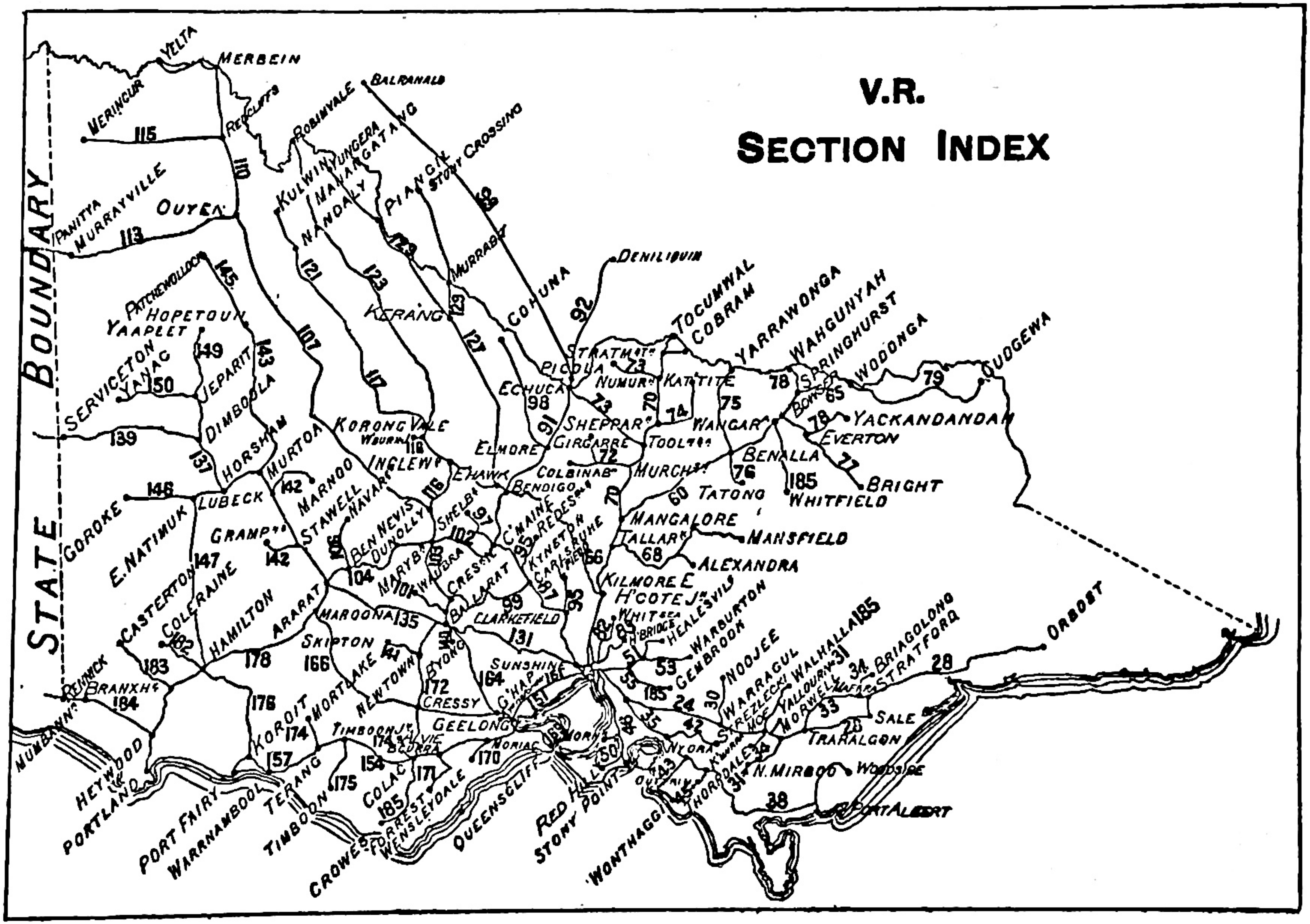
VICTORIAN RAILWAYS.

LOADS OF GOODS TRAINS.

1926.


V.R.
SECTION INDEX
STATE BOUNDARY
MERBEIN
BALRANALD
STONY CROSSING
OUYEN
MURRAYVILLE
HOPETOUN
SERVICETON
DIMBOOLA
HORSHAM
MURTOA
KORONG VALE
KERANG
COHUNA
DENILIQUIN
ECHUCA
ELMORE
TOCUMWAL
COBRAM
YARRAWONGA
WAHGUNYAH
SPRINGHURST
WODONGA
CUDGEWA
YACKANDANDAH
EVERTON
BENALLA
BRIGHT
WHITFIELD
TATONG
MANGALORE
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KYNETON
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INGLEWOOD
BEN NEVIS
DUNOLLY
MARYBOROUGH
CRESWICK
WENSLEYDALE
FORREST
NUMBANNA
BRANXHOLME
KATANDRA

VICTORIAN RAILWAYS.

LOADS

OF

GOODS TRAINS.

EFFECTIVE 1926.

21

12515.—R.670/25.

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INDEX—*continued.*

INDEX—*continued.*

INDEX—*continued.*

INDEX—*continued.*

INDEX—*continued.*

COMPILATION OF GUARDS' RUNNING STATEMENT AND TRUCK SHEET.

Running Statement.

The whole of the information on the Statement, which must be accurate in every detail, is to be compiled by the Guard, who must use the distinctively coloured form for the class of train run.

The times of arrival at and departure from each station must be shown; when a train passes through a station without stopping, the time is to be shown in the departure column.

It is essential that the particulars of periods occupied at stations, or time lost on the journey, by either Transportation or Rolling Stock Branch, be shown under the correct heading.

Every change in the composition or tonnage load of the train is to be recorded the total number of each class of vehicle to be shown. Care must be used to record the correct sectional mileage as printed on the left-hand side of the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast train, of the total working time, which is the period of time occupied in loading or unloading trucks while engine is attached to them.

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

The Ruling Grade for any train is the grade that limits the maximum load that the train could take through from start to finish, and the tonnage hauled over this grade is termed the Ruling Grade load.

The equivalent number of vehicles on the train must be shown at foot of statement, as well as the schedule and actual tonnage.

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. On arrival at his home station, the Guard must hand three copies of the Running Statement to the Officer-in-charge, who must check its accuracy generally, and forward one copy to Superintendent Goods Train Service, attached to T.R. 35, one copy to District Superintendent, and the third copy to Dépôt Foreman or Driver-in-charge, or as locally directed by District Superintendent. Definitions for Car Stock—

Passenger Cars.—Includes sleeping and dining cars, carriages, combination vans and carriages, horse-boxes, hearse trucks, and carriage trucks.

Vans.—Includes guards', mail, and parcels vans, and workmen's cars.

Trucks.—Includes seated trucks in Passenger Service, powder, casualty, goods, live stock, water, and ballast trucks of all descriptions.

TT trucks conveying mails, or running empty for mails, to be regarded as mail vans; when otherwise used, to be regarded as trucks.

Truck Sheet.

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

The stations the truck is way-billed from and to, also attached and detached at, must be inserted.

Trucks used as safety are to be included in loaded column, class of loading being shown "Safety." Water trucks containing water, whether attached by pipe to engine or not, are to be included as loaded, the weight of contents being computed as shown on page 17. Passenger cars and vans to be recorded and weight shown as per pages 14–16.

When computing the tonnage of tare and contents of vehicles, under 5 cwt. is to be dropped, 5 to 14 cwt. to be reckoned as ½ ton, and over 14 cwt. as 1 ton, e.g., a truck weighing 5 tons 14 cwt. and containing 5 tons 17 cwt. of goods to be shown as 5½ tons and 6 tons respectively. The weight of contents of "out of" van trucks to be considered the same as at starting point, and "pick-up" van trucks the weight on arrival at destination.

Iced trucks not containing goods to be shown as empty trucks.

Trucks sent for repairs—Guards to make special note "Repairs" opposite number of truck.

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

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

GENERAL CLASSIFICATION OF LOCOMOTIVES.

Locomotive Class.	Cylinder Diameter (inches).	Boiler Pressure (lb.).	Capacity.
			%
C	22	200	205
N	20	175	145
K	20	175	145
A2	21	200	130
A2	22	185	
V	18½	180	128
RY	18	175	113
Y	18	175	
DDE	18	185	
DD	18	175	100
DD	19	165	
EE	18	170	
AA	19	175	95
Old R	17½	150	
EE	17	170	90
EE	17	160	
Old R	17½	140	85

Locomotive Class.	Cylinder Diameter (inches).	Boiler Pressure (lb.).	Capacity.
			%
EE	17	140	80
Old R	17½	130	
D	17	160	70
T	16½	160	
T	16½	120	55
F Motor ..	15¾	160	53
Narrow Gauge—			
NA	13	180	As shown for each line
	9 H.P. 15 L.P.	180	
Electric Locomotive	..	..	120

NOTES.

Superheater "A2" and "DD" class locomotives on Goods Trains take 5 per cent. and superheater "DDE" locomotives 10 per cent increased tonnage load over that laid down for saturated engines in the Load Table.

Saturated locomotives A2, DD, and DDE classes are distinguished from superheated locomotives by a white square 4in. x 4in., painted on each side of the cab.

DETAILED INFORMATION AS TO EACH LOCOMOTIVE.

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
A2 ..	800, 801, 802, 803, 805, 807, 808, 810, 811, 812, 814, 816, 817, 818, 819, 820, 822, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 881	% 130	21	26	200	73	25,480	109

DETAILED INFORMATION AS TO EACH LOCOMOTIVE—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
A2 .. Superheated	885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939	% 130	21	26	200	73	25,480	110½

Detailed Information as to Each Locomotive—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
A2 .. Superheated (Walschaert Gear)	940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999	% 130	22	26	185	73	25,867	117

Detailed Information as to Each Locomotive—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
Aa .. Superheated	74, 75, 84, 86 ..	% 95	19	26	175	72	18,290	92
C ..	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21	205	22	28	200	60	36,138	127¼
D ..	191, 194	70	17	26	160	60	16,030	72½
Dd ..	500, 501, 502, 503. 504, 505, 506, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 525, 526, 527, 528, 529, 530, 532, 533, 534, 536, 538, 539, 540, 541, 542, 543, 544, 545, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 600, 601, 602, 603, 604, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626. 627, 628, 629, 631, 632, 633, 634, 635, 636, 637. 638, 640, 641, 642, 643, 644, 645, 646, 647,	100	18	26	175	60	19,656	92

DETAILED INFORMATION AS TO EACH LOCOMOTIVE—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
DD — *continued.*	648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 668, 669, 670, 671, 672, 673, 674, 676, 677, 678, 679, 681, 683, 685, 689, 691, 693, 695, 697, 701, 702, 708, 709, 710, 712, 713, 714, 716, 717, 718	% 100	18	26	175	60	19,656	92
DD .. Superheated	715, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 765, 768, 770, 771, 773, 774, 775, 777, 778, 779, 783, 784, 785, 791, 792, 796	100	19	26	165	60	20,650	94½

DETAILED INFORMATION AS TO EACH LOCOMOTIVE—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension.		Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
			Diameter (inches).	Stroke (inches).				
		%						
DD .. Superheated	764, 766, 767, 769, 772, 776, 780, 781, 782, 786, 787, 788, 789, 790, 793, 794, 795	100	18	26	175	60	19,656	95

DETAILED INFORMATION AS TO EACH LOCOMOTIVE—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
		%						
DDE .. Superheated	257, 258	100	18	26	175	60	19,656	72
DDE .. Superheated	282	100	19	26	170	60	21,275	72
DDE ..	250, 251, 252, 253, 254, 255, 256, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 283, 284, 285, 286, 287	100	18	26	185	60	20,779	68
EE ..	356, 359, 371	80	17	26	140	60	14,025	51
EE ..	363, 369	90	17	26	160	60	16,030	53
EE ..	353, 355, 357.. ..	90	17	26	170	60	17,030	55

Detailed Information as to Each Locomotive—*continued.*

Locomotive Class.	Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (inches).	Cylinder Dimension. Stroke (inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
		%						
Ee ..	350, 351, 352, 361, 362, 364, 365, 366, 367, 370, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 390	100	18	26	170	60	19,094	56
F motor ..	172, 174, 184	53	$15\frac{3}{4}$	20	160	60	10,584	$41\frac{1}{2}$
K ..	100, 101, 102, 103, 104, 105, 106, 107, 108, 109	145	20	26	175	54	26,960	104
N ..	110, 111, 112, 113, 114, 115, 116, 117, 118, 119	145	20	26	175	55	26,960	121
Old R ..	157, 317	80	$17\frac{1}{2}$	24	130	54	14,155	$59\frac{1}{2}$
Old R ..	167, 337	85	$17\frac{1}{2}$	24	140	54	15,244	
Old R ..	195, 289, 300, 301, 303, 305, 306, 307, 308, 309, 311, 313, 314, 315, 316, 318, 319, 320, 321, 323, 324, 325, 326, 327, 329, 330, 331, 332, 333, 339, 340, 341, 342, 344, 347, 349	90	$17\frac{1}{2}$	24	150	54	16,333	$59\frac{1}{2}$
RY ..	418, 420, 422, 447, 449, 453, 455, 457, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489	113	18	26	175	54	21,840	71
T ..	90, 91, 92, 94	70	$16\frac{1}{2}$	20	160	51	13,665	$57\frac{1}{2}$
T ..	96	55	$16\frac{1}{2}$	20	120	51	10,250	45

DETAILED INFORMATION AS TO EACH LOCOMOTIVE—*continued.*

Locomotive Class.		Locomotive Number.	Capacity.	Cylinder Dimension. Diameter (Inches).	Cylinder Dimension. Stroke (Inches).	Boiler Pressure (lb.).	Diameter of Driving Wheels (Inches).	Cylinder Tractive Power (lb.).	Weight of Locomotive (Roadworthy) (tons).
V ..		200, 202, 211, 215 ..	% 128	18½	26	180	54	23,729	90½
Y ..		383, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 415, 416, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 445	113	18	26	175	54	21,840	72½
Narrow Gauge	NA	2, 4	See page 185	9 H.P. 15 L.P.	18	180	36	10,816	35
		1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	,,	13	18	180	36	12,168	34½
	G	41, 42	..	13¼	18	180	36	25,270	69
Electric Locomotive		1100, 1101	120	..	..	..	42	18,600	50

VEHICLE LIMITATIONS.

Without special authority from the General Superintendent, Outdoor Superintendent, or the Superintendent of Goods Train Service, trains (even when double-headed) must not exceed the following lengths, viz. :—

	Maximum Length expressed in Number of Vehicles.	
Mixed trains	†30	Counting each four or six wheeled truck (loaded or empty) as 1, and each bogie truck loaded or empty as 2. For car stock equivalents, see pages 14–16.
Goods trains (shown in the Time-table to run with car attached)	50	
Goods trains (other than with car attached)	‡75	
Trains of empty passenger cars wholly or part bogie and fixed wheel stock	30	
Trains of empty passenger cars of all fixed wheel stock ..	26	
Goods trains with six or more empty passenger cars of bogie or fixed wheel stock ..	30	

† Special vehicular limitations applicable to certain Mixed trains are prescribed in the Working Time Table.

‡ The maximum vehicular limitations for single and double-headed trains are shown, in addition to the tonnage load, for the various sections.

TONNAGE AND VEHICULAR EQUIVALENTS OF PASSENGER AND VAN STOCK

Vehicle.	Weight to be allowed on—		Vehicular Equivalents.	
	Passenger and Mixed Trains.	Goods Trains (when Empty).	On Adelaide, Stawell, Ballarat, Sydney, and Albury Express Trains.	On other Express Passenger and Mixed Trains.
	Tons	Tons		
State car (No. 4)	50	..	3¼	3½
State cars "Melville" (No. 2) and "Carey" (No. 3)	30	..	..	2
"Norman," State car (No. 1)	40	..	2½	3
Dining Cars.				
"Goulburn," "Campaspe," "Wimmera"	46	..	3	3
Sleeping Cars.				
"Coliban"	45	..	2¾	3
"Wando," "Acheron"	43	..	2½	3
"Barwon," "Inman," "Buchan," "Angas"	42	..	2½	3
"Onkaparinga"	41	..	2½	3
"Loddon," "Finnis," "Glenelg," "Torrens," "Dargo," "Tambo," "Pekina," "Baderloo," "Avon"	40	..	2½	3
"Kiewa," "Latrobe"	38	..	2½	3
"Willochra," "Broughton"	36	..	2¼	2½
"Hindmarsh"	34	..	..	2½
"Wakefield"	34	..	2¼	2½
Other Stock.				
"Yarra" and "Murray" (Observation cars)	40	..	2½	3
"Mitta Mitta" (Vision Test Car) ..	26	..	..	2
"Victoria" car	24	..	..	1½
"D" van (bulk mail) (loaded).. ..	44	..	2¾	3
" " (empty).. ..	36	36	..	2

TONNAGE AND VEHICULAR EQUIVALENTS OF PASSENGER AND VAN STOCK—*continued.*

Vehicle.	Weight to be allowed on— Passenger and Mixed Trains.	Weight to be allowed on— Goods Trains (when Empty).	Vehicular Equivalents. On Adelaide, Stawell, Ballarat, Sydney, and Albury Express Trains.	Vehicular Equivalents. On other Express Passenger and Mixed Trains.
OTHER STOCK—*continued.*	Tons	Tons		
BDSE car	42	36	2¾	3
BE, ABE, CE	40	36	2½	3
AE	40	36	2½	3
AW, BW, ABW (No. 60 and upwards of each class)..	38	..	2¼	2½
BL (12 and 13)	38	36	..	2½
CW van	36	30	2¼	2½
Electric trailer (G) cars	34	28	..	2¼
AW, BW, ABW (Nos. 1 to 52 of each class)	35	30	2	2¼
A, B (except Nos. 1, 2, 10, 11, and 73), AB (Nos. 4, 7, 19, 30, 32, 35, 36, 37, 44, 50 to 68 inclusive, 72, 78), AC	32	26	..	2
AP, BP	32	28	..	2
ABL (Nos. 1 and 2)	32	26	..	2
CV van	32	26	..	2¼
APL, BPL	30	25	..	2
AV, BV, ABL (except Nos. 1 and 2)	28	26	..	2
FF horse-box	28	22	..	2
AB (Nos. 5, 6, 8, 11, 13, 17, 18, 22, 24, 33, 31), BL (Nos. 12 and 13 excepted)	26	22	..	1½
C, AB (Nos. 2, 3, 9, 10, 15, 16, 21, 48, 75, 76, 77)	24	22	..	1½
B (Nos. 1, 2, 10, 11, and 73), ABC ..	24	22	..	1½
Each 6-wheeled car or van	16	13	..	1
Each Hospital car, WW or Dynagraph car	16	16	..	1
F Horse-box	16	14	..	1
Each W or J Hearse truck	12	12	..	1
Each 4-wheeled car or van	16	12	..	1
TT trucks, loaded	22*	..	2½	2¾
TT trucks, empty	22	22	1¼	1½
South Australian Vice-regal car ..	32	..	2¼	2½

* Weight of contents to be added.

TONNAGE AND VEHICULAR EQUIVALENTS OF PASSENGER AND VAN STOCK—*continued.*

Vehicle.	Weight to be allowed on—		Vehicular Equivalents.	
	Passenger and Mixed Trains.	Goods Trains (when Empty).	On Adelaide, Stawell, Ballarat, Sydney, and Albury Express Trains.	On other Express Passenger and Mixed Trains.
OTHER STOCK—*continued.*	Tons	Tons		
South Australian 4-wheeled bogie passenger car	..	28	2	2
South Australian 4-wheeled "S" bogie van	..	22	1½	1½
South Australian "K" van	..	32	2½	3
NARROW GAUGE.				
Each NC van	7½*	7½	..	..
Each NQ truck, with canopy and seats..	7	6	..	..
Each NB car (Nos. 1 to 6)	9	7	..	..
Each NBC car	10	8	..	..
Each NAB car	11	9	..	..
Each NB car (Nos. 7 and upwards) ..	11	9	..	..
Each NBH car	7	5	..	..

* Weight of contents to be added.

WEIGHT TO BE ALLOWED FOR GOODS VEHICLES.

On GOODS and MIXED trains, except as specially provided in respect of trains with a schedule load of less than 120 tons (see instructions at foot of page 18), the tare weight of each vehicle is to be taken as under :—

Description of Vehicle.	When Empty.	When Loaded.
BROAD GAUGE.	Tons	Tons
Each G truck (Nos. 60 and 61 excepted), K, N, or NB truck	6	Actual weight painted on side*
Each O truck (Nos. 1 to 5 and 211 upwards)	9	,, ,,*
Each I truck (numbered below 8,000), O truck (Nos. 6 to 210 inclusive), or powder van	7	,, ,,*
Each I truck (numbered 8,000 or upwards)	8	,, ,,
Each Canopy I, water truck or tender water truck (Nos. 81 and 84 to 93 inclusive)	8	8
Each H, TH, or 4-wheeled U truck	9	9
Each M truck	9½	9½
Each oil truck or tender water truck (Nos. 61 to 80, and Nos. 82 and 83)	10	10
Each G truck (Nos. 60 and 61)	10	10
Each L truck	10½	10½
Each T truck (with or without ice in trough)	11	11
Each 6-wheeled U truck (Nos. 561 and upwards), portable crane or tender water truck (Nos. 94, 95, 96, 98, and 100)	12	12
Each 6-wheeled T truck (Nos. 192 and upwards) ..	14	14
Each Q, QN, R, S, or NN truck	14	14
Each QR truck	15	13
Each Q truck (Nos. 39 and upwards)	17	17
Each V truck	20	20
Each E truck	20	Actual weight
Each J truck	19	,,
Each S truck	17	17
Each Oo truck	30	30
Each QB truck or steam shovel repair car	20	20
Each TT Truck	22	22
Each gas truck	27	27
Each gas truck (Nos. 29 and upwards)	30	30

* The total weight of any lightly loaded I or O truck (tare and contents combined) must not be taken as less than 7 tons, and the total weight of any lightly loaded G, K, N, or NB truck must not be taken as less than 6 tons.

WEIGHT TO BE ALLOWED FOR GOODS VEHICLES—*continued.*

Description of Vehicle.	When Empty.	When Loaded.
SOUTH AUSTRALIAN LIVE STOCK TRUCKS.	Tons	Tons
New cattle wagon, Q class, 4 wheels	9	15 *
Old cattle wagon, Q class, 4 wheels	7	11 *
Bogie cattle wagon, R class	14	24 *
Bogie cattle wagon, V class	14	24 *
Medium sheep wagon, B class, 4 wheels	9	12½ *
Ordinary sheep wagon, BB class, 4 wheels	9	12½ *
Long sheep wagon, C class, 4 wheels	9	12½ *
NARROW GAUGE.		
Each NQ truck (except Nos. 61, 72, 74, 79, 80) ..	4	4
NQ trucks (Nos. 61, 72, 74, 79, 80)	5	5
Each NU truck	7	7
Each NM truck	7½	7½
Each NT truck	7½	7½
Each NH truck	8	8

* Including contents.

In computing the tonnage of a mixed or goods train on Broad Gauge Lines, the Schedule load for which is less than 120 tons, the actual weight must be taken of each vehicle, whether loaded or empty.

On GOODS trains, the weights of steam cranes, steam shovels, &c., are to be taken as under :—

	To count as—
Steam crane No. 1 (without tender)	30 tons
" " No. 2 (without tender)	40 "
" " No. 3 (with tender)	60 "
" " No. 4 (without tender)	40 "
" " Nos. 8 and 9 (without tender)	45 "
" " No. 10 (without tender)	35 "
" " No. 11 (without tender)	50 "
" " No. 15 (without tender)	45 "
30-ton wreckage crane (Nos. 5 and 7), with match truck ..	70 "
10-ton wreckage crane (No. 6), with match truck	55 "
3-ton steam crane (Way and Works branch No. 1), with match truck..	30 "
Steam shovel (No. 1 or 2)	50 "
Steam shovel repair truck	20 "
Grab Cranes Nos. 13 and 14	35 "

COMPUTATION OF TRAIN LOAD TONNAGE.

