4 35 | ... | ... |

Note.—Murchison, Erwen or Wanalta may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

Trains can only work at Erwen on the up journey.

Passenger train service between Rushworth and Girgarre withdrawn as from 30th July, 1952, and between Murchison East and Rushworth withdrawn as from 14th January, 1956. Secretary's 55/11820; and between Rushworth and Colbinabbin withdrawn as from 9th August, 1948.

SHEPPARTON-KATAMATITE

GOODS TRAIN ONLY

| Down | | | Up | | |
|------------------|---|----------------|-------|--|----------------|
| Miles from Melb. | STATIONS | 133 Goods Mon. | Miles | STATIONS | 132 Goods Mon. |
| 113 | SHEPPARTON † W ... dep. | A.M. 6 35 | — | KATAMATITE † W ... dep. | A.M. 11 30 |
| 113½ | Canning Factory Siding N C ... —61 | | | arr. | 11 45 |
| 116½ | Campbells Soups (Aust.) Pty. Ltd. ... { arr. ... dep. | ... —83 | 5 | Youanmite N C ... { dep. | P.M. 12 5 |
| 121 | Pine Lodge N C (see footnote) ... { arr. ... dep. | 6 56 | 8½ | Yabba North N C (see footnote) ... { arr. ... dep. | 12 18 12 38 |
| 124½ | Lamrock Siding N C ... { arr. ... dep. | ... | | arr. | 1 10 |
| 126½ | Cosgrove { arr. ... dep. | 7 14 7 44 | 17 | DOOKIE † { arr. | |
| 130 | DOOKIE † { arr. | 8 0 | 20½ | Cosgrove { dep. | 2 15 |
| | | | | arr. | 2 26 |
| | | | | dep. | 2 46 |
| 138½ | Yabba North N C (see footnote) ... { dep. | 8 45 | 22½ | Lamrock Siding N C ... { arr. | ... |
| | | 9 8 | | dep. | ... |
| 142 | Youanmite N C { dep. | 9 18 | 26 | Pine Lodge NC (see footnote) ... { dep. | 3 3 |
| | | 9 29 | | arr. | 3 43 |
| 147 | KATAMATITE † W { dep. | 9 39 | 30½ | Campbells Soups (Aust.) Pty. Ltd. ... { dep. | ... |
| | | 9 55 | | arr. | ... |
| | | | 33½ | Canning Factory Siding NC ... | ... |
| | | | 34 | SHEPPARTON † W ... arr. | 4 15 |

Pine Lodge and **Yabba North** may be opened as Intermediate Block Posts as required. See General Appendix for Instructions.

The line is open for the receipt and delivery of Parcels Traffic.

The last passenger train (**Diesel Rail Car**) ran on Wednesday, 29th April, 1953.

NUMURKAH-PICOLA

GOODS TRAINS ONLY

| Miles from Melb. | Down | | 135 Goods Mon., Wed. See note | Miles | Up | | 134 Goods Wed. See note | 134 Goods Mon., |
|------------------|----------------------------------|------------|-------------------------------|---------------------------------|----------|-------|-------------------------|-----------------|
| | STATIONS | | | | STATIONS | | | |
| 133½ | NUMURKAH † W dep. | A.M. 7 0-6 | ... | PICOLA † dep. | A.M. ... | 12 1 | | |
| 140½ | Waaia (see footnote) ... { arr. | 7 17 | 6½ | Nathalia † { arr. | ... | 12 25 | | |
| | | 8 0 | | dep. | 9 20 | 1 21 | | |
| 147½ | Nathalia † { arr. | 8 18 | 14 | Waaia (see footnote) ... { dep. | 9 39 | 1 40 | | |
| | | Mon. 9 18 | | arr. | 9 59 | 2 0 | | |
| 154½ | PICOLA † { dep. | 9 18 | 20½ | NUMURKAH † W ... { dep. | 10 20 | 2 20 | 198 | |
| | | 9 40 | | arr. | | | | |

Waaia may be opened as an Intermediate Block Post as required. See General Appendix for Instructions.

The last passenger train (**Leyland Rail Motor**) ran on Friday, 30th July, 1954.

Note: A Road Service will operate for goods and parcels traffic between Nathalia and Picola on Wednesdays.

TOOLAMBA-EGHUCA.