The despatching station must record the actual weight of contents of each truck on the waybill envelope accompanying it, and the guard, to obtain the gross weight, must add the tare (see pages 17 and 18) to the weight thus shown. In some instances, however, the actual weight of contents will exceed that recorded on the waybill envelope, and to provide for this the following weights are to be used :—

	To count as—	
15-ton medium (either low or high sided) loaded to water level with firewood (blocks)	13 tons	Tare to be added in each case, as already directed.
15-ton medium (low-sided) loaded with long firewood to height of 5 feet	14 „	
15-ton medium (high-sided) loaded with long firewood to height of 5 feet	11 „	
15-ton medium loaded with 2-ft. firewood	10 „	
15-ton medium loaded with props and slabs ..	14 „	
10-ton medium loaded with 5-ft. firewood (on end) ..	10 „	
10-ton medium loaded with 2-ft. firewood	6 „	
10-ton medium loaded with props..	9 „	
8-ton medium loaded with 5-ft. firewood (on end) ..	8 „	
Truck of cattle or horses..	5½ „	
Truck of sheep or poddies (two tiers)	4½ „	
Truck of sheep or poddies (one tier)	2¼ „	
Truck of sheep or poddies (goods or cattle truck) ..	2¼ „	
Truck of pigs (goods or cattle truck or one tier of sheep truck)	3¼ „	
Truck of pigs (sheep truck, two tiers)	6½ „	
8 and 10 ton (wooden) medium truck of palings and laths	8 „	
10 and 12 ton (iron) medium truck of palings and laths	8½ „	
15 ton „ „ „ „	14½ „	
Water trucks (fitted with three 400-gallon tanks), when full	6 „	
Water tank trucks (2,000 gallons capacity) ..	9 „	
Tender water trucks (Nos. 81 and 84 to 93) ..	8 „	
Tender water trucks (Nos. 61 to 80, 82, 83, 95, 96, 98, and 100)	10 „	
Tender water truck (No. 94)	14 „	

For truck partly loaded with live stock, approximate weight to be shown.

COMPUTATION OF TRAIN LOAD TONNAGE—*continued*

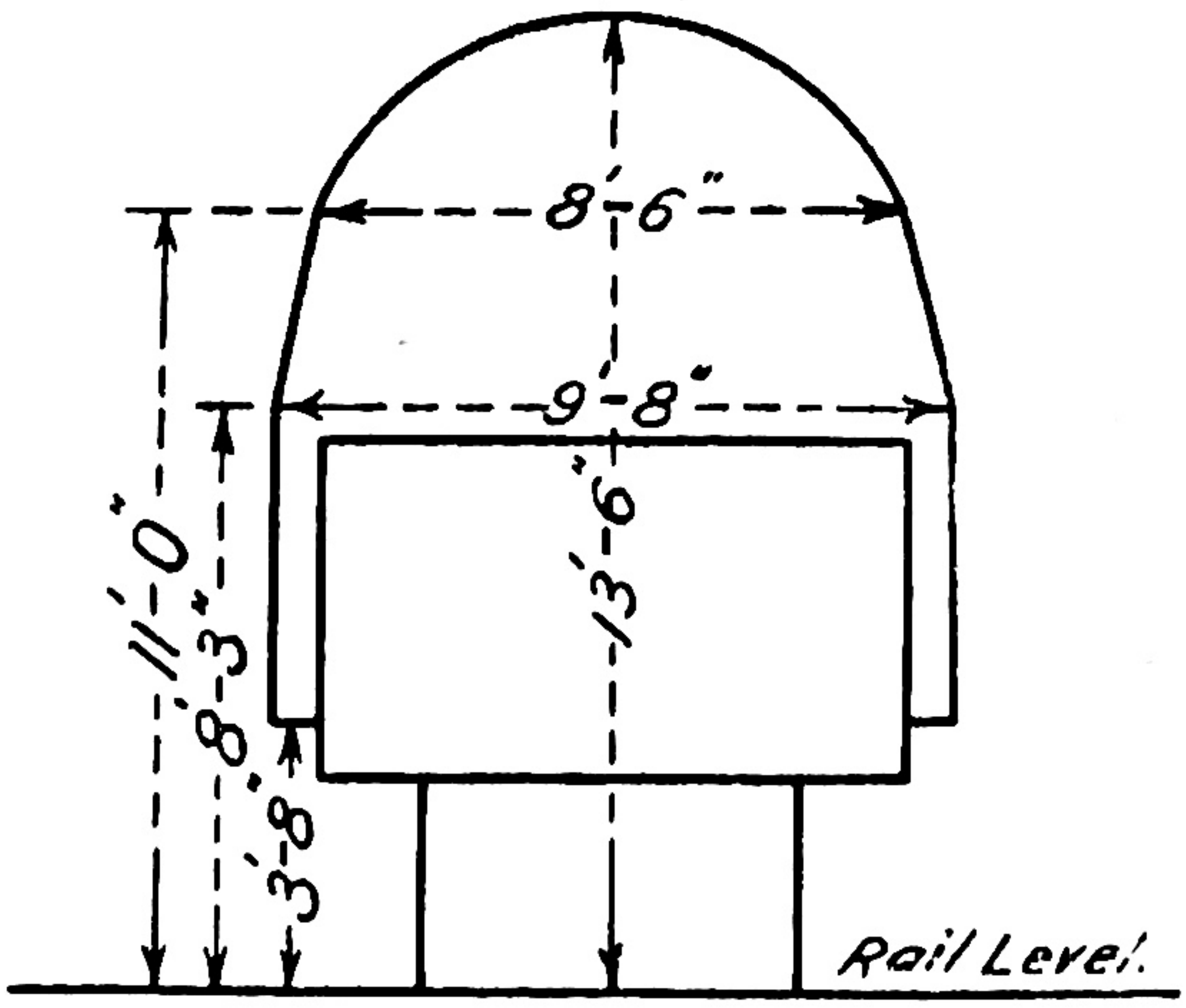
When computing the weight of contents of a loaded truck on a Plant, Ballast, or other Departmental work train, the following scale is to be observed :—

	Weight of Material.
Gravel	1·3 tons per cubic yard
Sand	1·08 ,,
Metal, 1½ inches, 2½ inches, and screenings	1·1 ,,
Earth	1·0 ,,
Spalls	1·06 ,,
Scoria	0·7 ,,
Ashes	0·6 ,,
Sleepers, 9 feet x 10 inches x 5 inches	10 to the ton
Sleepers, 9 feet x 9 inches x 4½ inches	12 ,,
Fence rails, 9 feet x 7 inches x 2½ inches x ½ inch ..	52 ,,
Fence posts, 6 ft. 6 in. x 8 inches x 3½ inches	26 ,,
Bricks (machine pressed)	286 ,,

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

MAXIMUM LOADING GAUGE.

The particulars of the maximum load gauge for Broad Gauge Lines are as shown in the following diagram :—



GENERAL INSTRUCTIONS.

The percentage figures at the head of each column in the Load Schedules indicate the capacity of the locomotive to which the column applies. The DD type has been taken as the standard locomotive, representing 100 per cent. capacity. Locomotives having greater haulage power are indicated by higher percentage figures, and those of lesser haulage power by lower percentage figures. All locomotives are thus grouped in their relation to the standard and the capacity of each may be ascertained from the "Detailed Information as to each Locomotive" herein or from a plate showing this information affixed to the locomotive itself.

Loads for locomotives below 90 per cent. capacity are not, except in a few instances, shown in the Schedules, as they are rarely used on Goods trains. To ascertain the load for any such locomotive multiply the tonnage load for 100 per cent. locomotive by the percentage capacity of the locomotive concerned and divide by 100. Example.—70 per cent. locomotive can take $\frac{70}{100}$ of 270 tons over 1 in 50 grade, viz., 189 tons.

Superheater "A2," and "DD" class locomotives on Goods trains take 5 per cent. and superheater "DDE" locomotives 10 per cent. increased tonnage load over that laid down for saturated engines in the Load Table. Example, on a 1 in 50 grade, the "A2" class (superheater) takes 351 tons, plus 5 per cent., equals 369 tons.

Goods trains, for which a reduced load is authorized, will also take a 5 per cent increase on their authorized load when run by a superheater locomotive.

The scheduled loads laid down for Goods trains, on Broad Gauge lines, may be exceeded by 6 tons, when by so doing an extra vehicle can be despatched by a train which would otherwise be under the scheduled load.

The scheduled loads are for ordinary weather. When from any cause, such as a defective locomotive, bad rail conditions, or unusually bad weather, the Driver considers that the load should be reduced, any request made by him in this direction should, if practicable, be acceded to; and if the reduction made applies over the ruling grade portion of the journey, the Guard must show the reason therefor (which the Driver must supply) on his running statement. In addition, a special report of each case, whether affecting the ruling grade portion of the journey or not, must be furnished by the Driver and Guard to their superior Officers at the home station, to be forwarded to the Superintendent of Locomotive Running and to the Superintendent of Goods Train Service respectively.

In every instance in which a Goods or Mixed train obtains the maximum vehicle limit, a brief note to that effect must be made on the Running Statement.

Locomotives running tender first shall be given 10 per cent. less than the schedule load on grades of 1 in 100 and steeper. In the case of locomotives running tender first in the suburban area, a reduction of 10 per cent. in the schedule load must be allowed, irrespective of the grade.

All tonnage loads are subject to the water capacity of the locomotive.

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

General Instructions—*continued.*

Ordinarily two or more locomotives attached to a train haul a load representing the full tonnage that each can take added together, subject on some sections to a percentage reduction and to a reduced vehicular limitation, which appear in the Load Schedules.

The general conditions governing engines assisting in front of trains are shown in the General Appendix.

Momentum Grades.

Attention is particularly directed to the instructions regarding momentum speeds included in the footnotes to the various Load Schedules, and the following is general information on the subject :—

A speed of 20 miles an hour approaching an Up grade will lift a train at least 10 feet by momentum, and will assist to that extent up an incline over which the locomotive could not otherwise haul the train. A speed of 25 miles an hour will lift a train at least 19 feet ; of 30 miles an hour, 28 feet ; of 35 miles an hour, 40 feet ; and of 40 miles an hour, 53 feet. When surmounting a momentum grade, the speed of approach is more reliable even with a reduced boiler pressure than a low speed with a full boiler pressure.

To Calculate Speed of Trains.

Time in going a half of a mile. Seconds.	Miles per Hour.	Time in going a half of a mile. Seconds.	Miles per Hour.	Time in going a half of a mile. Min. Sec.	Miles per Hour.	Time in going a half of a mile. Min. Sec.	Miles per Hour.	Time in going a half of a mile. Min. Sec.	Miles per Hour.	Time in going a half of a mile. Min. Sec.	Miles per Hour.
30	60	46	39	1 0	30	1 22	22	2 0	15	4 16	7
32	56	48	37	1 2	29	1 26	21	2 8	14	5 0	6
34	53	50	36	1 4	28	1 30	20	2 18	13	6 0	5
36	50	52	35	1 6	27	1 34	19	2 30	12	7 30	4
38	47	54	33	1 10	26	1 40	18	2 44	11	10 0	3
40	45	56	32	1 12	25	1 46	17	3 0	10	15 0	2
42	43	58	31	1 14	24	1 52	16	3 20	9	30 0	1
44	41	..	..	1 18	23	..	..	3 44	8	..	..

1,800 *divided by the number of seconds* occupied by a train in travelling half a mile will give the average speed of the train in miles per hour.

It must be remembered that the speeds specified as being necessary to ascend certain grades are subject to any special speed restrictions for the time being in force, and if the prescribed speed cannot be attained because of some restriction of the kind, the load must not exceed what the locomotive could haul over the grade without the aid of momentum.

Mileage Shown in Load Schedule Footnotes.—The mileage quoted in the footnotes is in every instance in accordance with that shown in the Grade Book.

GENERAL INSTRUCTIONS—*continued.*

Working of Trains down gradients.—Special attention is directed to the following instructions, which are reprinted from the General Appendix :—

(*a*) The Driver and Guard will be responsible for having their train under proper control and for working it safely down gradients. The Driver, must test the Air Brake before descending a steep gradient, and if when the test is made, he is of opinion that he cannot maintain a sufficient air pressure in the train pipe, or that otherwise the brake power is not adequate to control the train down the gradient, the speed must be reduced, and, if necessary, the train must be brought to a stand and a sufficient number of Hand Brakes applied, so that the speed may be properly controlled and the train stop where required.

(*b*) The duty of applying the Hand Brakes to the number specified by the Driver, and of releasing them again at the place where the Driver elects to have this done, must be jointly performed by the Fireman and the Guard.

(*c*) The Hand Brakes should only be applied on vehicles on which the Air Brake is not in operation ; if, however, the number of these be insufficient, the Hand Brake must also be applied on as many vehicles, in cluding those fitted with the Air Brake Apparatus, as may be necessary

(*d*) Hand brake levers when pressed down must be secured by pin or ratchet and with heavily laden vehicles as much pressure as possible should be applied ; but care must be taken to see that the Hand Brakes (especially those of the screw type) are not fastened so securely as to prevent the wheels revolving.

(*e*) When a train is stopped for the purpose of applying or releasing Hand Brakes, as laid down in this clause, it will not be necessary, except in the case of unusual delay, for the Guard to go back and protect his train.

The above instruction is general, but special directions have been issued concerning particular grades, and in the footnotes to the Schedules attention is drawn to these instructions.

GENERAL REFERENCES TO FOOTNOTES.

a One (1) hour before and during passenger traffic.

Exception.—From Flinders-street to Spencer-street the "a" load will apply only between the hours 7 a.m. to 9.30 a.m., 4.30 p.m to 8 p.m. week days, and in addition 12 noon to 2 p.m. Saturdays ; the "b" load to apply at other periods.

b After passenger traffic has ceased and until one (1) hour before the first passenger train in the morning.

c Momentum speeds necessary to ascend grades.

d Reference to General Appendix.

f Special vehicle limitations.

x Load for trains not requiring to stop at certain stations.

SPENCER-STREET TO TRARALGON.

SECTION.		LOAD SCHEDULE.							SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
Mileage.	DOWN.	% 205	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.										
1	Flinders-st. a	Run "light" only.	667	598	589	520	460	414	40	50	Country, 5% Suburban, nil
	b c		964	865	851	751	665	599	60	50	
5	Toorak ..d		471	423	416	367	325	293	,,	,,	
7	Malvern ..		471	423	416	367	325	293	,,	,,	
	,, ..x		725	650	640	565	500	450	,,	,,	
8	Caulfield ..		725	650	640	565	500	450	,,	,,	
9	Murrumbeena		943	845	832	735	650	585	,,	,,	
11	Oakleigh ..	..	..	..	..	..	..	..	..	..	
13	Clayton ..	871	616	553	544	480	425	383	60	50	10%
15	Spring Vale	..	..	..	..	..	..	..	..	..	
17	Noble Park	..	..	..	..	..	..	..	..	..	
20	Dandenong	1333	943	845	832	735	650	585	60	50	
24	Hallam ..	1271	899	806	794	701	620	558	,,	,,	5%
26	Narre Warren	1476	1044	936	922	814	720	648	,,	,,	
28	Berwick ..	..	..	..	..	..	..	..	..	..	
30	Beaconsfield	554	392	351	346	305	270	243	60	50	
31	Hargreaves Sdg. ..	..	..	..	..	..	..	..	..	..	
32	Officer ..	1476	1044	936	922	814	720	648	60	50	
37	Pakenham..	1128	798	715	704	622	550	495	,,	,,	
41	Nar-nar-goon ..	820	580	520	512	452	400	360	,,	,,	
44	Tynong ..	1476	1044	936	922	814	720	648	,,	,,	
47	Garfield ..	554	392	351	346	305	270	243	,,	,,	
48	Jefferson's Sdg. ..	..	..	..	..	..	..	..	..	..	
50	Bunyip ..	615	435	390	384	339	300	270	60	50	
52	Longwarry	1230	870	780	768	678	600	540	,,	,,	
58	Drouin ..	..	..	..	..	..	..	..	..	..	
62	Warragul ..	554	392	351	346	305	270	243	60	50	
64	Nilma ..	..	..	..	..	..	..	..	..	..	
67	Darnum ..c	656	464	416	410	362	320	288	50	40	

Continued on page 25.

SPENCER-STREET TO TRARALGON—*continued.*

(Commenced on page 24.)

SECTION.		LOAD SCHEDULE.								SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.—*con.*											
70	Yarragon ..	..		..	..	..	..	..	..	..	..	5%
75	Trafalgar ..	..		..	..	..	..	..	..	..	..	
81	Moe .. **c**	718		508	455	448	396	350	315	50	40	
86	Herne's Oak..	..		..	..	..	..	..	..	..	..	
90	Morwell ..	554		392	351	346	305	270	243	50	40	
99	Traralgon .. **c**	820		580	520	512	452	400	360	„	„	

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
	Viaduct Junction (Spencer-street) (" b " load) ..	15
38½	approaching Nar-nar-goon	25
63½	after leaving Nilma	20
76	after leaving Trafalgar	25
95	approaching Traralgon	20

d See General Appendix for special instructions *re* Toorak.

x For trains starting from Toorak Yard only.

TRARALGON TO SPENCER-STREET.

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 205		% 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Traralgon											
9	Morwell ..	554		392	351	346	305	270	243	50	40	5%. When train with "A2" class engine is assisted from Warragul to Drouin by another engine of same class, 10%. Vehicle limitation, 40
13	Herne's Oak .. c	666		471	423	416	367	325	293	,,	,,	
18	Moe ..	554		392	351	346	305	270	243	,,	,,	
24	Trafalgar ..	..		..	..	..	..	..	..	..	..	
29	Yarragon .. c	1025		725	650	640	565	500	450	50	40	
32	Darnum .. c	554		392	351	346	305	270	243	,,	,,	
35	Nilma ..	..		..	..	..	..	..	..	..	..	
37	Warragul .. c	738		522	468	461	407	360	324	50	40	
41	Drouin ..	554		392	351	346	305	270	243	60	50	
47	Longwarry ..	1108		783	702	691	610	540	486	,,	,,	
49	Bunyip ..	1025		725	650	640	565	500	450	,,	,,	
51	Jefferson's Sdg.	..		..	..	..	..	..	..	..	..	
52	Garfield .. c	943		667	598	589	520	460	414	60	50	
55	Tynong ..	943		667	598	589	520	460	414	,,	,,	
58	Nar-nar-goon	1476		1044	936	922	814	720	648	,,	,,	
62	Pakenham ..	1108		783	702	691	610	540	486	,,	,,	
67	Officer .. c	1005		711	637	627	554	490	441	,,	,,	
68	Hargreave's Siding ..	1230		870	780	768	678	600	540	,,	,,	
69	Beaconsfield..	1128		798	715	704	622	550	495	,,	,,	
71	Berwick ‡c	1005		711	637	627	554	490	441	,,	,,	
73	Narre Warren	1230		870	780	768	678	600	540	,,	,,	
75	Hallam ..	1476		1044	936	922	814	720	648	,,	,,	
79	Dandenong ..	1005		711	637	627	554	490	441	,,	,,	
	,, .. x	1108		783	702	691	610	540	486	,,	,,	

For Notes see page 27.

TRARALGON TO SPENCER-STREET—*continued.*

(Commenced on page 26.)

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 205		% 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Traralgon—*con.*											
82	Noble Park	..		..	..	..	..	..	..	..	..	33%
84	Spring Vale	..		..	..	..	..	..	..	..	..	
86	Clayton ..	1107		783	702	691	610	540	486	60	50	
88	Oakleigh ..	1128		798	715	704	622	550	495	"	"	
90	Murrumbeena			..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
91	Caulfield ..			..	..	..	..	..	..	..	..	
92	Malvern† ..	Run light only.		..	..	..	..	..	..	..	..	
94	Toorak ..			..	..	..	..	..	..	..	..	
98	Flinders-st. *			435	390	384	339	300	270	39	39	
	Flinders-st. **d, c**			783	702	691	610	540	486	60	50	
99	Spencer-st. **a**			783	702	691	610	540	486	40	50	
	Spencer-st. **b, c**			964	865	851	751	665	599	60	50	

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade—

At Mileage—	Speed Necessary. (Miles per Hour)	At Mileage—	Speed Necessary (Miles per Hour).
86¼ approaching Herne's Oak ..	30	27¾ after leaving Beaconsfield ..	25
75¾ approaching Trafalgar ..	25	25 approaching Narre Warren	25
64¼ approaching Nilma ..	20	6 approaching Malvern† ..	25
46½ approaching Garfield ..	25	Viaduct Junction (Flinders-street) ("b" load) ..	15
34½ after leaving Pakenham ..	20		

† Officer-in-charge, Caulfield, before allowing an Up Goods train to proceed, must ascertain that it is not likely to be checked when approaching Malvern.

d See General Appendix for instructions *re* Brakes and instructions *re* trains required to stop between Oakleigh and Melbourne.

* For trains required to shunt at Toorak, and subject to a vehicle limit of 39, see General Appendix.

x Loads for Goods trains not required to stop at Hallam.

‡ When an Up Goods train with a full load stops at Beaconsfield, the locomotive should re-commence the journey not nearer to the grade than the Up end of the platform, in order to obtain the necessary momentum. If it should be necessary for the train to set back in order to do this, the movement must be authorized by the Stationmaster, and the instructions in the General Appendix must be complied with.

TRARALGON TO ORBOST.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Traralgon									
4	Loy Yang ..	..	..	..	..	..	..	..	..	
9	Flynn ..	392	351	346	305	270	243	50	40	
14	Rosedale ..	711	637	627	554	490	441	,,	,,	
22	Kilmany .. C	580	520	512	452	400	360	,,	,,	
26	Fulham ..	580	520	512	452	400	360	,,	,,	
29	Wurruk Sdg.	..	..	..	..	..	..	..	..	
30	Sale ..	943	845	832	735	650	585	50	40	
35	Montgomery ..	..	..	..	..	..	..	..	..	5%
39	Stratford Jun.	..	..	..	..	..	..	..	..	
40	Stratford ..	725	650	640	565	500	450	50	40	
47	Munro ..	..	..	..	..	..	..	..	..	
50	Futcher's Sdg.	..	..	..	..	..	..	..	..	
55	Fernbank ..	392	351	346	305	270	243	50	40	
62	Lindenow ..	..	..	..	..	..	..	..	..	
66	Hillside ..	..	..	..	..	..	..	..	..	
73	Bairnsdale ..	798	715	704	622	550	495	50	40	
79	Nicholson ..	413	..	365	..	285	257	35	35	
85	Bumberrah ..	..	..	..	..	..	..	..	..	
90	Mossiface ..	..	..	..	..	..	..	..	..	
93	Bruthen ..	392	..	346	..	270	243	35	35	
101	Colquhoun ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
108	Driver's Sdg.	..	..	..	..	..	..	..	..	
110	Nowa Nowa ..	..	..	..	..	..	..	..	..	
116	Tostaree ..	..	..	..	..	..	..	..	..	
124	Waygara ..	..	..	..	..	..	..	..	..	
133	Orbost ..	377	..	333	..	260	234	35	35	

Notes.

C Ascending grades, Down journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
$115\frac{3}{4}$ after crossing Latrobe River	20
$118\frac{1}{2}$ approaching Kilmany	30

ORBOST TO TRARALGON.

Section.			Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Orbost										
9	Waygara ..		377	..	333	..	260	234	35	35	Load of train engine must not be exceeded
17	Tostaree ..		392	..	346	..	270	243	,,	,,	
23	Nowa Nowa ..		..	..	..	..	..	..	..	..	
25	Driver's Sdg.		..	..	..	..	..	..	..	..	
32	Colquhoun ..		377	..	333	..	260	234	35	35	
40	Bruthen ..		..	..	..	..	..	..	..	..	
43	Mossiface ..		..	..	..	..	..	..	..	..	
48	Bumberrah ..		..	..	..	..	..	..	..	..	
54	Nicholson ..		..	..	..	..	..	..	..	..	
60	Bairnsdale ..		392	..	346	..	270	243	35	35	
67	Hillside ..		392	351	346	305	270	243	50	40	5%
71	Lindenow ..		..	..	..	..	..	..	..	..	
78	Fernbank ..		..	..	..	..	..	..	..	..	
83	Futcher's Sdg.		479	429	422	373	330	297	50	40	
86	Munro ..	c	544	488	480	424	375	338	,,	,,	
93	Stratford ..	c	616	553	544	480	425	383	,,	,,	
94	Stratford Jun.		..	..	..	..	..	..	..	..	
98	Montgomery		..	..	..	..	..	..	..	..	
103	Sale ..		798	715	704	622	550	495	50	40	
104	Wurruk Sdg.		..	..	..	..	..	..	..	..	
107	Fulham ..		..	..	..	..	..	..	..	..	
111	Kilmany ..		..	..	..	..	..	..	..	..	
119	Rosedale ..		580	520	512	452	400	360	50	40	
124	Flynn ..	c	522	468	461	406	360	324	,,	,,	
129	Loy Yang ..		..	..	..	..	..	..	..	..	
133	Traralgon ..	c	558	500	469	435	385	347	50	40	

Notes.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
160½ approaching Lindenow ..	30
150¾ after leaving Fernbank ..	30
147¼ after leaving Futcher's Siding ..	20
144½ after leaving Munro ..	20
107 approaching Flynn ..	30
102½ approaching Loy Yang ..	20
101¾ approaching Loy Yang ..	20
99¾ after leaving Loy Yang ..	20
99¼ after leaving Loy Yang ..	20

WARRAGUL AND NOOJEE.

Mileage.	SECTION. DOWN.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Warragul							
3	Lillico ..	..	..	..	..	..	..	Double-heading not allowed
6	Buln Buln ..	392	346	270	243	35	—	
7	Bravington ..	725	640	500	450	„	—	
8	Rokeby ..	..	..	..	..	..	..	
11	Crossover ..	..	..	..	..	..	..	
14	Neerim South	276	243	190	171	35	—	
15	Quarry Sdg. ..	254	224	175	158	30	—	
18	Neerim ..	..	..	..	..	..	..	
22	Nayook ..	181	160	125	113	30	—	
27	Timber Sdg.	..	..	..	..	..	..	
28	Noojee ..	435	384	300	270	30	—	
	UP.							
	Noojee							
1	Timber Sdg. ..	..	..	..	..	..	..	Double-heading not allowed
6	Nayook ..	247	218	170	153	30	—	
10	Neerim ..	297	262	205	185	„	—	
13	Quarry Sdg. ..	435	384	300	270	..	..	
14	Neerim South	580	512	400	360	30	—	
17	Crossover ..	..	..	..	..	..	..	
20	Rokeby ..	522	461	360	324	35	—	
21	Bravington ..	..	..	..	..	..	..	
22	Buln Buln ..	290	256	200	180	35	—	
25	Lillico ..	..	..	..	..	..	..	
28	Warragul ..	392	346	270	243	35	—	
	Warragul cx	435	384	300	270	„	—	

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—	Speed Necessary (Miles per Hour).
64½ approaching Lillico	20

x For trains not required to stop at Lillico.

HERNE'S OAK AND YALLOURN.
MORWELL AND NORTH MIRBOO.

Mileage.	SECTION.	LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Herne's Oak									
2	Yallourn ..c	798	715	704	622	550	495	60	—	Double-heading not allowed
	UP.									
	Yallourn									
2	Herne's Oak ..c	392	351	346	305	270	243	60	—	
	DOWN.									
	From— Morwell									
3	Hazelwood ..	..	..	..	..	..	..	..	..	Double-heading not allowed
7	Yinnar ..	..	..	..	..	..	..	..	..	
12	Boolarra ..	297	..	262	..	205	185	30	—	
17	Darlimurla ..	..	..	..	..	..	..	..	..	
20	North Mirboo	276	..	243	..	190	171	30	—	
	UP.									
	North Mirboo									
3	Darlimurla ..	..	..	..	..	..	..	..	..	
8	Boolarra ..	595	..	525	..	410	369	30	—	
13	Yinnar ..	392	..	346	..	270	243	"	—	
17	Hazelwood ..	297†	..	346	..	270	243	"	—	
20	Morwell ..	392	..	346	..	270	243	"	—	

Continued on page 32.

HERNE'S OAK AND YALLOURN, MORWELL AND NORTH MIRBOO—*continued.*

(Commenced on page 31.)

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—	Speed Necessary (Miles per Hour).
At foot of bank near Yallourn Station	20

Up Journey.

At foot of bank approaching Herne's Oak Junction ..	20
100 after leaving Boolarra	25
94¾ after leaving Yinnar	25

† Special load account speed limitation of "N" and "K" classes.

TRARALGON AND STRATFORD.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Traralgon							
6	Glengarry ..	392	346	270	243	40	30	10%
11	Toongabbie ..	544	480	375	338	”	”	
16	Cowwarr ..	..	..	..	..	..	..	
20	Dawson ..	731	646	505	455	40	30	
23	Heyfield ..c	392†	422	330	297	”	”	
29	Tinamba ..	..	..	..	..	..	..	
34	Maffra ..	..	..	..	..	..	..	
37	Powerscourt	..	..	..	..	..	..	
39	Stratford Jun.	..	..	..	..	..	..	
40	Stratford ..	558	493	385	347	40	30	
	UP.							
	Stratford							
1	Stratford Jun.	..	..	..	..	..	..	10%
3	Powerscourt	..	..	..	..	..	..	
6	Maffra ..	558	493	385	347	40	30	
11	Tinamba ..	943	832	650	585	”	”	
17	Heyfield ..c	392†	422	330	297	”	”	
20	Dawson ..	392	346	270	243	”	”	
24	Cowwarr ..	943	832	650	585	”	”	
29	Toongabbie ..c	392†	422	330	297	”	”	
34	Glengarry ..	943	832	650	585	”	”	
40	Traralgon ..c	392†	422	330	297	”	”	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
119	approaching Heyfield	25
	Up Journey.	
124½	after leaving Tinamba	30
121	approaching Heyfield	20
112¾	after leaving Cowwarr	30
100	approaching Traralgon	30

† Special load account speed limitation of “N” and “K” classes.

MAFFRA AND BRIAGOLONG.

MOE AND THORPDALE.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Maffra							
7	Boisdale ..	558	493	385	347	40	—	Double-heading not allowed
9	Bushy Park ..	..	..	..	..	..	..	
12	Briagolong ..	638	563	440	396	40	—	
	UP.							
	Briagolong							
3	Bushy Park ..	..	..	..	..	..	..	
5	Boisdale ..	943	832	650	585	40	—	
12	Maffra ..	392	346	270	243	,,	—	
	DOWN.							
	From— Moe							
4	David ..	..	..	..	..	..	..	Double-heading not allowed
5	Coalville ..	..	..	..	..	..	..	
7	Narracan ..	..	..	..	..	..	..	
11	Thorpdale ..	..	..	..	180	35	—	
	UP.							
	Thorpdale							
4	Narracan ..	..	..	..	..	..	..	
6	Coalville ..	..	..	..	369	35	—	
7	David ..	..	..	..	..	..	..	
11	Moe ..	..	..	..	585	35	—	

SPENCER-STREET TO KORUMBURRA.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.											
	Flinders- a	Run "light" only.		667	598	589	520	460	414	40	50	
1	st. b c			964	865	851	751	665	599	60	50	
	Toorak ..d			471	423	416	367	325	293	,,	,,	
5	Malvern ..			471	423	416	367	325	293	,,	,,	Country, 5%
7	,, ..x			725	650	640	565	500	450	,,	,,	Suburban, nil
	Caulfield ..			725	650	640	565	500	450	,,	,,	
8	Murrumbeena			943	845	832	735	650	585	,,	,,	
9	Oakleigh ..			..	..	..	..	..	..	..	..	
11	Clayton ..	871		616	553	544	480	425	383	60	50	
13	Spring Vale	..		..	..	..	..	..	..	..	..	
15	Noble Park	..		..	..	..	..	..	..	..	..	
17	Dandenong	1333		943	845	832	735	650	585	60	50	
20	Lyndhurst	902		638	572	563	497	440	396	,,	,,	
24	Cranbourne	677		479	429	422	373	330	297	,,	,,	
28	Mayfield											
29	Sand Sdg.	..		..	..	..	..	..	..	..	..	
	Clyde ..d	..		..	..	..	..	..	..	..	..	
32	Tooradin ..	..		..	..	..	..	..	..	..	..	10%
37	Dalmore ..	..		..	..	..	..	..	..	..	..	
38	Koo-wee-rup	..		..	..	..	..	..	..	..	..	
42	Monomeith	..		..	..	..	..	..	..	..	..	
44	Caldermeade	..		..	..	..	..	..	..	..	..	
46	Lang Lang	1333		943	845	832	735	650	585	60	50	
48	Nyora ..d	554		392	351	346	305	270	243	,,	,,	Nil
57	Loch ..	—		522	468	461	407	360	324	40	40	
60	Jeetho ..	..		..	..	..	..	..	..	..	..	Load of
63	Bena ..	..		..	..	..	..	..	..	..	..	train en-
66	Whitelaw ..	..		..	..	..	..	..	..	..	..	gine must
68	Korumburra											not be
69	Cattle Sdg.	..		..	..	..	..	..	..	..	..	exceeded
70	Korumburra	..		297	267	262	232	205	185	40	40	

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.
d See General Appendix for special instructions *re* Toorak, Clyde, and Nyora.
c With load above three-fourths of the full tonnage a speed of 15 miles per hour must be attained at Viaduct Junction, Spencer-street ("b" load) to take load over the grade.
x For trains starting from Toorak Yard only.

KORUMBURRA TO SPENCER-STREET.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Korumburra											
1	Korumburra Cattle Sdg	..		..	..	..	..	..	..	..	..	
2	Whitelaw ..	..		..	..	..	..	..	..	..	..	
4	Bena ..c	..		348	312	307	271	240	216	40	30	
7	Jeetho ..	..		..	..	..	..	..	..	..	..	
10	Loch ..	..		479	429	422	373	330	297	40	30	
13	Nyora ..	—		392	351	346	305	270	243	"	"	
22	Lang Lang	..		..	..	..	..	..	..	..	..	
24	Caldermeade	..		..	..	..	..	..	..	..	..	
26	Monomeith	..		..	..	..	..	..	..	..	..	
28	Koo-wee-rup	..		..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
32	Dalmore ..	..		..	..	..	..	..	..	..	..	
33	Tooradin ..	1538		1088	975	960	848	750	675	60	50	
38	Clyde ..	..		..	..	..	..	..	..	..	..	
41	Mayfield Sand Sdg.	..		..	..	..	..	..	..	..	..	
42	Cranbourne c d	1107		783	702	691	610	540	486	60	50	
46	Lyndhurst	..		..	..	..	..	..	..	..	..	
50	Dandenong c	1599		1131	1014	998	881	780	702	60	50	
53	Noble Park	..		..	..	..	..	..	..	..	..	
55	Spring Vale	..		..	..	..	..	..	..	..	..	33%
57	Clayton ..c	1107		783	702	691	610	540	486	60	50	
59	Oakleigh ..	1128		798	715	704	622	550	495	"	"	
61	Murrumbeena	Run "light" only.		..	..	..	..	..	..	..	..	
62	Caulfield ..			..	..	..	..	..	..	..	..	
63	Malvern ..			..	..	..	..	..	..	..	..	
65	Toorak ..			..	..	..	..	..	..	..	..	
69	Flinders-st. *			435	390	384	339	300	270	39	39	Load of train engine must not be exceeded
	d c			783	702	691	610	540	486	60	50	
70	Spencer-st. ‡ a			783	702	691	610	540	486	40	50	
	b c			964	865	851	751	665	599	60	50	

Continued on page 37.

KORUMBURRA TO SPENCER-STREET—*continued.*

(Commenced on page 36.)

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).
$67\frac{1}{2}$	approaching Whitelaw	25
$31\frac{3}{4}$	approaching Clyde	25
$20\frac{3}{4}$	approaching Dandenong	20
6	approaching Malvern †	25
	Viaduct Junction (Flinders-street) ("b" load)	15

† Officer-in-charge, Caulfield, before allowing an Up Goods train to proceed, must ascertain that it is not likely to be checked when approaching Malvern.

d See General Appendix for special instructions in regard to Nyora, Clyde, Toorak, Caulfied *re* brakes and *re* trains required to stop between Oakleigh and Melbourne.

* For trains required to shunt at Toorak, and subject to a vehicle limit of 39.

‡ Through coal trains to Spotswood Power Station may take the tonnage load, Nyora to Melbourne (viz., 540 tons for 100 % loco.), through to Spotswood during Passenger traffic.

KORUMBURRA TO WOODSIDE.

ALBERTON TO PORT ALBERT.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Korumburra									
3	Kardella ..	..	..	..	..	..	..	..	..	25%
6	Ruby ..	508	455	448	396	350	315	40	30	
9	Leongatha ..	297	267	262	232	205	185	,,	,,	
11	Ballast Sdg. ..	392	351	346	305	270	243	,,	,,	
12	Gwyther ..	..	..	..	..	..	..	..	..	
14	Koonwarra ..	..	..	..	..	..	..	..	..	
17	Tarwin ..	..	..	..	..	..	..	..	..	
19	Meeniyan ..	..	..	..	..	..	..	..	..	
21	Stony Creek..	..	..	..	..	..	..	..	..	
26	Buffalo ..c	326	—	288	—	225	203	40	30	
29	Boys ..	..	..	..	..	..	..	..	..	
31	Fish Creek ..	..	..	..	..	..	..	..	..	
34	Hoddle Range	297	—	262	—	205	185	40	30	
39	Foster ..	943	—	832	—	650	585	,,	,,	
42	Bennison ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
45	Toora ..	..	..	..	..	..	..	..	..	
48	Agnes ..	..	..	..	..	..	..	..	..	
51	Welshpool ..	..	..	..	..	..	..	..	..	
55	Hedley ..	..	..	..	..	..	..	..	..	
61	Gelliondale ..	..	..	..	..	..	..	..	..	
64	Alberton ..	943	—	832	—	650	585	60	60	
68	Yarram ..	943	—	832	—	650	585	,,	—	
71	Devon ..	..	..	..	..	..	..	..	..	
73	Calrossie ..c	667	—	589	—	460	414	60	—	
76	Won Wron ..	479	—	422	—	330	297	,,	—	
82	Napier ..	392	—	346	—	270	243	40	—	
86	Woodside ..	1015	—	896	—	700	630	,,	—	
	Alberton—									
4	Port Albert ..	943	—	832	—	650	585	60	60	Load of train engine must not be exceeded

Continued on page 39.

KORUMBURRA TO WOODSIDE—*continued.*

(Commenced on page 38.)

NOTE.

t Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—	Speed Necessary (Miles per Hour).
83¼ after leaving Koonwarra	20
88¼ Locomotive of Down train stopping at Meeniyan should, in order to obtain the necessary momentum, recommence the journey not nearer to the grade than the Down end of platform	—
139 approaching Devon	20

PORT ALBERT TO ALBERTON.
WOODSIDE TO KORUMBURRA.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Port Albert									
4	Alberton ..	943	—	832	—	650	585	60	60	Load of train engine must not be exceeded
—	Woodside									From Agnes to Toora 10%, on other Sections load of train engine must not be exceeded
4	Napier ..	435	—	384	—	300	270	40	—	
10	Won Wron ..	392	—	346	—	270	243	,,	—	
13	Calrossie ..c	667	—	589	—	460	414	60	—	
15	Devon ..	..	..	..	..	..	..	..	..	
18	Yarram ..	..	..	..	..	..	..	..	..	
22	Alberton ..	1044	—	922	—	720	648	60	—	
25	Gelliondale ..	..	..	..	..	..	..	..	..	
31	Hedley ..	..	..	..	..	..	..	..	..	
35	Welshpool ..	..	..	..	..	..	..	..	..	
38	Agnes ..	943	—	832	—	650	585	60	60	
41	Toora ..c	522	—	461	—	360	324	60	50	
44	Dennison ..	..	..	..	..	..	..	..	..	
47	Foster ..	731	—	646	—	505	455	60	60	
52	Hoddle Range	..	..	..	..	..	..	..	..	25%
55	Fish Creek ..	..	..	..	..	..	..	..	..	
57	Boys ..	297	—	262	—	205	185	40	30	
60	Buffalo ..	..	..	..	..	..	..	..	..	
65	Stony Creek	..	..	..	..	..	..	..	..	
67	Meeniyan ..	..	..	..	..	..	..	..	..	
69	Tarwin ..	..	..	..	..	..	..	..	..	
72	Koonwarra ..	..	..	..	..	..	..	..	..	
74	Gwyther ..	..	..	..	..	..	..	..	..	
75	Ballast Sdg. c	348	—	307	—	240	216	40	30	
77	Leongatha ..	297	267	262	232	205	185	,,	,,	
80	Ruby ..	..	..	..	..	..	..	..	..	
83	Kardella ..	..	..	..	..	..	..	..	..	
86	Korumburra..	297	267	262	232	205	185	40	30	

Continued on page 41.

WOODSIDE TO KORUMBURRA—*continued.*

(Commenced on page 40.)

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).
142¾	approaching Calrossie	20
114¼	approaching Toora	25
85¼	approaching Koonwarra	20
83¾	approaching Koonwarra	20
82½	after leaving Koonwarra	20

KOO-WEE-RUP AND STREZLECKI.

Mileage.	SECTION.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From—Koo-we-rup							
5	Bayles ..	..	896	700	630	60	—	Double-heading not allowed
9	Catani ..	..	..	..	..	..	..	
11	Yannathan ..	..	832	650	585	60	—	
14	Heathhill ..c	..	704	550	495	,,	—	
19	Athlone ..	..	..	..	..	..	..	
22	Topiram ..	..	..	..	..	..	..	
25	Triholm ..	..	563	440	396	60	—	
31	Strezlecki ..	..	166	130	117	30	—	
	UP.							
	Strezlecki							
6	Triholm ..d	..	640	500	450	30	—	Double-heading not allowed
9	Topiram ..	..	..	..	..	..	..	
12	Athlone ..	..	..	..	..	..	..	
17	Heathhill ..	..	..	..	..	..	..	
20	Yannathan ..	..	..	..	..	..	..	
22	Catani ..	..	..	..	..	..	..	
26	Bayles ..	..	..	..	..	..	..	
31	Koo-wee-rup	..	922	720	648	60	—	

NOTES.

c At mileage 54, approaching Heathhill on Down journey, a speed of 20 miles per hour is necessary to take load over the grade.

d See special instruction in Working Time Table *re* brakes on Up journey.

NYORA AND GARDEN BLOCKS.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Nyora											
7	Woodleigh	..		..	..	..	..	..	..	..	..	
10	Kernot ..	..		..	..	..	..	..	..	..	..	
12	Almurta ..	..		..	..	..	..	..	..	..	..	
13	Glen Forbes	..		..	..	..	..	..	..	..	..	
17	Woolamai **c**	871		616	553	544	480	425	383	50	40	
21	Anderson	..		..	..	..	..	..	..	..	..	
23	Mitchell's Sdg. ..	666		471	423	416	367	325	293	50	40	Nil
24	Kilcunda Goods Sdg.	..		..	..	..	..	..	..	..	..	
27	Dalyston ..	718		508	455	448	396	350	315	50	40	
	" **c x**	871		616	553	544	480	425	383	"	"	
30	State Mine	..		..	..	..	..	..	..	..	..	
31	Wonthaggi	871		616	553	544	480	425	383	50	40	
—	Garden Blocks ..	—		421	—	371	—	290	261	40	—	—

Notes.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—	Speed Necessary (Miles per Hour).
59¼ approaching Woodleigh	20

When starting trains with full loads from Glen Forbes, drivers must make all speed to gain sufficient momentum to enable load to be taken over the grade at mileage 69¼.

c, x For trains not required to stop at Kilcunda Goods Siding. With these loads a speed of 15 miles per hour is necessary at mileage 79¼ after passing Kilcunda Goods Siding.

GARDEN BLOCKS AND NYORA.

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 205	% 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
—	From— Garden Blocks Wonthaggi **d**	—	1015	—	896	—	700	630	40	—	—
1	State Mine	..	..	..	..	..	..	..	..	..	
4	Dalyston ..	1333	943	845	832	735	650	585	50	40	
7	Kilcunda Goods Sdg.	..	..	..	..	..	..	..	..	..	
8	Mitchell's Sdg. ..	..	..	..	..	..	..	..	..	..	
10	Anderson ..	666	471	423	416	367	325	293	50	40	Nil
14	Woolamai	871	616	553	544	480	425	383	,,	,,	
18	Glen Forbes	..	..	..	..	..	..	..	..	..	
19	Almurta ..	769	544	488	480	424	375	338	50	40	
21	Kernot ..	..	..	..	..	..	..	..	..	..	
24	Woodleigh	..	..	..	..	..	..	..	..	..	
31	Nyora ..**c**	666	471	423	416	367	325	293	50	40	

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—	Speed Necessary (Miles per Hour).
66 (approaching Kernot)	20

When starting trains with full loads from Kernot, drivers must make all speed to gain sufficient momentum to enable load to be taken over the grade at mileage $64\frac{3}{4}$.

d See General Appendix for special instruction in regard to brakes.

KORUMBURRA AND OUTTRIM.

KORUMBURRA AND COAL CREEK.

Mileage.	Section.	Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Korumburra									
5	Jumbunna	..	..	..	..	..	..	..	..	Double-heading not allowed
6	Jumbunna Coal Coy.'s Siding ..	..	..	..	..	..	..	..	..	
7	Coal Chute ..	..	..	..	..	..	..	..	..	
7	Outtrim ..	297	267	262	232	205	185	30	—	
	UP. Outtrim									
	Coal Chute ..	..	..	..	..	..	..	..	..	
1	Jumbunna Coal Coy.'s Siding ..	..	..	..	..	..	..	..	..	
2	Jumbunna ..	..	..	..	..	..	..	..	..	
7	Korumburra ..	290	260	256	226	200	180	30	—	
	DOWN. From—Korumburra									
1	Coal Creek ..	218	—	192	—	150	135	30	—	Double-heading not allowed
	UP. Coal Creek									
1	Korumburra ..	203	—	179	—	140	126	30	—	
	DOWN. Korumburra									
2	Austral ..	—	—	179	—	140	126	30	—	Double-heading not allowed
	UP. Austral									
2	Korumburra ..	—	—	179	—	140	126	30	—	

SPENCER-STREET TO STONY POINT.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.									
1	Flinders-st. a	667	598	589	520	460	414	40	50	Country, 5% Suburban, nil
	Flinders-st. b c	964	865	851	751	665	599	60	50	
5	Toorak .. d	471	423	416	367	325	293	”	”	
7	Malvern ..	471	423	416	367	325	293	”	”	
	” .. x	725	650	640	565	500	450	”	”	
8	Caulfield ..	725	650	640	565	500	450	”	”	
9	Glen Huntly	..	..	..	..	..	..	..	..	25%
12	Moorabbin ..	616	553	544	480	425	383	40	40	
14	Cheltenham .. c	725	650	640	565	500	450	40	30	
15	Mentone ..	..	..	..	..	..	..	..	..	
18	Mordialloc ..	870	780	768	678	600	540	50	30	
19	Aspendale ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
21	Chelsea ..	..	..	..	..	..	..	..	..	
22	Forsyth's Sdg.	..	..	..	..	..	..	..	..	
23	Carrum ..	..	..	..	..	..	..	..	..	
24	Crystal Sand Co.'s Sdg. ..	..	..	..	..	..	..	..	..	
24	McCulloch's Sdg. ..	..	..	..	..	..	..	..	..	
25	Seaford ..	..	..	..	..	..	..	..	..	
26	Wedge's Sdg.	..	..	..	..	..	..	..	..	
28	Frankston ..	943	845	832	735	650	585	60	60	
31	Langwarrin ..	..	..	..	..	..	..	..	..	5%
33	Baxter ..	392	351	346	305	270	243	40	30	
35	Somerville .. c	464	—	410	—	320	288	”	”	
38	Tyabb ..	..	..	..	..	..	..	..	..	
41	Hastings ..	..	..	..	..	..	..	..	..	
43	Bittern ..	..	..	..	..	..	..	..	..	
46	Crib Point ..	..	..	..	..	..	..	..	..	
47	Stony Point	537	—	474	—	370	333	40	30	

Continued on page 47.