Down

| Miles | STATIONS | Passenger Service. | | | | | Goods Service | | |
|-------|--|---|---|--|-----------------------|--|--|--------------------|-----|
| | | 3 Diesel Rail Car (153 HP) & three Trailers Mon. to Fri. (See note) | 5 EXP-RESS MON. TO SAT. | 91 PASS. Mon. to Sat. † | 11 PASS. MON. TO FRI. | 23 PASS SAT. | 99 Roadside Goods Mon. to Fri. | | |
| — | MELBOURNE W | dep. ... | A.M. 8 30 | A.M. 8 50 | ... | P.M. 5 18 | P.M. 6 30 | P.M. 7 0 | ... |
| | | arr. ... | 10 4 | 10 26 | ... | 6 54 | 8 7 | 9 35 | ... |
| 61½ | SEYMOUR W | dep. ... | PASS. 10 24 | 10 41 | ... | 7 7 | 8 10 | Tue. to Sat. 12 40 | ... |
| | | arr. ... | 11 29 | 11 49 | ... | 8 5 | 9 9 | A.M. 2 40 | ... |
| 103½ | TOOLAMBA ES W | dep. ... | Rail Mtr (Diesel Electric) & G van Mon. to Sat. A.M. 11 50A | Rail Motor (Dsl.El.) & C van Mon. to Sat. † P.M. 12 5A | ... | Rail Mtr. (Diesel Electric) & C van Fri. P.M. 8 25 | Rail Mtr. (Diesel Electric) & C van Sat. P.M. 9 25 | 4 10 | ... |
| 106 | Hendersyde N C (Rail Motor Stop. Place) | ... | Z | Z | ... | Z | Z | ... | ... |
| 110 | Tatura E S | arr. ... | P.M. 12 3 | 12 19 | ... | 8 40 | 9 40 | 4 30 | ... |
| 110½ | Rosella Preserving and Manufacturing Co. Ltd. Sdg. N C | dep. ... | ... | ... | ... | ... | ... | 5 0 | ... |
| 113 | Byrneside NC (see note, page 137) | arr. ... | ... | ... | ... | ... | ... | 5 10 | ... |
| | | dep. ... | 12 9§ | 12 25§ | ... | 8 46§ | 9 46§ | 5 20 | ... |
| 117½ | Merrigum E S | arr. ... | ... | ... | ... | ... | ... | 5 35 | ... |
| | | dep. ... | 12 18 | 12 34 | ... | 8 55 | 9 55 | 5 45 | ... |
| 124 | Kyabram E S | arr. ... | 12 28 | 12 44 | ... | 9 5 | 10 5 | 6 5-4 | ... |
| | | dep. 7 47 | 12 29 | 12 46 | ... | 9 7 | 10 6 | 7 0 | ... |
| 124½ | Kyabram Fruit Packers Sdg N C | ... | ... | ... | ... | ... | ... | ... | ... |
| 124½ | Containers Ltd. Sdg N C | ... | ... | ... | ... | ... | ... | ... | ... |
| 127 | Kyvalley N C (Rail Motor Stopping Place) | arr. ... | ... | ... | ... | ... | ... | 7 9 | ... |
| 128½ | Rail Motor Stop. Place (No. 32) N C | dep. Z | 12 35 | 12 52 | ... | Z | Z | 7 19 | ... |
| | | arr. ... | ... | ... | ... | ... | ... | ... | ... |
| 130½ | Tongala E S | dep. -99 8 6 | -142 12 45 | -142 1 2 | ... | 9 23 | 10 22 | 7 31 | ... |
| | | | | | ... | | | -3 | ... |
| 132½ | Rail Motor Stop. Place (No. 28) N C | ... | Z | Z | ... | Z | Z | 8 50 | ... |
| 133½ | Rail Motor Stop. Place (No. 29) N C | ... | Z | * | ... | * | * | ... | ... |
| 135 | Koyuga (see note, p. 137) | arr. ... | ... | ... | ... | ... | ... | 9 3 | ... |
| | | dep. 8 20§ | 12 54 | 1 11 | ... | 9 32§ | 10 31§ | 9 13 | ... |
| 139½ | Kanyapella N C (Rail Motor Stop. Place) | ... | Z | Z | ... | * | * | ... | ... |
| 141 | Rail Motor Stop. Place (No. 30) N C | ... | Z | * | ... | * | * | ... | ... |
| 144 | Rail Motor Stop. Place (No. 74) N C | ... | * | Z | ... | * | * | ... | ... |
| 145 | EGHUCA E S W | arr. 8 47 | 1 15 | 1 35 | ... | 10 0 | 10 55 | 9 45 | ... |
| | | | -138 | -138 wt. | | | | | |

A. No 5 is to stop at Level Crossing (144 miles, 8 ch., via Tatura) on Mondays if required, to set down passengers attending stock sales at Echuca Municipal Sale Yards.

NOTE.—No. 3, Diesel Rail Car trip will be cancelled on school holidays and is liable to cancellation at other periods of the year.