SPENCER-STREET TO STONY POINT—*continued.*

(Commenced on page 46.)

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With loads above three-fourths of the full tonnage, th speed shown at the mileages hereunder must be attained to take load over th grade :—

Down Journey.

At Mileage—	Speed Necessary (Miles per Hour).
Viaduct Junction (Spencer-street) "b" load ..	15
12¼ after leaving Highett	25
32½ after leaving Baxter	20
33¼ approaching Somerville..	15
33½ approaching Somerville	15

d See General Appendix for special instructions with regard to Toorak.

x For trains starting from Toorak Yard only.

STONY POINT TO SPENCER-STREET.

SECTION.		LOAD SCHEDULE.						SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
Mileage.	UP.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Stony Point									
1	Crib Point ..	..	..	..	..	..	..	..	..	5%
4	Bittern ..	..	..	..	..	..	..	..	..	
6	Hastings ..	..	..	..	..	..	..	..	..	
9	Tyabb ..	..	..	..	..	..	..	..	..	
12	Somerville ..	392	—	346	—	270	243	40	30	
14	Baxter ..	616	—	544	—	425	383	„	„	
16	Langwarrin ..	392	351	346	305	270	243	„	„	
19	Frankston ..	725	650	640	565	500	450	„	„	
21	Wedge's Sdg.	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
22	Seaford ..	943	845	832	735	650	585	60	60	
23	McCulloch's Siding ..	..	..	..	..	..	..	..	..	
23	Crystal Sand Co.'s Siding	..	..	..	..	..	..	..	..	
24	Carrum ..	..	..	..	..	..	..	..	..	
25	Forsyth's Sdg.	..	..	..	..	..	..	..	..	
26	Chelsea ..	..	..	..	..	..	..	..	..	
28	Aspendale ..	..	..	..	..	..	..	..	..	
29	Mordialloc ..	1131	1104	998	881	780	702	60	60	
32	Mentone .. c	..	..	..	..	..	..	..	..	5%
33	Cheltenham ..	..	..	..	..	..	..	..	..	
35	Moorabbin .. c	..	..	..	..	..	..	..	..	
38	Glen Huntly ..	..	..	..	..	..	..	..	..	
39	Caulfield f d	457	410	403	356	315	284	30	30	
	„ c x	586	525	517	457	404	364	30	30	Load of train engine must not be exceeded
40	Malvern .. c	..	..	..	..	..	..	..	..	
42	Toorak .. d	..	..	..	..	..	..	..	..	
46	Flinders-st. *	435	390	384	339	300	270	39	39	
	d	783	702	691	610	540	486	60	50	
47	Spencer-st. a	783	702	691	610	540	486	40	50	
	b c	964	865	851	751	665	599	60	50	

Continued on page 49.

STONY POINT TO SPENCER-STREET—*continued.*

(Commenced on page 48.)

Notes.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With loads above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—			Speed Necessary (Miles per Hour).
$13\frac{3}{4}$	after passing Mentone	through loads.. ..	20
$8\frac{3}{4}$	after passing McKinnon		
6	approaching Malvern†		25
	Viaduct Junction (Flinders-street) (" b " load) ..		15

† Officer-in-charge, Caulfield, before allowing an Up Goods train to proceed must ascertain that it is not likely to be checked when approaching Malvern.

d See General Appendix for special instructions in regard to Toorak, Caulfield *re* brakes, and *re* trains required to stop between Oakleigh and Melbourne.

f Between Mordialloc and Caulfield the maximum number of vehicles allowed on any Up train is 40. Up roadside Goods trains are limited to 30 vehicles.

x For trains not required to stop at Mentone and McKinnon.

***** For trains required to shunt at Toorak and subject to a vehicle limit of 39 see General Appendix.

BAXTER AND MORNINGTON.

BITTERN AND RED HILL.

Mileage.	Section.	Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Baxter									
3	Mooroodue ..	..	..	..	..	..	..	..	..	Double-heading not allowed
8	Mornington ..	595	533	425	463	410	369	40	—	
	UP.									
	Mornington									
5	Mooroodue ..	..	..	..	..	..	..	..	..	
8	Baxter ..	479	429	422	373	330	297	40	—	
	DOWN.									
	From— Bittern									
4	Balnarring ..	471	—	416	—	325	293	50	—	Double-heading not allowed
7	Merricks ..	392	—	346	—	270	243	50	—	
10	Red Hill ..	189	—	166	—	130	117	30	—	
	UP.									
	Red Hill									
3	Merricks ..	508	—	448	—	350	315	30	—	
6	Balnarring ..	..	..	..	..	..	..	..	..	
10	Bittern ..	435	—	384	—	300	270	50	—	

SPENCER-STREET TO HEALESVILLE.

Section.			Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**				% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Spencer-st.												
1	Flinders-st.	a	..		667	598	589	520	460	414	40	50	Nil
		b c	..		964	865	851	751	665	599	60	60	5%
4	Burnley ..		..		..	..	..	..	..	..	..	..	..
5	Hawthorn	a	..		841	754	742	655	580	522	60	50	Nil
		b	..		964	865	851	75[illegible]	[illegible]65	599	60	60	5%
7	Camberwell	a	..		326	293	288	25[illegible]	[illegible]25	203	50	40	Nil
		b	..		363	325	320	283	250	225	”	”	5%
9	Surrey Hills		..		..	..	..	..	..	..	..	..	..
10	Box Hill	a	..		268	241	237	209	185	167	40	30	Nil
		b	..		297	267	262	232	205	185	”	”	5%
12	Blackburn ..		..		..	..	..	..	..	..	..	..	5%
13	Tunstall ..		..		..	..	..	..	..	..	..	..	
14	Mitcham ..		..		..	..	..	..	..	..	..	..	
16	Ringwood ..		..		..	..	..	..	..	..	..	..	
20	Croydon ..		..		..	..	..	..	..	..	..	..	
22	Mooroolbark		..		..	..	..	..	..	..	..	..	
24	Cave Hill Siding ..		..		..	..	..	..	..	..	..	..	
25	Lilydale ..		..		297	267	262	232	205	185	40	30	
26	Black's Sdg.		..		..	..	..	..	..	..	..	..	Double-heading not allowed
27	Coldstream		..		..	..	..	..	..	..	..	..	
30	Yering ..		..		..	..	..	..	..	..	..	..	
32	Yarra Glen		..		798	715	704	622	550	495	40	—	
35	Tarrawarra		..		392	351	346	305	270	243	”	—	
40	Healesville		..		297	267	262	232	205	185	”	—	

Notes.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
Viaduct Junction (Spencer-street) (“ b ” load)	..	15

HEALESVILLE TO SPENCER-STREET.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.			% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Healesville											
5	Tarrawarra	..		297	267	262	232	205	185	40	—	Double-heading not allowed
8	Yarra Glen	..		421	377	371	328	290	261	,,	—	
10	Yering ..	..		..	..	..	..	..	..	..	..	
13	Coldstream	..		..	..	..	..	..	..	..	..	
14	Black's Sdg.	..		479	429	422	373	330	297	40	—	
15	Lilydale ..	..		870	780	768	678	600	540	,,	—	
16	Cave Hill ..	..		..	..	..	..	..	..	..	..	5%
18	Mooroolbark	..		..	..	..	..	..	..	..	..	
20	Croydon ..	..		..	..	..	..	..	..	..	..	
24	Ringwood	..		..	..	..	..	..	..	..	..	
26	Mitcham ..	..		297	267	262	232	205	185	40	30	
27	Tunstall ..	..		..	..	..	..	..	..	..	..	
28	Blackburn	..		..	..	..	..	..	..	..	..	
30	Box Hill **c**	..		348	312	307	271	240	216	40	30	
31	Surrey Hills	..		..	..	..	..	..	..	..	..	
33	Camberwell **c**	..		363	325	320	283	250	225	40	30	
35	Hawthorn..	..		798	715	704	622	550	495	50	40	
36	Burnley ..	..		..	..	..	..	..	..	..	..	
39	Flinders-st. **a**	..		798	715	704	622	550	495	60	50	
	Flinders-st. **b**	..		798	715	704	622	550	495	60	60	
40	Spencer-st. **a**	..		783	702	691	610	540	486	40	50	
	Spencer-st. **bc**	..		964	865	851	751	665	599	60	60	

Notes.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).
10¼	approaching Box Hill	25
8¾	approaching Mont Albert	25
6½	approaching East Camberwell	20
	Viaduct Junction (Flinders-street) ("b" load) ..	15

LILYDALE AND WARBURTON.

Mileage.	SECTION.	LOAD SCHEDULE.				SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Lilydale							
4	Mt. Evelyn ..	261	230	180	162	40	30	
7	Wandin ..	326	288	225	203	,,	,,	
9	Seville ..	..	..	..	..	..	..	
1	Killara ..	580	512	400	360	40	30	
4	Woori Yallock	..	..	..	..	..	..	
8	Launching Place ..	..	..	..	..	..	..	5%
9	Yarra Junction	..	..	..	..	..	..	
0	Britannia ..	..	..	..	..	..	..	
1	Wesburn ..	..	..	..	..	..	..	
2	Millgrove ..	363	320	250	225	40	30	
	,, cx	471	416	325	293	,,	,,	
4	Warburton ..	363	320	250	225	,,	,,	
	UP.							
	Warburton							
2	Millgrove ..	..	..	..	..	..	..	
3	Wesburn ..	..	..	..	..	..	..	
4	Britannia ..	..	..	..	..	..	..	
5	Yarra Junction	..	..	..	..	..	..	
6	Launching Place ..	..	..	..	..	..	..	5%
0	Woori Yallock	616	544	425	383	40	30	
3	Killara ..	..	..	..	..	..	..	
5	Seville ..c	435	384	300	270	40	30	
7	Wandin ..	326	288	225	203	,,	,,	
0	Mt. Evelyn ..	276	243	190	171	,,	,,	Nil
4	Lilydale ..d	580	512	400	360	,,	40	Load of train engine must not be exceeded

Continued on page 54.

LILYDALE AND WARBURTON—*continued.*

(Commenced on page 53.)

NOTES.

c Ascending grades. With loads above three-fourths of the full tonnage the speed shown at the mileage hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—	Speed Necessary (Miles per Hour).
35 after leaving Killara	25

Up Journey.

35¾ after leaving Woori Yallock	20

d See General Appendix for instructions *re* brakes.

x For trains not required to stop at Killara.

RINGWOOD AND UPPER FERNTREE GULLY.

HAWTHORN AND KEW.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From—Ringwood									
3	Bayswater ..	363	325	320	283	250	225	40	30	
6	L.F.T. Gully..	..	..	..	..	..	..	..	..	
7	Gillis' Siding	..	..	..	..	..	..	..	..	
8	U.F.T. Gully	392	351	346	305	270	243	40	30	
	UP.									5%
	U.F.T. Gully									
1	Gillis' Siding	..	..	..	..	..	..	..	..	
2	L.F.T. Gully..	..	..	..	..	..	..	..	..	
5	Bayswater ..	392	351	346	305	270	243	40	30	
8	Ringwood ..	297	267	262	232	205	185	40	30	
	DOWN.									
	From—Hawthorn									
1	Kew ..	297	267	262	232	205	185	40	—	
	UP.									Double-heading not allowed
	Kew									
1	Hawthorn ..	479	429	422	373	330	297	40	—	

BURNLEY AND DARLING.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Burnley									
2	Tooronga .. c	725	650	640	565	500	450	60	—	Double-heading not allowed
4	Darling ..	508	455	448	396	350	315	40	—	
	UP.									
	Darling									
2	Tooronga ..	508	455	448	396	350	315	40	—	
4	Burnley .. c	725	650	640	565	500	450	60	—	

Note.

c Ascending grades. With loads above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

Down Journey.

Mileage—	Speed Necessary (Miles per Hour).
4½ at Kooyong	15

Up Journey.

4¾ approaching Kooyong	15

CAMBERWELL, EAST KEW, AND ASHBURTON.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Camberwell									
1	Riversdale ..c	464	416	410	362	320	288	50	40	Nil
2	East Kew ..	392	351	346	305	270	243	40	—	
	Riversdale									
1	Burwood ..	..	..	..	..	..	..	..	..	
2	Ashburton ..	392	351	346	305	270	243	40	—	
	UP.									Double-heading not allowed
	Ashburton									
1	Burwood ..	..	..	..	..	..	..	..	..	
2	Riversdale ..	392	351	346	305	270	243	40	—	
	East Kew									
2	Riversdale ..	392	351	346	305	270	243	40	—	
3	Camberwell ..	392	351	346	305	270	243	50	40	Nil

Note.

c Ascending grades. With load above three-fourths of the full tonnage train should be given a good run from the Camberwell Yard to the foot of the 1 in 50 grade.

SPENCER-STREET AND PORT MELBOURNE.
FLINDERS-STREET AND ST. KILDA.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Spencer-street									
1	Flinders-street a	667	598	589	520	460	414	40	50	Nil
	Flinders-street b c	964	865	851	751	665	599	60	50	5 %
2	Montague Shipping Shed ..	..	..	..	..	..	..	..	..	10 %
3	Port Melbourne a	798	715	704	622	550	495	40	50	
	Port Melbourne b	798	715	704	622	550	495	60	50	
	UP.									
	Port Melbourne									
1	Montague Shipping Shed ..	..	..	..	..	..	..	..	..	10 %
2	Flinders-street a	798	715	704	622	550	495	40	50	
	Flinders-street b	798	715	704	622	550	495	60	50	
3	Spencer-street a	783	702	691	610	540	486	40	50	Nil
	Spencer-street b c	964	865	851	751	665	599	60	50	5 %
	DOWN.									
	From— Flinders-street									
4	St. Kilda ..	725	650	640	565	500	450	23	—	Double-heading not allowed
	UP.									
	St. Kilda									
4	Flinders-street	725	650	640	565	500	450	40	—	

Notes.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With loads (marked " b ") above three-fourths of the full tonnage a speed of 15 miles per hour must be attained to take load over the grade on both Down and Up journey.

SPENCER-STREET AND SANDRINGHAM.

Mileage.	Section. DOWN.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-street									
1	Flinders-street a	667	598	589	520	460	414	40	50	Nil
	Flinders-street b c	964	865	851	751	665	599	60	50	5%
5	Windsor a	769	689	678	599	530	477	45	45	
	Windsor b	870	780	768	678	600	540	50	50	
7	Elsternwick a	769	689	678	599	530	477	45	45	
	Elsternwick b	769	689	678	599	530	477	50	50	
9	North Brighton.	..	..	..	..	..	..	..	..	
9	Middle Brighton a	769	689	678	599	530	477	43	43	
	Middle Brighton b	769	689	678	599	530	477	50	50	
10	Brighton Beach	..	..	..	..	..	..	..	..	
12	Sandringham a	769	689	678	599	530	477	23	23	
	Sandringham b	769	689	678	599	530	477	50	50	25%
	UP.									
	Sandringham									
2	Brighton Beach	..	..	..	..	..	..	..	..	
3	Middle Brighton	..	..	..	..	..	..	..	..	
3	North Brighton	..	..	..	..	..	..	..	..	
5	Elsternwick ..	..	..	..	..	..	..	..	..	
7	Windsor .. f	769	689	678	599	530	477	60	50	
11	Flinders-street	769	689	678	599	530	477	60	50	
12	Spencer-street a	783	702	691	610	540	486	40	50	Nil
	Spencer-street b c	964	865	851	751	665	599	60	50	5%

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the places hereunder must be attained to take the load over the grade :—

At—	Speed Necessary (Miles per Hour).
Down Journey.	
Viaduct Junction (Spencer-street) ("b" load) ..	15
Up Journey.	
Viaduct Junction (Flinders-street) ("b" load) ..	15

f Number 3 Up Goods (Saturdays) must not exceed 28 vehicles between Sandringham and Elsternwick.

SPENCER-STREET TO BENALLA.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Spencer-st.											
2	Kensington	..		..	..	..	..	..	..	..	..	
3	Newmarket	..		..	..	..	..	..	..	..	..	
5	Essendon ..f	718		508	455	448	396	350	315	60	50	
9	Glenroy ..	..		..	..	..	..	..	..	..	..	
11	Broadmeadows	..		..	..	..	..	..	..	..	..	5%
14	Somerton	..		..	..	..	..	..	..	..	..	
16	Craigieburn	..		..	..	..	..	..	..	..	..	
21	Donnybrook	..		..	..	..	..	..	..	..	..	
26	Beveridge ..	554		392	351	346	305	270	243	60	50	
30	Wallan ..	1128		798	715	704	622	550	495	60	50	
32	Lightwood	..		..	..	..	..	..	..	..	..	
33	Heathcote Junction	..		..	..	..	..	..	..	..	..	
34	Wandong ..	554		392	351	346	305	270	243	45	45	
40	Kilmore East	..		..	..	..	..	..	..	..	..	
47	Broadford ..	..		..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
48	McDougall d	718		508	455	448	396	350	315	45	45	
56	Tallarook ..	..		..	..	..	..	..	..	..	..	
59	Dysart ..	..		..	..	..	..	..	..	..	..	
61	Seymour ..	554		392	351	346	305	270	243	45	45	
66	Gravelside ..	..		..	..	..	..	..	..	..	..	
68	Mangalore	—		638	572	563	497	440	396	75	65	5%
	*	—		1044	936	922	814	720	648	75	65	
72	Avenel ..	..		580	520	512	452	400	360	75	65	
76	Monea ..	..		..	..	..	..	..	..	..	..	
79	Locksley ..	..		..	..	..	..	..	..	..	..	
85	Longwood ..	..		..	..	..	..	..	..	..	..	
89	Creighton ..	..		..	..	..	..	..	..	..	..	
94	Euroa ..c	..		914	819	806	712	630	567	75	60	20%
99	Balmattum	..		..	..	..	..	..	..	..	..	
105	Violet Town	..		..	..	..	..	..	..	..	..	
114	Baddaginnie	..		..	..	..	..	..	..	..	..	
121	Benalla ..	..		914	819	806	712	630	567	75	60	

Continued on page 61.

SPENCER-STREET TO BENALLA—*continued.*

(Commenced on page 60.)

NOTES.

c Ascending grades. With loads above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
About 90	Near Down side of Creighton	Locomotive of Down train stopping a Creighton should, in order to obtain the necessary momentum, recommence the journey not nearer to the grade than the Down end of platform.

d See General Appendix for instructions *re* McDougall.

Melbourne—Kensington—Newmarket.

f The following maximum Vehicle loads apply to Down Goods trains (local between Spencer-street, Kensington, and Newmarket ;—

Percentage Capacity of Engines.	Via High Level Gravitation Roads.		Via Ordinary Running Line.	
	Maximum Number of Vehicles.		Maximum Number of Vehicles.	
	One hour before and during passenger traffic.	After passenger traffic has ceased, and until one hour before the first passenger train in the morning.	One hour before and during passenger traffic.	After passenger traffic has ceased, and until one hour before the first passenger train in the morning.
205 and 145	36	40	36	40
130 and 128	32	36	30	32
113	28	31	26	28
100	25	28	23	25
90	22	25	20	22
85	21	24	19	21
80	20	22	18	20
70	17	19	16	17

* Assisted to Stop Board, see General Appendix.

BENALLA TO SPENCER-STREET.

Section.		Load Schedule.							Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Benalla										
7	Baddaginnie	..	..	..	..	..	..	..	..	..	
16	Violet Town	..	..	..	..	..	..	..	..	..	
22	Balmattum	..	..	..	..	..	..	..	..	..	
27	Euroa ..	..	..	..	..	..	..	..	..	..	
32	Creighton ..	..	..	..	..	..	..	..	..	..	
36	Longwood ..	..	..	..	..	..	..	..	..	..	
42	Locksley ..	..	..	..	..	..	..	..	..	..	20%
45	Monea ..	..	..	..	..	..	..	..	..	..	
49	Avenel ..	..	..	..	..	..	..	..	..	..	
53	Mangalore **c**	..	899	806	794	701	620	558	75	60	
55	Gravelside	..	..	..	..	..	..	..	..	..	
60	Seymour .. **c**	—	1044	936	922	814	720	648	75	60	
62	Dysart ..	..	..	..	..	..	..	..	..	..	
65	Tallarook ..	..	..	..	..	..	..	..	..	..	
73	McDougall	..	..	..	..	..	..	..	..	..	
74	Broadford ..	..	..	..	..	..	..	..	..	..	5% The maximum tonnage of double-headed Up Goods train must not exceed 598 tons.
81	Kilmore East	..	..	..	..	..	..	..	..	..	
87	Wandong ..	..	..	..	..	..	..	..	..	..	
88	Heathcote Junction	..	..	..	..	..	..	..	..	..	
89	Lightwood **d**	554	392	351	346	305	270	243	40	40	
91	Wallan ..	750	750	700	690	610	540	486	40	40	
95	Beveridge ..	..	..	..	..	..	..	..	..	..	
100	Donnybrook	..	..	..	..	..	..	..	..	..	
105	Craigieburn	..	..	..	..	..	..	..	..	..	
107	Somerton ..	..	..	..	..	..	..	..	..	..	
110	Broad-meadows	..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
112	Glenroy ..	..	..	..	..	..	..	..	..	..	
116	Essendon ..	..	..	..	..	..	..	..	..	..	
118	Newmarket	..	..	..	..	..	..	..	..	..	
119	Kensington	..	..	..	..	..	..	..	..	..	
121	Spencer-street † **d**	950	750	700	690	610	540	486	60	60	

Continued on page 63.

BENALLA TO SPENCER-STREET—*continued.*

(Commenced on page 62.)

NOTES.

c Ascending grades. With loads above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).
71¼	after leaving Avenel	20
61½	approaching Seymour. (See note on page 71.)	

d See General Appendix for special instructions *re* working at stations North-Eastern Line.

† LOADING ON UP TRAINS FOR NEWMARKET.

(See General Appendix).

The loads which can be pushed from the Up Main Line into the Newmarket Yard are as under ;—

Engine Capacity.	Tons.	Engine Capacity.	Tons.	Engine Capacity.	Tons.
Per cent.		Per cent.		Per cent	
205	646	113	356	85	268
145	457	100	315	80	252
130	410	90	284	70	221
128	403				

NOTE.—Every Up North-Eastern Goods must be stopped at Broadmeadows for the purpose of testing the Air Brake Apparatus. See special instructions under Broadmeadows, General Appendix.

2. When it is necessary for any Up Goods train to shunt at Newmarket at a time when the Running Lines are required for Passenger Trains the Guard must inform the Stationmaster, Broadmeadows, and the latter must then telephone the information to the Signalman, Essendon. If the load of the Goods train exceeds that specified above, the Guard must so inform the Stationmaster, Broadmeadows, giving at the same time the total number of trucks for Newmarket, and the Stationmaster must then communicate these particulars by telephone to the Signalman, Essendon, and by telegraph to the Stationmaster, Newmarket.

3. When the Up Goods arrives and it is not intended to detach the Newmarket trucks at Essendon, the Signalman must not allow the Goods train to proceed until he has obtained permission from the Signalman, Newmarket; and the atter must not give such permission until he can deal with the Goods train without causing delay to any Passenger train.

4. The Stationmaster, Newmarket, must repeat to the Signalman, Newmarket, the particulars received from Broadmeadows, and must, if necessary, arrange for the train to be assisted into his Yard with the local Shunting engine, or, if this engine be not available, he must arrange to procure an engine from Melbourne yard for the purpose.

BENALLA TO SPENCER-STREET—*continued.*

(Commenced on page 62.)

5. No train must be uncoupled for shunting purposes at Newmarket Junction. When required to detach Live Stock vehicles, the whole of the train must, if practicable, be shunted to the Cattle Yards. If this cannot be done without causing delay it must be sent on to Weighbridge Junction, where the Newmarket loading must be detached and returned promptly, or as soon as circumstances permit; the Signalman, Newmarket Junction, to advise Kensington, and the latter, Weighbridge Junction.

BENALLA AND ALBURY.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Benalla									
6	Winton ..	914	819	806	712	630	567	75	60	
10	Head's Sdg. ..	..	..	..	..	..	..	..	..	
15	Glenrowan ..	580	520	512	452	400	360	75	60	5%*
24	Wangaratta ..	914	819	806	712	630	567	75	60	
28	Bowser ..	914	819	806	712	630	567	75	50	
39	Springhurst ..	580	520	512	452	400	360	75	50	
45	Water Commission's Sdg.	..	..	..	..	..	..	..	..	10%
47	Chiltern ..	..	..	..	..	..	..	..	..	
53	Barnawartha	580	520	512	452	400	360	75	50	
66	Wodonga ..	798	715	704	622	550	495	75	50	
67	Coal Siding ..	..	..	..	..	..	..	..	—	
70	Albury ..	870	780	768	678	600	540	75	—	
	UP.									
	Albury									
3	Coal Sdg. ..	870	780	768	678	600	540	75	—	
4	Wodonga ..	544	488	480	424	375	338	75	—	
17	Barnawartha	725	650	640	565	500	450	75	50	
23	Chiltern ..	580	520	512	452	400	360	75	50	
25	Water Commission's Sdg...	..	..	..	..	..	..	..	..	10%
31	Springhurst ..	914	819	806	712	630	567	75	50	
42	Bowser ..	..	..	..	..	..	..	..	..	
46	Wangaratta ..	725	650	640	565	500	450	75	50	
55	Glenrowan ..	580	520	512	452	400	360	75	60	
60	Head's Sdg. ..	..	..	..	..	..	..	..	..	5%*
64	Winton ..	..	..	..	..	..	..	..	..	
70	Benalla ..	899	806	794	701	620	558	75	60	

NOTE.

* When Goods Trains between Benalla and Wodonga are run by "A2" "K" or "N" class engine, and assisted in front by another "A2" "K" or "N" class engine, the reduction on the combined R.G. load will be 10 per cent., vehicular limit 60.

WALLAN TO BENDIGO.

Mileage.	SECTION. DOWN.	LOAD SCHEDULE.	% 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Wallan								
2	Lightwood ..		..	..	..	..	..	..	
4	Heathcote Junction ..		..	..	..	..	..	..	
6	Leslie ..		..	..	..	..	..	..	
9	Bylands ..		392	346	270	243	35	35	
13	Kilmore ..		870	768	600	540	35	35	
16	Willowmavin		..	..	..	..	..	..	
20	Moranding ..		..	..	..	..	..	..	
22	High Camp ..c		464	410	320	288	35	35	
27	Pyalong ..		..	..	..	..	..	..	Load of train engine must n t be exceeded
33	Tooborac ..		392	346	270	243	35	35	
34	McIvor Sdg. ..		870	768	600	540	40	40	
42	Argyle ..		..	..	..	..	..	..	
44	Heathcote ..		870	768	600	540	30	30	
49	Derrinal ..		..	..	..	..	..	..	
53	Knowsley ..		392	346	270	243	30	30	
57	Ingham Sdg.		..	..	..	..	..	..	
60	Axedale ..		..	..	..	..	..	..	
63	Longlea ..		..	..	..	..	..	..	
69	Freezing Co.'s Siding ..		..	..	..	..	..	..	
72	North Bendigo Junction ..		..	..	..	..	..	..	
73	Bendigo ..c		464	410	320	288	30	30	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
$48\frac{1}{2}$	approaching Moranding	25
$93\frac{3}{4}$	after leaving Longlea	20

BENDIGO TO WALLAN.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Bendigo								
1	North Bendigo Junction ..		..	..	..	..	..	..	Load of train engine must not be exceeded
4	Freezing Co.'s Siding ..		..	..	..	..	..	..	
10	Longlea ..		..	..	..	..	..	..	
13	Axedale ..		558	493	385	347	30	30	
16	Ingham Sdg.		..	..	..	..	..	..	
20	Knowsley ..		392	346	270	243	30	30	
24	Derrinal ..c		508	448	350	315	30	30	
29	Heathcote ..		392	346	270	243	30	30	
31	Argyle ..		..	..	..	..	..	..	
39	McIvor Sdg...		..	..	..	..	..	..	
40	Tooborac		392	346	270	243	35	35	
	c x		508†	512	400	360	35	35	
46	Pyalong ..		..	..	..	..	..	..	
51	High Camp ..		..	..	..	..	..	..	
53	Moranding ..		..	..	..	..	..	..	
57	Willowmavin		..	..	..	..	..	..	
60	Kilmore ..		..	..	..	..	..	..	
64	Bylands ..		392	346	270	243	35	35	
67	Leslie ..c		464	410	320	288	35	35	
69	Heathcote Junction ..		..	..	..	..	..	..	
71	Lightwood ..		580	512	400	360	35	35	
73	Wallan ..		750	690	540	486	40	40	

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Up Journey.	Speed Necessary (Miles per Hour).
81	after leaving Knowsley	20
63½	approaching Tooborac (through load *ex* Heathcote) ..	25
37½	after leaving Bylands	20

x For trains not required to stop at McIvor T. Co. Siding.

† Special load account speed limitation of " N " and " K " classes.

TALLAROOK TO MANSFIELD.
CATHKIN TO ALEXANDRA.

Mileage.	SECTION. DOWN.		LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Tallarook								
7	Trawool	..	..	..	..	..	..	..	
9	Granite	..	..	..	..	..	..	..	
12	Kerrisdale	..	..	..	..	..	..	..	
18	Homewood	..	..	..	..	..	..	..	
24	Yea	..	297	262	205	185	30	30	Load of train engine must not be exceeded
27	Cheviot	..c	297†	288	225	203	"	"	
35	Molesworth	..	261	230	180	162	"	"	
37	Cathkin	..	580	512	400	360	"	"	
41	Yarck	..	580	512	400	360	"	"	
46	Kanumbra	..	..	..	..	..	..	..	
53	Merton	..	261	230	180	162	30	30	
59	Woodfield	..c	471	416	325	293	"	"	
62	Bonnie Doon		638	563	440	396	"	"	
67	Maindample	..	261	230	180	162	"	"	
74	Phosphate Co.'s Sdg.	..	..	..	..	..	..	..	
75	Mansfield	..	377	333	260	234	30	30	
	DOWN. From— Cathkin								
4	Koriella	..	442	390	305	275	30	30	Double-heading not allowed
9	Alexandra	..	203	179	140	126	"	"	

NOTES.

c Ascending grades. Down journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
82½	approaching Cheviot	20
113	approaching Woodfield..	25

† Special load account speed limitation of "N" and "K" classes.

ALEXANDRA TO CATHKIN.

MANSFIELD TO TALLAROOK.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Alexandra								
5	Koriella ..		203	179	140	126	30	30	Double-heading not allowed
9	Cathkin ..		638	563	440	396	"	"	
	UP.								
	Mansfield								
1	Phosphate Co.'s Sdg. ..		..	..	..	..	..	..	
8	Maindample ..		..	..	..	..	..	..	
13	Bonnie Doon		261	230	180	162	30	30	
16	Woodfield ..		638	563	440	396	"	"	
22	Merton ..		297	262	205	185	"	"	
29	Kanumbra ..		261	230	180	162	"	"	
34	Yarck ..		..	..	..	..	..	..	
38	Cathkin ..		638	563	440	396	30	30	Load of train engine must not be exceeded
40	Molesworth ..		638	563	440	396	"	"	
48	Cheviot ..		261	230	180	162	"	"	
51	Yea ..		638	563	440	396	"	"	
57	Homewood ..		..	..	..	..	..	..	
63	Kerrisdale ..		..	..	..	..	..	..	
66	Granite ..		..	..	..	..	..	..	
68	Trawool ..		..	..	..	..	..	..	
75	Tallarook ..		297	262	205	185	30	30	

SEYMOUR TO TOCUMWAL.
STRATHMERTON TO COBRAM.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Seymour									
7	Mangalore	638	572	563	497	440	396	75	65	Load of train engine must not be exceeded
	*	1044	936	922	814	720	648	,,	,,	
13	Tabilk ..	..	..	..	..	..	..	..	..	
17	Nagambie ..	..	..	..	..	..	..	..	..	
23	Wahring ..	..	..	..	..	..	..	..	..	
27	Noorilim Sdg.	..	..	..	..	..	..	..	..	
30	Murchison East	1044	936	922	814	720	648	75	75	
37	Arcadia ..	..	..	..	..	..	..	..	..	
42	Toolamba ..	..	..	..	..	..	..	..	..	
49	Mooroopna ..	..	..	..	..	..	..	..	..	
51	G.V. Industries Coy.'s Sdg.	..	..	..	..	..	..	..	..	
52	Shepparton ..d	1044	–	922	814	720	648	75	75	
58	Congupna-road	..	..	..	..	..	..	..	..	
63	Tallygaroopna	..	..	..	..	..	..	..	..	
68	Wunghnu ..	..	..	..	..	..	..	..	..	
73	Numurkah ..	1044	–	922	814	720	648	75	75	
79	Katunga ..	..	..	..	..	..	..	..	..	
85	Strathmerton	1044	—	922	814	720	648	75	75	
89	Mywee ..	..	..	..	..	..	..	..	—	Double-heading not allowed
93	Martin's Sdg.	..	..	..	..	..	..	..	—	
95	Tocumwal ..	1044	—	922	—	720	648	..	—	
	DOWN. From— Strathmerton									
4	Yarroweyah ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
9	Cobram ..	1044	—	922	814	720	648	75	75	

NOTES.

* Assisted to Stop Board. See General Appendix.

d See General Appendix *re* classes of engines not permitted to be attached between Murchison East and Toolamba.

COBRAM TO STRATHMERTON.
TOCUMWAL TO SEYMOUR.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Cobram									Load of train engine must not be exceeded
5	Yarroweyah ..	..	..	..	..	..	..	..	..	
9	Strathmerton	1044	—	922	814	720	648	75	75	
	UP.									
	From— Tocumwal									
2	Martin's Sdg.	..	..	..	..	..	..	..	—	Double-heading not allowed
6	Mywee ..	..	..	..	..	..	..	..	—	
10	Strathmerton	1044	—	922	—	720	648	75	—	
16	Katunga ..	..	..	..	..	..	..	..	..	
22	Numurkah ..	1044	—	922	814	720	648	75	75	
27	Wunghnu ..	..	..	..	..	..	..	..	..	
32	Tallygaroopna	..	..	..	..	..	..	..	..	
37	Congupna-road	..	..	..	..	..	..	..	..	
43	Shepparton ..	..	..	..	..	..	..	..	..	
44	G.V. Industries Coy.'s Sdg.	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
46	Mooroopna ..	..	..	..	..	..	..	..	..	
53	Toolamba ..	..	..	..	..	..	..	..	..	
58	Arcadia ..	..	..	..	..	..	..	..	..	
65	Murchison East **d**	1044	—	922	814	720	648	75	75	
68	Noorilim Sdg.	..	..	..	..	..	..	..	..	
72	Wahring ..	..	..	..	..	..	..	..	..	
78	Nagambie ..	..	..	..	..	..	..	..	..	
82	Tabilk ..	..	..	..	..	..	..	..	..	
88	Mangalore ..	1044	936	922	814	720	648	75	75	
95	Seymour .. **c**	1044	936	922	814	720	648	75	60	

Notes.

c Ascending grade. Any train exceeding three-fourths of this tonnage should, if practicable, be given a run into the Seymour Yard. The Guard must advise the Officer-in-charge at the last stopping place, who must promptly pass the information on to Seymour.

d See General Appendix *re* classes of engines not permitted to be attached between Toolamba and Murchison East.

MURCHISON EAST AND COLBINABBIN.
RUSHWORTH AND GIRGARRE.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Murchison East							Load of train engine must not be exceeded
2	Murchison ..	..	..	..	..	..	..	
5	Hammond ..	1044	922	720	648	75	75	
8	Waranga ..	..	..	..	..	..	..	
13	Rushworth ..	616	544	425	383	75	75	
17	Erwen ..	392	346	270	243	75	—	Double-heading not allowed
21	Wanalta ..	..	..	..	..	..	..	
26	Colbinabbin ..	1044	922	720	648	75	—	
	UP.							
	Colbinabbin							Double-heading not allowed
5	Wanalta ..	..	..	..	..	..	..	
9	Erwen ..	1044	922	720	648	75	—	
13	Rushworth ..	471	416	325	293	”	—	
18	Waranga ..c	899	794	620	558	”	75	Load of train engine must not be exceeded
21	Hammond ..	798	704	550	495	”	”	
24	Murchison ..	..	..	..	..	..	..	
26	Murchison East ..c	1044	922	720	648	75	75	
	DOWN.							
	From— Rushworth							Double-heading not allowed
6	Karook ..	435	384	300	270	50	—	
11	Stanhope ..	..	..	..	..	..	..	
14	Girgarre ..	1044	922	720	648	50	—	
	UP.							
	Girgarre							
3	Stanhope							
8	Karook ..	1044	922	720	648	50	—	
14	Rushworth ..	471	416	325	293	”	—	

NOTES.

c Waranga.—Leaving Waranga, all speed must be made in order to take train of full tonnage over grade near station.

c Murchison East.—If necessary, with full loads, trains may be set back to Down end of Murchison Station in order to obtain necessary momentum to take increased loads over grade just outside Murchison.

TOOLAMBA AND ECHUCA.
NUMURKAH AND PICOLA.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Toolamba							
7	Tatura ..	..	..	..	..	..	..	Load of train engine must not be exceeded
10	Byrneside ..	..	..	..	..	..	..	
15	Merrigum ..	..	..	..	..	..	..	
21	Kyabram ..	..	..	..	..	..	..	
28	Tongala ..	..	..	..	..	..	..	
32	Koyuga ..	..	..	..	..	..	..	
36	Kanyapella ..	..	..	..	..	..	..	
42	Echuca ..	1044	922	720	648	75	75	
	UP.							
	Echuca							
6	Kanyapella ..	..	..	..	..	..	..	Load of train engine must not be exceeded
10	Koyuga ..	..	..	..	..	..	..	
14	Tongala ..	..	..	..	..	..	..	
21	Kyabram ..	..	..	..	..	..	..	
27	Merrigum ..	..	..	..	..	..	..	
32	Byrneside ..	..	..	..	..	..	..	
35	Tatura ..	..	..	..	..	..	..	
42	Toolamba ..	1044	922	720	648	75	75	
	DOWN.							
	From— Numurkah							
7	Waaia ..	..	..	..	..	..	..	Load of train engine must not be exceeded
14	Nathalia ..	..	..	..	..	..	..	
17	Barwo ..	..	..	..	..	..	..	
21	Picola ..	1044	922	720	648	75	75	
	UP.							
	Picola							
4	Barwo ..	..	..	..	..	..	..	Load of train engine must not be exceeded
7	Nathalia ..	..	..	..	..	..	..	
14	Waaia ..	..	..	..	..	..	..	
21	Numurkah ..	1044	922	720	648	75	75	

SHEPPARTON AND KATAMATITE.

SECTION.		LOAD SCHEDULE.				SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made the Combined Ruling Grade Load of the Engines Employed.
	From— Shepparton							
1	Canning Factory Sdg. ..	..	..	..	..	..	..	Load of train engine must not be exceeded
8	Pine Lodge ..	..	..	..	..	..	..	
12	Lamrock ..	..	..	..	..	..	..	
14	Cosgrove ..	..	..	..	..	..	..	
17	Dookie ..	725	640	500	450	75	75	
21	Yabba South	..	..	..	..	..	..	
25	Yabba North	..	..	..	..	..	..	
29	Youanmite ..	..	..	..	..	..	..	
34	Katamatite ..	—	640	500	450	75	75	
	UP.							
	Katamatite							
5	Youanmite ..	..	..	..	..	..	..	Yabba South to Dookie, 10%; on other sections the load of train engine must not be exceeded
9	Yabba North	..	..	..	..	..	..	
13	Yabba South	—	768	600	540	75	75	
17	Dookie ..	—	480	375	338	75	60	
20	Cosgrove ..	..	..	..	..	..	..	
22	Lamrock ..	..	..	..	..	..	..	
26	Pine Lodge ..	..	..	..	..	..	..	
33	Canning Factory Sdg. ..	..	..	..	..	..	..	
34	Shepparton ..	1044	922	720	648	75	75	

BENALLA AND YARRAWONGA.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Benalla							
6	Chesney ..	..	..	..	..	..	..	Load of train engine must not be exceeded
10	Goorambat ..	798	704	550	495	75	75	
13	Nooramunga	..	..	..	..	..	..	
16	Devenish ..	..	..	..	..	..	..	
20	St. James ..	..	..	..	..	..	..	
28	Tungamah ..	1044	922	720	648	75	75	
33	Telford ..	392	346	270	243	60	60	
40	Yarrawonga	798	704	550	495	,,	,,	
	UP.							
	Yarrawonga							
7	Telford ..	798	704	550	495	60	60	Telford to Tungamah, 10%; on other sections the load of train engine must not be exceeded
12	Tungamah ..c	392†	422	330	297	60	50	
20	St. James ..	..	..	..	..	..	..	
24	Devenish ..							
27	Nooramunga	..	..	..	..	..	..	
30	Goorambat ..	..	..	..	..	..	..	
34	Chesney ..	798	704	550	495	75	75	
40	Benalla ..	1044	922	720	648	,,	,,	

Notes.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage a speed of 30 miles per hour at mileage 151¾ (approaching Tungamah) must be attained to take load over the grade.

† Special load account of speed limitation of "N" and "K" classes.

BENALLA AND TATONG.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Benalla								
7	Karn ..		870	768	600	540	60	60†	Load of train engine must not be exceeded
14	Lima ..		464	410	320	288	„	„	
16	Mallum ..		841	742	580	522	„	„	
18	Tatong ..		580	512	400	360	„	„	
	UP.								
	Tatong								
2	Mallum ..		595	525	410	369	60	60†	Load of train engine must not be exceeded
4	Lima ..		1044	922	720	648	„	„	
11	Karn ..		544	480	375	338	„	„	
18	Benalla ..		1044	922	720	618	„	„	

† See special rate of speed in General Appendix.

WANGARATTA AND BRIGHT.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Wangaratta							
4	Bowser ..	914	806	630	567	50	40	Nil
7	Londrigan ..	..	..	..	..	..	..	Nil
12	Tarrawingee	725	640	500	450	50	40	Nil
16	Everton ..	290	256	200	180	,,	,,	Nil
19	Brookfield ..	..	..	..	..	..	..	Double-heading not allowed
24	Bowman ..	..	..	..	..	..	..	Double-heading not allowed
28	Gapsted ..	276	243	190	171	30	—	Double-heading not allowed
32	Myrtleford ..	..	..	..	..	..	..	Double-heading not allowed
35	Ovens ..	..	..	..	..	..	..	Double-heading not allowed
42	Eurobin ..	..	..	..	..	..	..	Double-heading not allowed
47	Porepunkah	..	..	..	..	..	..	Double-heading not allowed
51	Bright ..	725	640	500	450	30	—	Double-heading not allowed
	UP.							
	Bright							
4	Porepunkah	..	..	..	..	..	..	Double-heading not allowed
9	Eurobin ..	..	..	..	..	..	..	Double-heading not allowed
16	Ovens ..	..	..	..	..	..	..	Double-heading not allowed
19	Myrtleford ..	1044	922	720	648	30	—	Double-heading not allowed
23	Gapsted ..	..	..	..	..	..	..	Double-heading not allowed
27	Bowman ..	276	243	190	171	30	—	Double-heading not allowed
32	Brookfield ..	..	..	..	..	..	..	Double-heading not allowed
35	Everton ..	297	262	205	185	30	—	Double-heading not allowed
39	Tarrawingee	..	..	..	..	..	..	Load of train engine must not be exceeded
44	Londrigan ..	..	..	..	..	..	..	Load of train engine must not be exceeded
47	Bowser ..	870	768	600	540	50	50	Load of train engine must not be exceeded
51	Wangaratta ..	725	640	500	450	,,	,,	Load of train engine must not be exceeded

EVERTON AND YACKANDANDAH.
SPRINGHURST AND WAHGUNYAH.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Everton									
7	Baarmutha ..	..	..	..	..	..	..	..	..	Double-heading not allowed
10	Beechworth ..	..	..	..	..	..	..	..	..	
18	Wooragee ..	..	..	..	..	..	..	..	..	
23	Yackandandah ..d	181	—	160	—	125	113	30	—	
	UP. Yackandandah									
5	Wooragee ..	..	..	..	..	..	..	..	..	Double-heading not allowed
13	Beechworth ..	174	—	154	—	120	108	30	—	
16	Baarmutha ..	..	..	..	..	..	..	..	..	
23	Everton ..d	265	—	234	—	183	165	30	—	
	DOWN. From— Springhurst									
5	Lilliput ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
7	Consol's Sdg.	..	..	..	..	..	..	..	..	
9	Rutherglen ..	..	..	..	..	..	..	..	..	
14	Wahgunyah ..	870	780	768	678	600	540	75	75	
	UP. Wahgunyah									
5	Rutherglen ..c	682	611	602	531	470	423	75	75	Load of train engine must not be exceeded
7	Consol's Sdg.	..	..	..	..	..	..	..	..	
9	Lilliput ..	..	..	..	..	..	..	..	..	
14	Springhurst ..	769	689	678	599	530	477	75	75	

Notes.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage a speed of 20 miles per hour at mileage 169¾ (approaching Rutherglen) must be attained to take load over the grade.

d See General Appendix for instructions *re* brakes.