ECHUCA-TOOLAMBA

Up

| Miles | STATIONS | Passenger Service | | | Goods Service | | | |
|-------|---|--|-----|---|--|-------------------------------------|---------------------------------|------------------|
| | | 4 Rail Motor (Dsl. Elect.) & G. van Mon. to Sat. | | 14 Rail Motor (Diesel Electric) & G. van Mon. to Sat. | 18 D.R.C. (153 HP) and Three Trailers Mon. to Fri. | 142 Roadside Goods Mon., Wed., Fri. | 138 Roadside Goods Tue., Thurs. | |
| — | ECHUCA E S W ... dep. | A.M. 6 20 | ... | P.M. 3 10E | P.M. 4 23 | ... | A.M. 11 0 | P.M. 1 30 |
| 1 | R.M. Stopping Place, No. 74 NC | * ... | ... | Z | * | ... | ... | ... |
| 4 | R.M. Stopping Place, No. 30 NC | * ... | ... | Z | Z | ... | ... | ... |
| 5½ | Kanyapella N C (Rail Motor Stopping Place) ... | Z ... | ... | Z | Z | ... | ... | 5, 91 |
| 10 | Koyuga (See footnote) { | arr. ... | ... | ... | ... | ... | 11 25 | 1 55 |
| | dep. 6 36§ | ... | ... | 3 29§ | 4 47§ | ... | 11 30 | 2 00 |
| 11¼ | R.M. Stopping Place, No. 29 NC | * ... | ... | * | Z | ... | ... | ... |
| 12½ | R.M. Stopping Place, No 28 NC | Z ... | ... | Z | Z | ... | ... | ... |
| | arr. ... | ... | ... | ... | 5 0 | ... | 11 42 | 2 12 |
| 14¼ | Tongala E S ... | ... | ... | ... | ... | ... | P.M. 1 5 | 2 32 |
| | dep. 6 44 | ... | ... | 3 38 | 5 2 | ... | 5, 91 | ... |
| 16¼ | R.M. Stopping Place, No. 32 NC | Z ... | ... | Z | Z | ... | ... | ... |
| 18 | Kyvalley N C ... | arr. ... | ... | ... | ... | ... | 1 15 | 2 42 |
| | (R.M. Stopping Place) dep. | Z ... | ... | Z | Z | ... | 1 25 | 2 55 |
| 20½ | Containers Ltd. Sdg. NC | ... | ... | ... | ... | ... | ... | ... |
| 20¾ | Kyabram Fruit Pkrs Sdg. NC | ... | ... | ... | ... | ... | ... | ... |
| | arr. ... | ... | ... | ... | 5 23 | ... | 1 32 | 3 2 |
| 21 | Kyabram E S ... | ... | ... | 3 52 | ... | ... | ... | ... |
| | dep. -99 | ... | ... | —138 | ... | ... | 2 0 | 3 28 |
| 27¼ | Merrigum E S ... | arr. ... | ... | ... | ... | ... | 2 17 | 3 45 |
| | dep. 7 7 | ... | ... | 4 1 | ... | ... | 2 47 | 4 20 |
| 32 | Byrneside NC ... | arr. ... | ... | ... | ... | ... | ... | 4 32 |
| | (See footnote) dep. | 7 15§ | ... | 4 9§ | ... | ... | 2 59 | 4 42 |
| 34½ | Rosella Preserving and Manufacturing Co. Ltd. Sdg. NC | ... | ... | ... | ... | ... | ... | ... |
| 35 | Tatura E S ... | arr. ... | ... | ... | ... | ... | 3 8 | 4 51 |
| | dep. 7 21 | ... | ... | 4 16 | ... | ... | 3 40 | 5 30 |
| 39 | Hendersyde N C ... | Z ... | ... | Z | ... | ... | ... | ... |
| | (R.M. Stopping Place) arr. | 7 40 | ... | 4 35 | ... | ... | 4 10 | 5 49 |
| 41¾ | TOOLAMBA E S W ... | PASS. MON. TO SAT. | ... | PASS. MON. TO SAT. | ... | ... | ... | ... |
| | dep. 7 45 | A.M. ... | ... | P.M. 4 47A | ... | ... | 5 10 | 6 20 |
| | arr. 8 47 | ... | ... | 5 55 | ... | ... | 8 55 | 9 20 |
| 83¾ | SEYMOUR W ... | ... | ... | 6 10 | ... | ... | 9 15 | Wed. Fri. 12 30 |
| | dep. 9 2 | ... | ... | ... | ... | ... | Tues. A.M. 12 30 | Thurs. A.M. 1 10 |
| 145 | MELBOURNE W ... | arr. 10 35 | ... | 7 40 | ... | ... | ... | 4 0B |

Byrneside and Koyuga may be worked as Intermediate Block Posts as required, see General Appendix for Instructions.

A Composite Staff is provided for the Section Toolamba-Tatura. See General Appendix for special instructions governing the working of trains between Toolamba and Tatura under a Time Interval of not less than 10 minutes.

A—Departs Toolamba 4. 50p.m. Saturdays.

B.—4.20 a.m. Friday.

"E"—No. 14 is to stop at level crossing (144 miles, 8 chains, via Tatura) on Mondays if required, to pick up passengers attending Stock Sales at the Echuca Municipal Stock Yards.

NOTE.—No. 18 Diesel Rail Car trip will be cancelled on school holidays and is liable to cancellation at other periods of the year.

BOOKING OF SLEEPING BERTHS AND RESERVED SEATS

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

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

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

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

Intrasystem (Local) and Intersystem Journeys—

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

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

(3) **Group Booking:—**

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

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

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

(5) **Advance Booking:—**

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

Between Melbourne—Benalla and Wangaratta.

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

Between Melbourne and Albury.

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

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

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

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

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

Passengers to Victorian stations may reserve sleeping berths, from 5.00 p.m. on day of travel, subject to accommodation being then available. See Table 80 of Passenger Fares Book.

Interstate Travel—

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

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

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