WODONGA AND CUDGEWA.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Wodonga							
3	Bandiana ..	..	..	..	..	..	..	Load of train engine must not be exceeded
7	Bonegilla ..	..	..	..	..	..	..	
9	Ebden ..	..	..	..	..	..	..	
14	Huon ..	..	..	..	..	..	..	
21	Bolga ..	..	..	..	..	..	..	
23	Tatonga ..	..	..	..	..	..	..	
25	Tallangatta ..	297	262	205	185	40	40	
30	Bullioh ..c	297	262	205	—	30	—	Double-heading not allowed
38	Darbyshire ..	..	..	..	..	..	..	
42	Koetong ..	..	..	..	..	..	..	
48	Shelley ..	181	160	125	—	30	..	
58	Beetoomba ..	435	384	300	—	„	—	
63	Wabba ..	..	..	..	..	..	..	
68	Cudgewa ..	218	192	150	—	30	—	
	UP.							
	Cudgewa							
5	Wabba ..		..	..	..	..	..	
10	Beetoomba ..	181	160	125	—	30	—	Double-heading not allowed
20	Shellev ..d	181	160	125	—	„	—	
2[illegible]	K[illegible]g ..c	305	269	210	—	„	—	
30	[illegible]shire ..c	..	..	..	..	..	..	
38	Bullioh ..	..	..	..	..	..	..	
43	Tallangatta ..	363	320	250	—	30	—	
45	Tatonga ..	..	..	..	..	..	..	25%
47	Bolga ..	..	..	..	..	..	..	
54	Huon ..	..	..	..	..	..	..	
59	Ebden ..	297	262	205	185	40	40	
61	Bonegilla ..	..	..	..	..	..	..	
65	Bandiana ..	..	..	..	..	..	..	
68	Wodonga ..c	457	403	315	284	40	40	

Continued on page 80.

WODONGA AND CUDGEWA—*continued.*

(Commenced on page 79.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
216½	at foot of bank approaching Bullioh	20

Up Journey.

229½	approaching Koetong	20
228½	between Koetong and Darbyshire	20

d See General Appendix for instructions *re* brakes.

SPENCER-STREET AND FITZROY.

Mileage.	Section.	Load Schedule.							Single-headed Trains.	Double-headed Goods Trains.	
	DOWN.		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-street										
4	North Carlton		348	312	307	271	240	216	60	50	Nil
5	North Fitzroy		1044	936	922	814	720	648	60	50	
6	Fitzroy ..		1044	936	922	814	720	648	60	—	Double-heading not allowed
	UP.										
	Fitzroy										
1	North Fitzroy		725	650	640	565	500	450	60	—	Double-heading not allowed
2	North Carlton		..	..	..	..	..	..	..	..	Nil
6	Spencer-street		769	689	678	599	530	477	50	50	

NOTE.

The maximum vehicular limitation of local goods trains with van in rear Melbourne Yard to Arden-street, is—"Down" 40, "Up" 45, and without a van in rear—"Down" 30, "Up" 30.

SPENCER-STREET AND WHITTLESEA.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Spencer-street									
4	North Carlton	348	312	307	271	240	216	60	50	
5	North Fitzroy	1044	936	922	814	720	648	60	50	
6	Northcote ..	..	..	..	..	..		..	..	
7	Croxton ..	..	..	..	..	..	..	..	..	Nil
8	Thornbury ..	392	351	346	305	270	243	60	50	
8	Bell ..	943	845	832	735	650	585	”	”	
9	Preston ..	667	598	589	520	460	414	”	”	
10	Reservoir ..	392	351	346	305	270	243	”	”	
13	Thomastown ..	..	..	..	..	..	..	..	..	
15	Epping ..	..	..	..	..	..	..	..	..	
16	Epping Quarrying Siding ..	493	442	435	384	340	306	..	..	Double-heading not allowed
18	South Morang	..	..	..	..	..	..	..	..	
21	Mernda ..	..	..	..	..	..	..	..	..	
24	Yan Yean ..	..	..	..	..	..	..	..	..	
27	Whittlesea ..	493	—	435	—	340	306	60	—	
	UP.									
	Whittlesea									
3	Yan Yean ..	..	..	..	..	..	..	..	..	
6	Mernda ..	..	..	..	..	..	..	..	..	
9	South Morang	..	..	..	..	..	..	..	..	
11	Epping Quarrying Siding ..	493	—	435	—	340	306	60	—	Double-heading not allowed
12	Epping ..	..	..	..	..	..	..	..	..	
14	Thomastown	..	..	..	..	..	..	..	..	
17	Reservoir ..	725	650	640	565	500	450	60	—	
18	Preston ..	..	..	..	..	..	..	..	..	
19	Bell ..	..	..	..	..	..	..	..	..	
19	Thornbury ..	..	..	..	..	..	..	..	..	
20	Croxton ..	..	..	..	..	..	..	..	..	
21	Northcote ..	..	..	..	..	..	..	..	..	Nil
22	North Fitzroy	769	689	678	599	530	477	60	50	
23	North Carlton	..	..	..	..	..	..	..	..	
27	Spencer-street	769	689	678	599	530	477	50	50	

SPENCER-STREET AND HURSTBRIDGE (VIA PRINCE'S-BRIDGE).

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Spencer-street									
1	Prince's-bridge a	667	598	589	520	460	414	40	50	Nil
	Prince's-bridge b c	964	865	851	751	665	599	60	50	
4	Victoria Park	457	410	403	356	315	284	60	40	5%
4	Clifton Hill * a	392	351	346	305	270	243	50	40	
	Clifton Hill * b c	457	410	403	356	315	284	,,	,,	
6	Fairfield Park	580	520	512	452	400	360	,,	,,	10%
7	Alphington ..	725	650	640	565	500	450	,,	,,	
8	Ivanhoe ..	..	..	..	..	..	..	..	..	
9	Heidelberg ..	392	351	346	305	270	243	50	40	
11	Macleod **	471	423	416	367	325	293	40	—	
15	Greensborough	..	..	..	..	..	..	..	..	Double-heading not allowed
17	Eltham ..	297	267	262	232	205	185	40	—	
21	Diamond Creek	471	—	416	—	325	293	,,	—	
22	Wattleglen ..	580	—	512	—	400	360	,,	—	
24	Hurstbridge	363	—	320	—	250	225	,,	—	
	UP.									
	Hurstbridge									
2	Wattleglen ..	..	..	..	..	..	..	..	..	
3	Diamond Creek	..	..	..	..	..	..	..	..	Double-heading not allowed
7	Eltham ..	616	—	544	—	425	383	40	—	
9	Greensborough	..	..	..	..	..	..	..	..	
13	Macleod ..	297	267	262	232	205	185	40	—	
15	Heidelberg ..†	348	312	307	271	240	216	,,	—	
16	Ivanhoe ..	392	351	346	305	270	243	50	40	
17	Alphington ..	508	455	448	396	350	315	,,	,,	
18	Fairfield Park	580	520	512	452	400	360	,,	,,	10%
20	Clifton Hill ..	..	..	..	..	..	..	..	..	
20	Victoria Park c	508	455	448	396	350	315	50	40	
23	Prince's-bridge	711	637	627	554	490	441	60	50	Nil
24	Spencer-street a	783	702	691	610	540	486	40	50	
	Spencer-street b c	964	865	851	751	665	599	60	50	5%

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SPENCER-STREET AND HURSTBRIDGE (VIA PRINCE'S-BRIDGE)—*continued.*

(Commenced on page 83.)

NOTES.

a, b Loads applicable during and after passenger traffic, see page 23.

* When the engine of a Down Goods train is required to run tender first from Victoria Park to Clifton Hill, the schedule load may be reduced by 15 per cent.

** Not checked at Rosanna.

† Clear run into Heidelberg Yard.

c Ascending grades. With loads above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
	Viaduct Junction (Spencer-street) (" b " load) ..	15
3	approaching Clifton Hill	20

Up Journey.

5	Up trains must recommence their journey from Fairfield Park as far away from the foot of the grade as possible.	
	Viaduct Junction (Flinders-street) (" b " load) ..	15

NORTH FITZROY AND VICTORIA PARK.

MACLEOD AND MONT PARK.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
2	From— North Fitzroy Victoria Park	479	429	422	373	330	297	50	50	Nil
	UP.									
2	Victoria Park North Fitzroy *	392	351	346	305	270	243	50	50	Nil
	DOWN.									
1	From— Macleod Mont Park ..	—	163	160	141	125	113	30	—	Double-heading not allowed
	UP.									
1	Mont Park Macleod ..	—	351	346	305	270	243	30	—	Double-heading not allowed

Note.

* When the engine of a Goods train is required to run Tender first from Victoria Park to Clifton Hill, the schedule load may be reduced by 15 per cent.

SPENCER-STREET, COBURG, AND SOMERTON.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Spencer-street									
4	South Brunswick ..	348	312	307	271	240	216	60	50	Nil
5	Brunswick ..	870	780	768	678	600	540	"	"	
6	Moreland ..	435	390	384	339	300	270	"	"	
6	Coburg ..	870	780	768	678	600	540	"	"	
7	Batman .. c	471	423	416	367	325	293	"	—	
8	Merlynston c	544	488	480	424	375	338	"	—	
8	Fawkner ..	899	806	794	701	620	558	"	—	
14	Somerton ..	392	351	346	305	270	243	"	—	
	UP.									
	Somerton									
6	Fawkner ..	..	..	..	..	..	..	..	—	
6	Merlynston ..	..	..	..	..	..	..	..	—	
7	Batman ..	..	..	..	..	..	..	..	—	
8	Coburg .. c	769	689	678	599	530	477	45	—	
8	Moreland ..	..	..	..	..	..	..	..	..	10%
9	Brunswick ..	..	..	..	..	..	..	..	..	
10	South Brunswick ..	..	..	..	..	..	..	..	..	
14	Spencer-street	769	689	678	599	530	477	50	50	

Notes.

c **Down.** Drivers of trains leaving Coburg on the Down are to make all speed to take train over the bank near the down end of the platform. A speed of 20 miles per hour is required for Down trains at mileage 7¼ after leaving Batman.

Up. A speed of 20 miles per hour is required for Up trains at mileage 7¼ approaching Batman.

SPENCER-STREET TO BENDIGO.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.											
2	South Kensington ..	..		..	..	..	..	..	..	..	..	Nil
5	West Footscray ..	..		..	..	..	..	..	..	..	..	
8	Sunshine ..	1025		725	650	640	565	500	450	60	60	
9	Albion Sdg.	..		..	..	..	..	..	..	..	..	
11	St. Albans..	..		..	..	..	..	..	..	..	..	
15	Sydenham..	820		580	520	512	452	400	360	60	60	
20	Diggers' Rest	666		471	423	416	367	325	293	„	„	
24	Sunbury ..	933		660	592	582	514	455	410	„	„	
28	McKay's Sdg.	..		..	..	..	..	..	..	..	..	
31	Clarkefield d	554		392	351	346	305	270	243	..	..	
35	Riddell ..	871		616	553	544	480	425	383	„	„	
40	Gisborne ..	595		421	377	371	328	290	261	„	„	
43	Macedon ..	718		508	455	448	396	350	315	„	„	
49	Woodend ..	554		392	351	346	305	270	243	„*	„	
53	Carlsruhe	1005		711	637	627	554	490	441	„	„	Load of train engine must not be exceeded
	cx	1107		783	702	691	610	540	486	„	„	
57	Kyneton ..	..		..	..	..	..	..	..	..	..	
60	Redesdale Junction	..		..	..	..	..	..	..	..	..	
64	Malmsbury	..		..	..	..	..	..	..	..	..	
68	Taradale ..	..		..	..	..	..	..	..	..	..	
70	Elphinstone	..		..	..	..	..	..	..	..	..	
75	Chewton ..	..		..	..	..	..	..	..	..	..	
78	Castlemaine	1128		798	715	704	622	550	495	60	60	
83	Harcourt ..	..		..	..	..	..	..	..	..	..	Nil
90	Ravenswood	..		..	..	..	..	..	..	..	..	
98	Kangaroo Flat ..	554		392	351	346	305	270	243	60	60	
99	Golden Square ..	..		..	..	..	..	..	..	..	..	
101	Bendigo ..	1230		870	780	768	678	600	540	60	60	

Continued on page 88.

SPENCER-STREET TO BENDIGO—*continued.*

(Commenced on page 87.)

NOTES.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage a speed of 25 miles per hour at mileage 52½ (approaching Carlsruhe) must be attained to take load over the grade.

d See General Appendix for special instructions *re* Clarkefield.

x For trains not required to stop at Carlsruhe.

* Down Goods trains run by " C" class engines may take 75 vehicles from Woodend to Castlemaine.

BENDIGO TO SPENCER-STREET.

SECTION.		LOAD SCHEDULE.								SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Bendigo											
2	Golden Square ..	..		..	..	..	..	..	..	..	..	Nil
3	Kangaroo Flat ..	964		682	611	602	531	470	423	60	50	
11	Ravenswood	..		..	..	..	..	..	..	..	..	
18	Harcourt ..	584		413	371	365	322	285	257	60	50	
23	Castlemaine	1230		870	780	768	678	600	540	„	„	
26	Chewton ..	595		421	377	371	328	290	261	„	„	Nil
31	Elphinstone	554		392	351	346	305	270	243	„	„	
33	Taradale ..	..		..	..	..	..	..	..	..	..	Full sectional load
37	Malmsbury	666		471	423	416	367	325	293	60	50	
41	Redesdale Junction	..		..	..	..	..	..	..	..	..	
44	Kyneton ..	..		..	..	..	..	..	..	..	..	5%
48	Carlsruhe ..	..		..	..	..	..	..	..	..	..	
52	Woodend ..c	820		580	520	512	452	400	360	60	60	
58	Macedon ..	..		..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
61	Gisborne ..	..		..	..	..	..	..	..	..	..	
66	Riddell ..†	..		..	..	..	..	..	..	..	..	
70	Clarkefield †	..		..	..	..	..	..	..	..	..	
73	McKay's Sdg.	..		..	..	..	..	..	..	..	..	
77	Sunbury ..	..		..	..	..	..	..	..	..	..	
81	Diggers' Rest ..†	..		..	..	..	..	..	..	..	..	
86	Sydenham †	..		..	..	..	..	..	..	..	..	
90	St. Albans	..		..	..	..	..	..	..	..	..	
92	Albion Sdg.	..		..	..	..	..	..	..	..	..	
93	Sunshine ..	1364		964	865	851	751	665	599	60	60	
96	West Footscray *	1025		72[illegible]	650	640	565	500	450	„	„	
		1364		964	865	851	751	665	599	„	„	
99	South Kensington ..	..		..	..	..	..	..	..	..	..	
101	Spencer-st. c	1364		964	865	851	751	665	599	60	60	

Continued on page 90.

BENDIGO TO SPENCER-STREET—*continued.*

(Commenced on page 89.)

NOTES.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage a speed of 20 miles per hour at mileage 49½ (approaching Woodend) and at mileage 47 (after leaving Woodend) must be attained to take load over the grade.

* Load for Up trains which have to be pushed back into siding on Down side at West Footscray. If tender first a reduction of 5 per cent. to be made.

† The tonnage which locomotives can push from the Up to the Down Main Line at Riddell, Clarkefield, Digger's Rest, and Sydenham, where opposing grades exist, is shown hereunder :—

Station.	% 205	% 145	% 130	% 100	% 90	% 80
Riddell	1,015	718	644	495	446	396
Clarkefield	784	555	498	383	345	306
Digger's Rest	812	574	515	396	356	317
Sydenham	738	522	468	360	324	288

BENDIGO AND ECHUCA.

Mileage.	SECTION.	LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Bendigo									
1	North Bendigo Junction ..	..	..	..	..	..	..	..	..	
3	White Hills ..	..	..	..	..	..	..	..	..	
5	Epsom ..	..	..	..	..	..	..	..	..	
7	Huntly ..	..	..	..	..	..	..	..	..	
11	Bagshot ..	..	..	..	..	..	..	..	..	
15	Wellsford ..	..	..	..	..	..	..	..	..	20 %
17	Goornong ..	..	..	..	..	..	..	..	..	
24	Avonmore ..	..	..	..	..	..	..	..	..	
28	Elmore ..	..	..	..	..	..	..	..	..	
38	Rochester ..	..	..	..	..	..	..	..	..	
46	Strathallan ..	..	..	..	..	..	..	..	..	
55	Echuca ..	1131	1014	998	881	780	702	75	60	
	UP.									
	Echuca									
9	Strathallan ..	..	..	..	..	..	..	..	..	
17	Rochester ..	..	..	..	..	..	..	..	..	
27	Elmore ..	..	..	..	..	..	..	..	..	20%
31	Avonmore ..	..	..	..	..	..	..	..	..	
38	Goornong ..	1044	936	922	814	720	648	75	60	
40	Wellsford ..	..	..	..	..	..	..	..	..	
44	Bagshot ..	..	..	..	..	..	..	..	..	
48	Huntly ..	783	702	691	610	540	486	75	60	
50	Epsom ..	..	..	..	..	..	..	..	..	Nil
52	White Hills ..	..	..	..	..	..	..	..	..	
54	North Bendigo Junction	..	..	..	..	..	..	..	..	
55	Bendigo ..	682	611	602	531	470	423	75	60	

ECHUCA AND DENILIQUIN.

Mileage.	Section.	Load Schedule. % 100	% 90	% 85	% 80	% 70	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.								
	From— Echuca								
1	Moama ..	..	..	..	..	..	..	..	Double-heading not allowed
8	Barnes ..	..	..	..	..	..	..	..	
15	Moira ..	..	..	..	..	..	..	..	
24	Mathoura ..	..	..	..	..	..	..	..	
32	Gulpa Siding	..	..	..	..	..	..	..	
36	Hill Plain Sdg.	..	..	..	..	..	..	..	
45	Deniliquin ..c	830	747	705	664	581	75	—	
	UP.								
	Deniliquin								
9	Hill Plain Sdg.	..	..	..	..	..	..	..	Double-heading not allowed
13	Gulpa Siding	..	..	..	..	..	..	..	
21	Mathoura ..	780	702	663	624	546	75	—	
30	Moira ..	..	..	..	..	..	..	..	
37	Barnes ..	..	..	..	..	..	..	..	
44	Moama ..	..	..	..	..	..	..	..	
45	Echuca ..	850	765	722	680	595	75	—	

NOTE.

c On Down journey trains with the loads shown must be assisted in the rear from Echuca Yards to the " Stop Board " erected at the Up end of the Murray River Bridge.

ECHUCA TO BALRANALD.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Echuca										
1	Moama ..		..	..	..	..	..	..	..	..	Double-heading not allowed
7	Barnes ..		—	—	—	—	830	747	75	—	
13	Benarca ..		..	..	..	..	..	..	..	..	
18	Wombootа ..		..	..	..	..	..	..	..	..	
23	Thyra ..		..	..	..	..	..	..	..	..	
28	Bunaloo ..		..	..	..	..	..	..	..	..	
34	Tantonan ..		..	..	..	..	..	..	..	..	
40	Caldwell ..		..	..	..	..	..	..	..	..	
46	Yallakool ..		..	..	..	..	..	..	..	..	
53	Wakool ..		..	..	..	..	..	..	..	..	
60	Burraboi ..		..	..	..	..	..	..	..	..	
67	Jimaringle ..		..	..	..	..	..	..	..	..	
71	Niemur ..		..	..	..	..	..	..	..	..	
76	Dhuragoon ..		..	..	..	..	..	..	..	..	
82	Edward ..		..	..	..	..	..	..	..	..	
87	Moulamein ..		..	..	..	..	..	..	..	..	
93	Berambong ..		..	..	..	..	..	..	..	..	
			..	..	..	..	..	..	..	..	
103	Perekerton ..		..	..	..	..	..	..	..	..	
108	Moolpa ..		..	..	..	..	..	..	..	..	
114	Impimi ..		..	..	..	..	..	..	..	..	
122	Yangalake ..		..	..	..	..	..	..	..	..	
127	Balranald ..		—	—	—	—	750	675	75	—	

BALRANALD TO ECHUCA.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Balranald									
5	Yangalake ..	..	..	..	..	..	..	..	..	Double-heading not allowed
13	Impimi ..	..	..	..	..	..	..	..	..	
19	Moolpa ..	..	..	..	..	..	..	..	..	
24	Perekerton ..	..	..	..	..	..	..	..	..	
34	Berambong ..	..	..	..	..	..	..	..	..	
40	Moulamein ..	..	..	..	..	..	..	..	..	
45	Edward ..	..	..	..	..	..	..	..	..	
51	Dhuragoon ..	..	..	..	..	..	..	..	..	
56	Niemur ..	..	..	..	..	..	..	..	..	
60	Jimaringle ..	..	..	..	..	..	..	..	..	
67	Burraboi ..	..	..	..	..	..	..	..	..	
74	Wakool ..	..	..	..	..	..	..	..	..	
81	Yallakool ..	..	..	..	..	..	..	..	..	
87	Caldwell ..	..	..	..	..	..	..	..	..	
93	Tantonan ..	..	..	..	..	..	..	..	..	
99	Bunaloo ..	..	..	..	..	..	..	..	..	
104	Thyra ..	..	..	..	..	..	..	..	..	
109	Womboota ..	..	..	..	..	..	..	..	..	
114	Benarca ..	..	..	..	..	..	..	..	..	
120	Barnes ..	—	—	—	—	750	675	75	—	
126	Moama ..	..	..	..	..	..	..	..	..	
127	Echuca ..	—	—	—	—	850	765	75	—	

CLARKEFIELD AND LANCEFIELD.

KYNETON AND REDESDALE.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Clarkefield							
4	Bolinda ..	..	..	..	..	..	..	Double-heading not allowed
5	Monegeeta ..	..	..	..	..	..	..	
9	Romsey ..	392	346	270	243	40	—	
15	Lancefield ..c	348	307	240	216	„	—	
	UP.							
	Lancefield							
6	Romsey ..	348	307	240	216	40	—	Double-heading not allowed
10	Monegeeta ..	..	..	..	..	..	..	
11	Bolinda ..	798	704	550	495	40	—	
15	Clarkefield ..c	725†	704	550	495	„	—	
	DOWN.							
	From— Kyneton							
3	Redesdale Jun.	798	704	550	495	60	—	Double-heading not allowed
6	Edgecombe ..	..	..	..	..	..	..	
7	Green Hill ..	..	..	..	..	..	..	
10	East Metcalfe	..	..	..	..	..	..	
12	Emberton ..	..	..	..	..	..	..	
15	Barfold ..	..	..	..	..	..	..	
19	Redesdale ..	870	768	600	540	40	—	
	UP.							
	Redesdale							
4	Barfold ..	..	..	..	..	..	..	Double-heading not allowed
7	Emberton ..	..	..	..	..	..	..	
9	East Metcalfe	..	..	..	..	..	..	
12	Green Hill ..	377	333	260	234	40	—	
13	Edgecombe ..	..	..	..	..	..	..	
16	Redesdale Jn. c	508	448	350	315	40	—	
19	Kyneton ..	580	512	400	360	60	—	

Continued on page 96.

CLARKEFIELD AND LANCEFIELD—*continued.*

KYNETON AND REDESDALE—*continued.*

(Commenced on page 95.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
	Down Journey.	
42	after leaving Romsey	20
42¾	after leaving Romsey	20
	Up Journey.	
32½	approaching Clarkefield..	30
61	approaching Redesdale Junction	20

† Special load account speed limitation of " N " and " K " classes.

CASTLEMAINE AND SHELBOURNE.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Castlemaine							Double-heading not allowed
6	Muckleford ..	..	..	..	..	..	..	
11	Maldon ..	297	262	205	185	35	—	
21	Shelbourne ..	471	416	325	293	„	—	
	UP.							
	Shelbourne							Double-heading not allowed
10	Maldon ..	..	..	..	..	..	..	
15	Muckleford ..	..	..	..	..	..	..	
21	Castlemaine ..	297	262	205	185	35	—	

ELMORE AND COHUNA.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—							
	Elmore							
7	Hunter ..	870	768	600	540	75	75†	Load of train engine must not be exceeded
12	Warragamba	..	..	..	..	..	..	
16	McColl ..	..	..	..	..	..	..	
19	Lockington ..	..	..	..	..	..	..	
24	Kotta ..	..	..	..	..	..	..	
29	Roslynmead..	..	..	..	..	..	..	
37	Patho ..	..	..	..	..	..	..	
40	Torumbarry Weir Sdg. ..	..	..	..	..	..	..	
44	Gunbower ..	..	..	..	..	..	..	
49	Leitchville ..	..	..	..	..	..	..	
53	Keely ..	..	..	..	..	..	..	
57	Cohuna ..	1044	922	720	648	75	75	
	UP.							
	Cohuna							
4	Keely ..	..	..	..	..	..	..	Load of train engine must not be exceeded
8	Leitchville ..	..	..	..	..	..	..	
13	Gunbower ..	..	..	..	..	..	..	
17	Torumbarry Weir Sdg. ..	..	..	..	..	..	..	
20	Patho ..	..	..	..	..	..	..	
28	Roslynmead..	..	..	..	..	..	..	
33	Kotta ..	..	..	..	..	..	..	
38	Lockington ..	..	..	..	..	..	..	
41	McColl ..	..	..	..	..	..	..	
45	Warragamba	..	..	..	..	..	..	
50	Hunter ..	..	..	..	..	..	..	
57	Elmore ..c	1044	922	720	648	75	75	

NOTE.

c Speed of 20 miles per hour necessary at mileage 133¼ after leaving Hunter.
† See special rate of speed in General Appendix.

WOODEND TO BALLARAT.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Woodend							
4	Carlsruhe ..	711	627	490	441	60	60	
8	Tylden ..	..	..	..	..	..	..	
11	Fern Hill ..	..	..	..	..	..	..	
15	Trentham ..	..	..	..	..	..	..	
19	Lyonville ..	..	..	..	..	..	..	
21	Bullarto ..	392	346	270	243	40	40	
24	Musk ..	..	..	..	..	..	..	
27	Cattle Yards ..	..	..	..	..	..	..	
27	Daylesford ..	580	512	400	360	40	40	Load of train engine must not be exceeded
30	Woodburn ..	392	346	270	243	,,	,,	
32	Sailor s Falls	..	..	..	..	..	..	
34	Leonard ..	297	262	205	185	40	40	
37	Wombat ..	508	448	350	315	,,	,,	
38	Rocklyn ..	..	..	..	..	..	..	
42	Newlyn ..	..	..	..	..	..	..	
45	Kingston ..	..	..	..	..	..	..	
47	Allendale ..	..	..	..	..	..	..	
51	North Creswick	870	768	600	540	40	40	
52	Creswick ..c	435	384	300	270	50	40	
55	Bald Hills ..	..	..	..	..	..	..	
57	Sulky ..	392	346	270	243	50	40	10%
58	Waubra Jun.	..	..	..	..	..	..	
63	North Ballarat	..	..	..	..	..	..	
64	Ballarat ..	798	704	550	495	50	40	

NOTE.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage a speed of 25 miles per hour at mileage 86 (approaching Creswick) must be attained to take load over the grade.

BALLARAT TO WOODEND.

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ballarat							
1	North Ballarat	..	..	..	..	..	..	10%
6	Waubra Jun.	..	..	..	..	..	..	
7	Sulky ..	457	403	315	284	50	40	
9	Bald Hills ..	..	..	..	..	..	..	
12	Creswick ..c	348	307	240	216	50	40	
13	North Creswick	457	403	315	284	,,	,,	
17	Allendale ..	..	..	..	..	..	..	Load of train engine must not be exceeded
19	Kingston ..	..	..	..	..	..	..	
22	Newlyn ..	..	..	..	..	..	..	
26	Rocklyn ..	..	..	..	..	..	..	
27	Wombat ..	..	..	..	..	..	..	
30	Leonard ..	297	262	205	185	40	40	
32	Sailor's Falls	..	..	..	..	..	..	
34	Woodburn ..	769	678	530	477	40	40	
37	Daylesford ..	297	262	205	185	,,	,,	
37	Cattle Yards..	..	..	..	..	..	..	
40	Musk ..	..	..	..	..	..	..	
43	Bullarto ..	377	333	260	234	40	40	
45	Lyonville ..	..	..	..	..	..	..	
49	Trentham ..	..	..	..	..	..	..	
53	Fern Hill ..c	479	422	330	297	40	40	
56	Tylden ..	..	..	..	..	..	..	
60	Carlsruhe ..	769	678	530	477	40	40	
64	Woodend ..c	580	512	400	360	60	60	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).
83¾	after leaving Bald Hills	25
66¾	after leaving Lyonville	20
49½	approaching Woodend	20

BALLARAT AND WAUBRA.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Ballarat							
1	North Ballarat	..	..	..	..	..	..	10%
6	Waubra Jun.	457	403	315	284	50	40	
8	Pisgah ..	..	..	..	..	..	..	
9	Midas ..	..	..	..	..	..	..	
11	Blowhard ..	..	..	..	..	..	..	Double-heading not allowed
15	Learmonth ..	..	..	..	..	..	..	
16	N. Learmonth	..	..	..	..	..	..	
19	Addington ..	..	..	..	..	..	..	
22	Waubra ..c	522	461	360	324	40	40	
	UP.							
	Waubra							
3	Addington ..	471	416	325	293	40	—	
6	N. Learmonth	..	..	..	..	..	..	
7	Learmonth ..	..	..	..	..	..	..	
11	Blowhard ..	580	512	400	360	40	—	Double-heading not allowed
13	Midas ..	..	..	..	..	..	..	
14	Pisgah ..	..	..	..	..	..	..	
16	Waubra Jun.	471	416	325	293	40	—	
	,, cx	580	512	400	360	,,	—	
21	North Ballarat	..	..	..	..	..	..	10%
22	Ballarat ..	798	704	550	495	50	40	

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Down Journey.**	Speed Necessary (Miles per Hour).
89¾	after leaving North Learmonth	20
91	after leaving North Learmonth	20
92¾	after leaving Addington	20
	Up Journey.	
87½	after leaving Learmonth	20
83½	approaching Midas	20
82¼	after leaving Midas	20
80¼	after leaving Pisgah	25

cx For trains not required to stop at Midas.

CASTLEMAINE TO BALLARAT.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Castlemaine									
3	Campbell ..	..	..	..	..	..	..	..	..	
7	Guildford ..	..	..	..	..	..	..	..	..	
11	Strangway ..	..	..	..	..	..	..	..	..	
14	Newstead ..	..	..	..	..	..	..	..	..	
17	Joyce's Creek	464	416	410	362	320	288	40	40	Maximum load must not exceed 392 tons.
23	Moolort ..c	392	351	346	305	270	243	”	”	
28	Water Commission's Sdg.	..	..	..	..	..	..	..	..	
30	Carisbrook ..	464	416	410	362	320	288	40	40	
34	Maryborough †	392	351	346	305	270	243	”	”	
43	Talbot ..	..	..	..	..	..	..	..	..	
54	Clunes ..	..	..	..	..	..	..	..	..	
57	Tourello ..	..	..	..	..	..	..	..	..	
64	N. Creswick ..	392	351	346	305	270	243	50	40	
65	Creswick ..c	435	390	384	339	300	270	”	”	10%
68	Bald Hills ..	..	..	..	..	..	..	..	..	
70	Sulky ..	392	351	346	305	270	243	50	40	
71	Waubra Jun.	..	..	..	..	..	..	..	..	
76	North Ballarat	..	..	..	..	..	..	..	..	
77	Ballarat ..	798	715	704	622	550	495	50	40	

Note.

c Ascending grades. With load above three-fourths of the full tonnage the speed at the mileages shown hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary (Miles per Hour).
87½	approaching Strangway..	20
86	approaching Creswick	25

† The load for a superheated "DDE" on goods trains, Maryborough and Ballarat, to be 10 per cent. additional on the 100 per cent. load shown.

BALLARAT TO CASTLEMAINE.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ballarat †									
1	North Ballarat	..	..	..	..	..	..	..	..	10%
6	Waubra Jun.	..	..	..	..	..	..	..	..	
7	Sulky ..	457	410	403	356	315	284	50	40	
9	Bald Hills ..	..	..	..	..	..	..	..	..	
12	Creswick ..c	348	312	307	271	240	216	50	40	
13	N. Creswick..	..	..	..	..	..	..	..	..	
20	Tourello ..	..	..	..	..	..	..	..	..	
23	Clunes ..	..	..	..	..	..	..	..	..	
34	Talbot ..	457	410	403	356	315	284	50	40	
43	Maryborough	392	351	346	305	270	243	,,	,,	Maximum load must not exceed 392 tons.
47	Carisbrook ..	798	715	704	622	550	495	40	40	
49	Water Commission's Sdg.	..	..	..	..	..	..	..	..	
54	Moolort ..	..	..	..	..	..	..	..	..	
60	Joyce's Creek	..	..	..	..	..	..	..	..	
63	Newstead ..	..	..	..	..	..	..	..	..	
66	Strangway ..	..	..	..	..	..	..	..	..	
70	Guildford ..	..	..	..	..	..	..	..	..	
74	Campbell ..	..	..	..	..	..	..	..	..	
77	Castlemaine..c	392	351	346	305	270	243	40	40	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage the speed at the mileages shown hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—	Speed Necessary (Miles per Hour).
83¾ after leaving Bald Hills	25
82¼ approaching Campbell	20

† The load for a superheated "DDE" on goods trains, Ballarat and Maryborough, to be 10 per cent. additional on the 100 per cent. load shown.

MARYBOROUGH AND ARARAT.

Mileage.	Section.	Load Schedule. % 145	Load Schedule. % 128	Load Schedule. % 100	Load Schedule. % 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Maryborough							
8	Bung Bong ..	..	..	..	..	..	..	Load of train engine must not be exceeded
12	Homebush ..	..	..	..	..	..	..	
15	Avoca ..*	392	346	270	243	40	40	
24	Amphitheatre	558	493	385	347	,,	,,	
33	Elmhurst ..	..	..	..	..	..	..	
38	Eversley ..	392	346	270	243	40	40	
42	Ben Nevis ..	479	422	330	297	,,	,,	
44	Dunneworthy c	479	422	330	297	,,	,,	
50	Warra Yadin	392	346	270	243	,,	,,	
55	Ararat ..c	435	384	300	270	,,	,,	
	UP.							
	Ararat							
5	Warra Yadin	..	..	..	..	..	..	Load of train engine must not be exceeded
11	Dunneworthy	392	346	270	243	40	40	
13	Ben Nevis ..	479	422	330	297	,,	,,	
17	Eversley ..c	479	422	330	297	,,	,,	
22	Elmhurst ..	..	..	..	..	..	..	
31	Amphitheatre	392	346	270	243	40	40	
40	Avoca ..c	798	704	550	495	,,	,,	
43	Homebush ..	..	..	..	..	..	..	
47	Bung Bong ..	..	..	..	..	..	..	
55	Mary-borough c x	348	307	240	216	40	40	
		392	346	270	243	,,	,,	

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MARYBOROUGH AND ARARAT—*continued.*

(Commenced on page 104.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary (Miles per Hour).
154½	after leaving Ben Nevis	20
163¼	after leaving Warra Yadin	20
165¾	approaching Ararat	20
	Up Journey.	
153	after leaving Ben Nevis	20
127¼	approaching Avoca	25
113¾	after passing Adelaide Lead (through load) ..	25

* Down Journey. With this tonnage trains will require to start from a position well back in the Maryborough Yard.

x Up Journey. For trains not required to stop at Adelaide Lead.

ARARAT AND NAVARRE.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**UP.**	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—							
	Ararat							Load of train engine must not be exceeded
5	Warra Yadin	..	..	..	..	..	..	
11	Dunneworthy	392	346	270	243	40	40	
13	Ben Nevis ..	479	422	330	297	”	”	
	DOWN.							
17	Crowlands ..	..	..	..	..	..	..	
23	Joel ..	..	..	..	..	..	..	
28	Landsborough	544	480	375	338	50	40†	10%
30	Cowley's Sdg.	..	..	..	..	..	..	
32	Tulkara ..	..	..	..	..	..	..	
36	Navarre ..	870	768	600	540	50	40†	
	UP.							
	Navarre							
4	Tulkara ..	943	832	650	585	50	40	
6	Cowley's Sdg.	..	..	..	..	..	..	
8	Landsborough	725	640	500	450	50	40	
13	Joel ..	870	768	600	540	”	”	10%
19	Crowlands ..	544	480	375	338	”	”	
23	Ben Nevis ..	508	448	350	315	”	”	
	DOWN.							Load of train engine must not be exceeded
25	Dunneworthy c	479	422	330	297	40	40	
31	Warra Yadin	392	346	270	243	”	”	
36	Ararat ..c	435	384	300	270	”	”	

Notes.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Down Journey (Ben Nevis to Ararat).**	Speed Necessary (Miles per Hour).
154½	after leaving Ben Nevis	20
163¼	after leaving Warra Yadin	20
165¾	approaching Ararat	20

† See special rate of speed in General Appendix.

MARYBOROUGH TO WOOMELANG.

Mileage.	SECTION. DOWN.	LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Maryborough									
6	Havelock ..	..	..	..	..	..	..	..	..	10%
9	Bet Bet ..	914	819	806	712	630	567	50	40	
14	Dunolly ..	392	351	346	305	270	243	,,	,,	
18	Goldsborough	435	390	384	339	300	270	,,	,,	
26	Bealiba ..	392	351	346	305	270	243	,,	,,	
29	Maffescioni's Siding ..	..	..	..	..	..	..	..	..	
33	Emu ..	..	..	..	..	..	..	..	..	
41	Carapooee ..	479	429	422	373	330	297	50	40	
47	St. Arnaud ..	392	351	346	305	270	243	,,	,,	
54	Sutherland ..*	392	351	346	305	270	243	,,	,,	
58	Swanwater ..	..	..	..	..	..	..	..	..	
63	Cope Cope ..C	705	632	622	549	486	437	50	40	
71	Donald ..	1131	1014	998	881	780	702	75	75	
75	Buloke ..	..	..	..	..	..	..	..	..	Double-heading not allowed
80	Litchfield ..	..	..	..	..	..	..	..	..	
85	Massey ..	..	..	..	..	..	..	..	..	
91	Watchem ..	..	..	..	..	..	..	..	..	
96	Morton Plains	..	..	..	..	..	..	..	..	
103	Birchip ..	1131	1014	998	881	780	702	75	—	
109	Karyrie ..	..	..	..	..	..	..	..	..	
113	Kurnabulla ..	..	..	..	..	..	..	..	..	
116	Curyo ..	..	..	..	..	..	..	..	..	
123	Watchupga ..	..	..	..	..	..	..	..	..	
129	Woomelang C	798	715	704	622	550	495	75	—	
	X	1131	1014	998	881	780	702	,,	—	

Continued on page 108.

MARYBOROUGH TO WOOMELANG—*continued.*

(Commenced on page 107.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.		Speed Necessary (Miles per Hour).
171¾	after leaving Swanwater	.. .. ..	30
About 235	Near Down side of Watchupga	..	Locomotive of Down train stopping at Watchupga should, in order to obtain the necessary momentum, recommence the journey not nearer to the grade than the Down end of platform.

* The load for Goods train assisted in rear to Stop Board near the 160 mile post is the combined ruling grade load of the two engines employed, less 5 per cent., vehicle limitation 40.

x For trains not required to stop at Watchupga.

WOOMELANG TO MARYBOROUGH.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Woomelang									
6	Watchupga	783	702	691	610	540	486	75	—	
	,, *c	1131	1014	998	881	780	702	,,	—	
13	Curyo ..	..	..	..	..	..	..	..	..	
16	Kinnabulla ..	..	..	..	..	..	..	..	..	Double-loading not allowed
20	Karyrie ..	..	..	..	..	..	..	..	..	
26	Birchip ..	1131	1014	998	881	780	702	75	—	
33	Morton Plains	..	..	..	..	..	..	..	..	
38	Watchem ..	..	..	..	..	..	..	..	..	
44	Massey ..	..	..	..	..	..	..	..	..	
49	Litchfield ..	..	..	..	..	..	..	..	..	
54	Buloke ..	..	..	..	..	..	..	..	..	
58	Donald ..	1131	1014	998	881	780	702	75	—	
66	Cope Cope ..	1131	1014	998	881	780	702	75	75	
71	Swanwater ..	392	351	346	305	270	243	50	40	
75	Sutherland ..	725	650	640	565	500	450	,,	,,	
82	St. Arnaud ..	392	351	346	305	270	243	,,	,,	
88	Carapooee ..	..	..	..	..	..	..	..	..	
96	Emu ..	392	351	346	305	270	243	50	40	10%
100	Maffescioni's Siding ..c	493	442	435	384	340	306	,,	,,	
103	Bealiba ..	660	592	582	514	455	410	,,	,,	
110	Goldsborough	392	351	346	305	270	243	,,	,,	
115	Dunolly ..	783	702	691	610	540	486	,,	,,	
120	Bet Bet ..	392	351	346	305	270	243	,,	,,	
123	Havelock ..	..	..	..	..	..	..	..	..	Nil
129	Maryborough	660	592	58[illegible]	514	455	410	50	40	

NOTES.

* Assisted by engine in rear to Stop Board.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take the load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).	At Mileage—		Speed Necessary (Miles per Hour).
239¼	after leaving Woomelang..	20	143¾	after leaving Emu ..	20
236¾	after leaving Woomelang..	20	142¾	approaching Maffescioni's Siding ..	20
235¾	approaching Watchupga ..	20			

WOOMELANG TO YELTA.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—Woomelang							
7	Lascelles ..	660	582	455	410	60	45†	10%
12	Gama ..	725	640	500	450	,,	,,	
17	Torpey's Sdg.	..	..	..	..	..	..	
19	Turriff ..	711	627	490	441	60	45†	
24	Speed ..	798	704	550	495	,,	,,	
28	Tempy ..	711	627	490	441	,,	,,	
33	Gypsum Sdg.	870	768	600	540	,,	,,	
39	Bronzewing ..	..	..	..	..	..	..	
43	Nunga ..	..	..	..	..	..	..	
48	Ouyen .. c	660	582	455	410	60	45†	
53	Kiamal ..	..	..	..	..	..	..	
61	Trinita ..	..	..	..	..	..	..	
69	Hattah ..	725	640	500	450	60	45†	
81	Nowingi ..	798	704	550	495	,,	,, †	
86	Boonoonar ..	..	..	..	..	..	..	
91	Carwarp ..	725	640	500	450	60	45†	
97	Yatpool ..	870	768	600	540	,,	,, †	
101	Redcliffs ..	..	..	..	..	..	..	
106	Irymple ..	..	..	..	..	..	..	
110	Mildura ..	725	640	500	450	60	45†	
117	Merbein ..	580	512	400	360	,,	—	Double-heading not allowed
120	Merbein West	1044	922	720	648	75	—	
123	Yelta cx	870	768	600	540	,,	—	

Notes.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage a speed of 20 miles per hour must be attained at mileage 274¼ after leaving Gypsum Siding, also at mileages 362 and 362¾ after leaving Merbein West, to take load over the grade.

x With a load exceeding 500 tons, Down trains must start from a position well back in the Station Yard at Merbein West, to obtain necessary momentum to take load over grade.

† See special rate of speed in General Appendix.

YELTA TO WOOMELANG.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Yelta								
3	Merbein West c		667	589	460	414	75	..	
6	Merbein ..c		797	704	550	495	,,	..	
13	Mildura ..c		638	563	440	396	60	—	
17	Irymple ..		660	582	455	410	,,	—	
22	Redcliffs ..		..	..	..	..	..	..	Double-heading not allowed
26	Yatpool ..c		638	563	440	396	60	—	
32	Carwarp ..		725	640	500	450	,,	—	
37	Boonoonar ..		..	..	..	..	..	..	
42	Nowingi ..		660	582	455	410	60	—	
54	Hattah ..		725	640	500	450	,,	—	
62	Trinita ..		..	..	..	..	..	..	
70	Kiamal ..		638	563	440	396	60	—	
75	Ouyen ..c		1015	896	700	630	,,	—	
80	Nunga ..		..	..	..	..	..	..	
84	Bronzewing ..		..	..	..	..	..	..	
90	Gypsum Sdg. c		725	640	500	450	60	40†	
95	Tempy cx		638	563	440	396	,,	,,	
98	Speed ..		..	..	..	..	..	..	10%
104	Turriff ..		..	..	..	..	..	..	
106	Torpey's Sdg.		..	..	..	..	..	..	
110	Gama ..		..	..	..	..	..	..	
116	Lascelles ..		..	..	..	..	..	..	
123	Woomelang c		725	640	500	450	60	40†	

Continued on page 112.

YELTA TO WOOMELANG—*continued.*

(Commenced on page 111.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed at the mileages shown hereunder must be attained to take load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour).	
362¾	after leaving Yelta	20	
360	after leaving Merbein West ..	15	
359	approaching Merbein	15	
352½	approaching Mildura	20	
347	after leaving Irymple	20	
346¼	after leaving Irymple	20	
289¾	approaching Ouyen	25	
286¼	approaching Nunga	25	
283¼	after leaving Nunga	20	
279¼	after leaving Bronzewing ..	20	Trains stopping have to set back and start from down end of platform
273¼	after leaving Gypsum Siding ..	30	Trains not stopping Gypsum Siding
—	” ” ” ” ..	20	Trains required to stop at Gypsum Siding
267½	approaching Speed	15	
254¾	approaching Gama	20	
244¾	approaching Woomelang ..	20	

x For trains required to stop at Gypsum Siding.

† See special rate of speed in General Appendix.

OUYEN AND PINNAROO.

Section.			Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 128	% 100	% 90		Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ouyen									
6	Tiega .. c		580	512	400	360		50	50†	
9	Galah ..		870	768	600	540		„	„	
19	Walpeup .. c		508	448	350	315		„	„	
24	Torrita ..		725	640	500	450		„	„	
31	Underbool c		508	448	350	315		„	„	
	.. x		580	512	400	360		„	„	
37	Linga ..		580	512	400	360		„	„	
43	Boinka ..		..	..	..	..		..	..	5%
50	Tutye ..		471	416	325	293		50	50†	
56	Cowangie ..		725	640	500	450		„	„	
62	Danyo ..		508	448	350	315		„	„	
68	Murrayville ..		471	416	325	293		„	„	
73	Carina ..		616	544	425	383		„	„	
79	Panitya ..		595	525	410	369		„	„	
84	Pinnaroo ..		616	544	425	383		„	„	
	UP.									
	Pinnaroo									
5	Panitya ..		783	691	540	486		50	50†	
11	Carina ..		595	525	410	369		„	„	
16	Murrayville ..		638	563	440	396		„	„	
22	Danyo ..		471	416	325	293		„	„	
28	Cowangie ..		508	448	350	315		„	„	
34	Tutye ..		544	480	375	338		„	„	
41	Boinka ..		..	..	..	...		..	..	5%
47	Linga ..		471	416	325	293		50	50†	
53	Underbool ..		544	480	375	338		„	„	
60	Torrita .. c		508	448	350	315		„	„	
65	Walpeup .. c		580	512	400	360		„	„	
75	Galah .. c		870	768	600	540		„	„	
78	Tiega .. c		798	704	550	495		„	„	
84	Ouyen .. c		653	576	450	405		„	„	

Continued on page 114.

OUYEN AND PINNAROO—*continued.*

(Continued from page 113.)

NOTES.

c Ascending grades. With loads above three-fourths of the full tonnage the speeds shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
289½	after leaving Ouyen	25
305¼	approaching Walpeup	25
306½	approaching Walpeup	15
313	after leaving Torrita	15
x313	after leaving Torrita	20

Up Journey.

319	after leaving Underbool	20
318½	after leaving Underbool	15
315¼	approaching Torrita	15
314¼	approaching Torrita	20
313¾	approaching Torrita	15
309½	approaching Walpeup	20
302†	after leaving Walpeup	25
300¼	approaching Galah	25
297	after leaving Galah	20
291	approaching Ouyen	25
290¼	approaching Ouyen	20

x For trains not required to stop at Torrita.

† See special rate of speed in General Appendix.

REDCLIFFS AND MERINGUR.

Mileage.	SECTION. DOWN.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Redcliffs							
6	Thurla ..	798	704	550	495	60	—	Double-heading not allowed
12	Benetook ..	725	640	500	450	„	—	Double-heading not allowed
18	Pirlta ..	1015	896	700	630	„	—	Double-heading not allowed
24	Merrinee ..	754	666	520	468	„	—	Double-heading not allowed
30	Karawinna ..	798	704	550	495	„	—	Double-heading not allowed
36	Werrimull ..	725	640	500	450	„	—	Double-heading not allowed
41	Bambill ..	..	..	..	..	..	..	Double-heading not allowed
46	Yarrara ..c	..	..	..	..	..	..	Double-heading not allowed
51	Meringur ..c	725	640	500	450	60	—	Double-heading not allowed
	UP.							
	Meringur ..c	..	..	..	..	..	..	Double-heading not allowed
5	Yarrara ..c	..	..	..	..	..	..	Double-heading not allowed
10	Bambill ..c	..	..	..	..	..	..	Double-heading not allowed
15	Werrimull ..	725	640	500	450	60	—	Double-heading not allowed
21	Karawinna ..	754	666	520	468	„	—	Double-heading not allowed
27	Merrinee ..	783	691	540	486	„	—	Double-heading not allowed
33	Pirlta ..	899	794	620	558	„	—	Double-heading not allowed
39	Benetook ..	986	870	680	612	„	—	Double-heading not allowed
45	Thurla ..	914	806	630	567	„	—	Double-heading not allowed
51	Redcliffs ..	725	640	500	450	„	—	Double-heading not allowed

NOTE (*c*).—Ascending grades. With loads above four-fifths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade.

DOWN JOURNEY.

Mileage.		Speed Necessary (Miles per Hour).
386¾	Approaching Yarrara	20
390½	After leaving Yarrara	20
391½	Approaching Meringur	20

UP JOURNEY.

Mileage.		Speed Necessary (Miles per Hour).
391	After leaving Meringur	20
386½	„ „ Yarrara	15

MARYBOROUGH AND INGLEWOOD.
WEDDERBURN JUNCTION AND WEDDERBURN.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Maryborough									
6	Havelock ..	..	..	..	..	..	..	..	..	10%
9	Bet Bet ..	914	819	806	712	630	567	50	40	
14	Dunolly ..	392	351	346	305	270	243	„	„	
18	Painswick ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
21	Laurie ..	..	..	..	..	..	..	..	..	
24	Tarnagulla ..c	435	—	384	—	300	270	40	40	
26	Llanelly ..	..	..	..	..	..	..	..	..	
30	Arnold ..	587	—	518	—	405	365	40	40	
36	Bullabul ..	..	..	..	..	..	..	..	..	
39	Inglewood ..d	769	—	678	—	530	477	40	40	
	UP.									
	Inglewood									
4	Bullabul ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
9	Arnold ..	660	—	582	—	455	410	40	40	
13	Llanelly ..	..	..	..	..	..	..	..	..	
15	Tarnagulla ..	..	..	..	..	..	..	..	..	
18	Laurie ..	..	..	..	..	..	..	..	..	
21	Painswick ..	..	..	..	..	..	..	..	..	
25	Dunolly ..	392	—	346	—	270	243	40	40	
30	Bet Bet ..	392	351	346	305	270	243	50	40	Nil
33	Havelock ..	..	..	..	..	..	..	..	..	
39	Maryborough	660	592	582	514	455	410	50	40	
	DOWN.									Double-heading not allowed
	From— Wedderburn Jn.									
5	Wedderburn	392	—	346	—	270	243	30	—	
	UP.									
	Wedderburn									
5	Wedderburn Junction ..c	725	—	640	—	500	450	30	—	

NOTES.

c Ascending grades, Down journey. With load about three-fourths of the full tonnage a speed of 25 miles per hour at mileage 131½ (approaching Tarnagulla), and, on Up journey, 20 miles per hour at mileage 146½ (approaching Wedderburn Junction) must be attained to take load over the grade.——d See General Appendix for instruction *re* Inglewood.

BENDIGO TO WYCHEPROOF.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Bendigo											
1	North Bendigo Jun.	..		..	..	..	..	..	..	..	..	When one of the engines is of "A2" or higher class, 10 %. Other classes, nil
2	Gas Coy.'s Siding ..	..		..	..	..	..	..	..	..	..	
3	Brick Coy.'s Siding ..	..		..	..	..	..	..	..	..	..	
4	California Gully ..	..		..	..	..	..	..	..	..	..	
5	Eaglehawk	..		..	..	..	..	..	..	..	..	
12	Marong ..	666		471	423	416	367	325	293	50	40	
17	Leichardt .. c	820		580	520	512	452	400	360	"	"	
21	Derby ..	..		..	..	..	..	..	..	..	..	
36	Bridgewater	..		..	..	..	..	..	..	..	..	
30	Inglewood..	1271		899	806	794	701	620	558	50	40	
34	Kurting ..	..		..	..	..	..	..	..	..	..	
39	Glenalbyn	..		..	..	..	..	..	..	..	..	
45	Wedderburn Junction	..		..	..	..	..	..	..	..	..	
50	Korong Vale .. c	666		471	423	416	367	325	293	50	40	
55	Roads Board Siding ..	..		..	..	..	..	..	..	..	..	Double-heading not allowed
59	Wychitella c	—		522	468	461	407	360	324	50	40	
64	Buckrabanyule ..	..		..	..	..	..	..	..	..	..	
68	Barrakee ..	..		..	..	..	..	..	..	..	..	
73	Charlton .. c	..		769	689	678	599	530	477	50	40	
74	Cattle Sdg.	..		..	..	..	..	..	..	..	..	
78	Teddywaddy .. c	..		471	423	416	367	325	293	50	40	
82	Glenloth ..	..		..	..	..	..	..	..	..	..	
86	Fairview ..	..		..	..	..	..	..	..	..	..	
90	Wycheproof	—		1044	936	922	814	720	648	60	..	

Continued on page 118.

BENDIGO TO WYCHEPROOF—*continued.*

(Commenced on page 117.)

Note.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary. (Miles per Hour)
$116\frac{3}{4}$	approaching Leichardt	20
132	after leaving Inglewood	25
$153\frac{3}{4}$	after leaving Korong Vale	25
$163\frac{3}{4}$	approaching Buckrabanyule	25
167	approaching Barrakee	20
$169\frac{3}{4}$	after leaving Barrakee	20
175	after leaving Charlton	25

WYCHEPROOF TO BENDIGO.

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 205		% 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Wycheproof											Double-heading not allowed
4	Fairview ..	..		..	..	..	..	..	..	..	..	
8	Glenloth ..	..		..	..	..	..	..	..	..	..	
12	Teddywaddy	..		1044	936	922	814	720	648	60	—	
16	Cattle Sdg.	..		..	..	..	..	..	..	..	..	
17	Charlton ..c	..		558	501	493	435	385	347	50	—	
22	Barrakee ..c	..		899	806	794	701	620	558	,,	—	
25	Buckrabanyule ..	..		..	..	..	..	..	..	..	..	
31	Wychitella	..		..	..	..	..	..	..	..	..	
35	Roads Board Siding ..	..		..	..	..	..	..	..	..	..	
40	Korong Vale ..c	—		558	501	493	435	385	347	50	—	
45	Wedderburn Junction	..		..	..	..	..	..	..	..	..	When one of the engines is of "A2" or higher class, 10 %. Other classes, nil
51	Glenalbyn..	..		..	..	..	..	..	..	..	..	
56	Kurting ..	..		..	..	..	..	..	..	..	..	
60	Inglewood..c	789		558	501	493	435	385	347	50	40	
64	Bridgewater	..		..	..	..	..	..	..	..	..	
69	Derby ..	1271		899	806	794	701	620	558	50	40	
73	Leichardt ..	789		558	501	493	435	385	347	,,	,,	
78	Marong ..	1271		899	806	794	701	620	558	,,	,,	
85	Eaglehawk	..		..	..	..	..	..	..	..	..	
86	California Gully ..	..		..	..	..	..	..	..	..	..	
87	Brick Coy.'s Siding	..		..	..	..	..	..	..	..	..	
88	Gas Coy.'s Siding ..	..		..	..	..	..	..	..	..	..	
89	North Bendigo Jun.	..		..	..	..	..	..	..	..	..	
90	Bendigo ..c	789		558	501	493	435	385	347	50	40	

Continued on page 120.

WYCHEPROOF TO BENDIGO—*continued.*

(Commenced on page 119.)

NOTE.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
176½ after leaving Teddywaddy	25
170½ approaching Barrakee	20
158¼ after leaving Wychitella	25
154¼ approaching Korong Vale	25
133 after leaving Kurting	20
110½ after leaving Marong	20
107¼ } 106¾ } approaching Eaglehawk	20

WYCHEPROOF TO KULWIN.

SECTION.		LOAD SCHEDULE.					SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
Mileage.	DOWN.	%	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Wycheproof								
10	Dumosa ..	..	..	..	..	..	..	..	
17	Nullawil ..	..	..	..	..	..	..	..	
23	Warne ..	..	..	..	..	..	..	..	
27	Culgoa ..	..	..	..	..	..	..	..	
36	Berriwillock	..	..	..	..	..	..	..	
42	Boigbeat ..	..	..	..	..	..	..	..	
48	Sea Lake ..c	..	1044	922	720	648	60	—	Double-heading not allowed
54	Ninda ..	..	580	512	400	360	,,	—	
60	Nyarrin ..c	..	725	640	500	450	,,	—	
66	Nandaly ..	..	580	512	400	360	,,	—	
70	Pier Millan ..c	..	667	589	460	414	,,	—	
77	Mittyack ..c	..	870	768	600	540	,,	—	
80	Leitpar ..	..	943	832	650	585	,,	—	
85	Kulwin ..	..	725	640	500	450	,,	—	

NOTE.

c Ascending grades. With loads above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary (Miles per Hour).
236½	approaching Sea Lake	20
246	after leaving Ninda	20
259	approaching Pier Millan	20
261½	after leaving Pier Millan	20
263	after leaving Pier Millan	20

KULWIN TO WYCHEPROOF.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Kulwin								
5	Leitpar .. c		580	512	400	360	60	—	Double-heading not allowed.
8	Mittyack ..		899	794	620	558	,,	—	
15	Pier Millan ..		667	589	460	414	,,	—	
19	Nandaly ..		899	794	620	558	,,	—	
25	Nyarrin ..		638	563	440	396	,,	—	
31	Ninda ..		..	..	..	..	..	..	
37	Sea Lake .. c		870	768	600	540	60	—	
43	Boigbeat .. c		943	832	650	585	,,	—	
49	Berriwillock		..	..	..	..	..	..	
58	Culgoa ..		..	..	..	..	..	..	
62	Warne ..		..	..	..	..	..	..	
68	Nullawil ..		..	..	..	..	..	..	
75	Dumosa ..		..	..	..	..	..	..	
85	Wycheproof		1044	922	720	648	60	—	

Note.

c Ascending grades. With loads above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Up Journey.**	Speed Necessary (Miles per Hour).
272¾	after leaving Kulwin	20
247½	after leaving Nyarrin	20
246¾	approaching Ninda	20
242¾	after leaving Ninda	25
240¾	approaching Sea Lake	20
236¼	after leaving Sea Lake	20

KORONG VALE TO ROBINVALE.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Korong Vale								
5	Borung ..		..	..	..	..	..	..	
9	Mysia ..		1044	922	720	648	60	—	
18	Boort .. c		725	640	500	450	„	—	
26	Barraport ..		783	691	540	486	„	—	
30	Gredgwin ..		580	512	400	360	„	—	
34	Oakvale ..		..	..	..	..	..	..	
40	Quambatook		..	..	..	..	..	..	
48	Cannie ..		..	..	..	..	..	..	
55	Lalbert ..		..	..	..	..	..	..	
62	Meatian ..		..	..	..	..	..	..	
70	Ultima .. c		870	768	600	540	60	—	Double-heading not allowed.
75	Gowanford ..		..	..	..	..	..	..	
82	Waitchie ..		..	..	..	..	..	..	
90	Chillingollah c		870	768	600	540	60	—	
98	Chinkapook ..		..	..	..	..	..	..	
104	Cocamba .. c		638	563	440	396	60	—	
109	Manangatang		725	640	500	450	„	—	
115	Bolton ..		..	..	..	..	..	..	
119	Koimbo ..		798	704	550	495	60	—	
123	Annuello ..		725	640	500	450	„	—	
129	Margooya ..		..	..	..	..	..	..	
135	Bannerton ..		..	..	..	..	..	..	
143	Robinvale .. c		798	704	550	495	60	—	

Continued on page 124.

KORONG VALE TO ROBINVALE—*continued.*

(Commenced on page 123.)

NOTE.

c Ascending grades. With loads above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
167¼	approaching Boort	20
*181	after leaving Gredgwin	15
*185½	after leaving Oakvale	15
211¾	approaching Meatian	20
229¾	after leaving Gowanford	20
236¾	after leaving Waitchie	20
254	approaching Cocamba	20
275¾	after leaving Annuello	20
277¾	approaching Margooya	20
283¼	approaching Bannerton	20
284½	approaching Bannerton	20
285½	after leaving Bannerton	15
286½	after leaving Bannerton	20

* When starting trains from Gredgwin and Oakvale with a full load, Drivers must make all speed to gain sufficient momentum to negotiate the grades at the mileages shown above (181 and 185½).

ROBINVALE TO KORONG VALE.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 145	% 128	% 100	% 90	Maximum vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Robinvale							
8	Bannerton ..	725	640	500	450	60	—	
14	Margooya ..	798	704	550	495	,,	—	
20	Annuello ..	899	794	620	558	,,	—	
24	Koimbo ..	725	640	500	450	,,	—	
28	Bolton ..	870	768	600	540	,,	—	
34	Manangatang **c**	798	704	550	495	,,	—	
39	Cocamba ..	870	768	600	540	,,	—	
45	Chinkapook ..**c**	638	563	440	396	,,	—	
53	Chillingollah	725	640	500	450	,,	—	
61	Waitchie ..	798	704	550	495	,,	—	
68	Gowanford ..**c**	580	512	400	360	,,	—	Double-heading not allowed
73	Ultima ..	616	544	425	383	,,	—	
81	Meatian ..	..	..	..	..	..	..	
88	Lalbert ..	..	..	..	..	..	..	
95	Cannie ..**c**	798	704	550	495	60	—	
103	Quambatook	1131	998	780	702	,,	—	
109	Oakvale ..**c**	798	704	550	495	,,	—	
113	Gredgwin ..**c**	798	704	550	495	,,	—	
117	Barrapoort ..	..	..	..	..	..	..	
125	Boort ..**c**	1015	896	700	630	60	—	
134	Mysia ..**c**	798	704	550	495	,,	—	
138	Borung ..	..	..	..	..	..	..	
143	Korong Vale	913	806	630	567	60	—	

Continued on page 126.

ROBINVALE TO KORONG VALE—*continued.*

(Commenced on page 125.)

NOTE.

c Ascending grades. With loads above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour)
261½	approaching Manangatang	20
*254¾	after leaving Cocamba	15
230¾	after leaving Waitchie	20
*212¾	after leaving Meatian	15
189	after leaving Quambatook	20
184	after leaving Oakvale	20
179¾	after leaving Gredgwin	20
177¾	approaching Barraport	20
170¼	approaching Boort	20
169½	approaching Boort	20
168¼	after leaving Boort	20

* When starting from Cocamba and Meatian with full load, drivers must make all speed to gain sufficient momentum to negotiate the grade.

When an " Up " Goods train with full load stops at Boort the train must recommence the journey from either No. 1 or 2 Road, in order to obtain the necessary momentum, and must not start from the " Back " road.

BENDIGO TO SWAN HILL.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be m de in the Combined Ruling Grade Load of the Engines Employed.
	From— Bendigo											
1	North Bendigo Junc.	..		..	..	..	..	..	..	..	..	20%
2	Gas Coy. s Siding ..	..		..	..	..	..	..	..	..	..	
3	Brick Coy.'s Siding ..	..		..	..	..	..	..	..	..	..	
4	California Gully ..	..		..	..	..	..	..	..	..	..	
5	Eaglehawk	666		471	423	416	367	325	293	50	40	
11	Woodvale	..		..	..	..	..	..	..	..	..	
15	Sebastian ..	..		..	..	..	..	..	..	..	..	
19	Raywood ..	—		544	488	480	424	375	338	50	40	
26	Tandarra ..	..		..	..	..	..	..	..	..	..	Double-heading not allowed.
31	Dingee ..	..		..	..	..	..	..	..	..	..	
36	Prairie ..	..		..	..	..	..	..	..	..	..	
42	Mitiamo ..	..		..	..	..	..	..	..	..	..	
46	Mologa ..	..		..	..	..	..	..	..	..	..	
54	Pyramid ..	..		..	..	..	..	..	..	..	..	
59	Mincha ..	..		..	..	..	..	..	..	..	..	
65	Macorna ..	..		..	..	..	..	..	..	..	..	
70	Tragowel ..	..		..	..	..	..	..	..	..	..	
74	Sth. Kerang	..		..	..	..	..	..	..	..	..	
79	Kerang ..	..		870	..	768	..	600	540	75	—	
84	Fairley ..	..		1015	..	896	..	700	630	"	—	
90	Lake Charm **c**	..		943	..	832	..	650	585	"	—	
96	Mystic Park **c**	..		870	..	768	..	600	540	"	—	
101	Tresco .. **c**	..		943	..	832	..	650	585	"	—	
104	Lake Boga	..		1044	..	922	..	720	648	"	—	
109	Pental ..	..		..	..	..	..	..	..	..	..	
113	Cattle Sdg.	..		..	..	..	..	..	..	..	..	
114	Swan Hill	..		943	..	832	..	650	585	75	—	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

At Mileage—	**Down Journey.**				Speed Necessary (Miles per Hour).
$188\frac{3}{4}$	approaching Lake Charm	..	..	..	20
$192\frac{1}{4}$	after leaving Lake Charm	..	..	..	20
$199\frac{3}{4}$	approaching Tresco ..	..	..	..	20

SWAN HILL TO BENDIGO.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Swan Hill											
1	Cattle Sdg.	..		..	..	..	..	..	..	..	..	
5	Pental ..	..		..	..	..	..	..	..	..	..	
10	Lake Boga	..		943	..	832	..	650	585	75	—	
13	Tresco ..	..		1015	..	896	..	700	630	"	—	
18	Mystic Park	..		870	..	768	..	600	540	"	—	
24	Lake Charm	..		..	..	..	..	..	..	..	..	
30	Fairley ..c	..		841	..	742	..	580	522	75	—	
35	Kerang ..	..		943	..	832	..	650	585	"	—	
40	Sth. Kerang	..		..	..	..	..	..	..	..	..	Double-heading not allowed
44	Tragowel ..	..		..	..	..	..	..	..	..	..	
49	Macorna ..	..		..	..	..	..	..	..	..	..	
55	Mincha ..	..		..	..	..	..	..	..	..	..	
60	Pyramid ..	..		..	..	..	..	..	..	..	..	
68	Mologa ..	..		..	..	..	..	..	..	..	..	
72	Mitiamo ..	..		..	..	..	..	..	..	..	..	
78	Prairie ..	..		..	..	..	..	..	..	..	..	
83	Dingee ..	..		..	..	..	..	..	..	..	..	
88	Tandarra ..	..		..	..	..	..	..	..	..	..	
95	Raywood ..c	..		841	..	742	..	580	522	75	—	
99	Sebastian ..	..		..	..	..	..	..	..	..	..	10%
103	Woodvale ..	..		..	..	..	..	..	..	..	..	
109	Eaglehawk	—		508	455	448	396	350	315	50	40	
110	California Gully ..	..		..	..	..	..	..	..	..	..	
111	Brick Coy.'s Siding ..	..		..	..	..	..	..	..	..	..	
112	Gas Coy.'s Siding ..	..		..	..	..	..	..	..	..	..	
113	Nth. Bendigo Junction	..		..	..	..	..	..	..	..	..	
114	Bendigo ..	789		558	501	493	435	385	347	50	40	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Up Journey.**	Speed Necessary (Miles per Hour).
193¾ after leaving Mystic Park	.. .. ..	20
146¼ after leaving Mologa ..	.. .. ..	20

SWAN HILL AND YUNGERA.
KERANG AND MURRABIT.

Mileage.	SECTION	LOAD SCHEDULE.				SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Swan Hill							
7	Woorinen ..	943	832	650	585	60	—	Double-heading not allowed
13	Pira ..c	667	589	460	414	,,	—	
18	Nyah West ..	..	..	..	..	..	..	
23	Miralie ..c	725	640	500	450	60	—	
27	Piangil ..c	870	768	600	540	,,	—	
32	Coonimur ..c	725	640	500	450	,,	—	
36	Natya ..c	870	768	600	540	,,	—	
43	Kooloonong ..c	667	589	460	414	,,	—	
47	Koorkab ..c	638	563	440	396	,,	—	
50	Yungera ..c	667	589	460	414	,,	—	
	UP.							
	Yungera							
3	Koorkab ..c	667	589	460	414	60	—	Double-heading not allowed
7	Kooloonong ..c	725	640	500	450	,,	—	
14	Natya ..c	798	704	550	495	,,	—	
18	Coonimur ..	725	640	500	450	,,	—	
23	Piangil ..	798	704	550	495	,,	—	
27	Miralie ..c	667	589	460	414	,,	—	
32	Nyah West ..	..	..	..	..	..	..	
37	Pira ..c	725	640	500	450	60	—	
43	Woorinen ..c	667	589	460	414	,,	—	
50	Swan Hill ..	870	768	600	540	,,	—	
	DOWN.							
	From— Kerang							
7	Westby	..	..	..	..	..	..	Double-heading not allowed
11	Myall ..	..	..	..	..	..	..	
15	Murrabit ..c	1015	896	700	630	75	—	
	UP.							
	Murrabit							
4	Myall ..	..	..	..	..	..	..	
8	Westby ..	..	..	..	..	..	..	
15	Kerang ..c	1015	896	700	630	75	—	

Continued on page 130.

SWAN HILL AND YUNGERA—*continued*

KERANG AND MURRABIT—*continued.*

(Commenced on page 129.)

Note.

c Ascending grades. With loads above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
*222¼	after leaving Woorinen	15
230¼	after leaving Pira	20
237½	approaching Miralie	20
241¼	approaching Piangil	20
244½	after leaving Piangil	20
248½	after leaving Coonimur	20
*251½	after leaving Natya	20
186	(Murrabit line) approaching Westby	20

* When starting trains from Woorinen and Natya with full load, Drivers must make all speed to gain sufficient momentum to negotiate the grades at the mileages shown above (222¼ and 251½).

When the load of a train leaving Kooloonoong or Koorkab on the down journey exceeds 400 tons, the train must start from a position well back in the station yard, to obtain the necessary momentum to negotiate the grade.

Up Journey.

At Mileage—		Speed Necessary (Miles per Hour)
264	after leaving Yungera	15
263½	after leaving Yungera	15
260¼	after leaving Koorkab	15
*257½	after leaving Kooloonong	15
241	after leaving Piangil	20
235¾	after leaving Miralie	20
233½	approaching Nyah	20
231¾	after leaving Nyah	20
226¾	after leaving Pira	20
186¼	(Murrabit line) approaching Westby	25

* When starting trains from Kooloonong with full load, Drivers must make all speed to gain sufficient momentum to negotiate grade at mileage 257½.

SPENCER-STREET TO BALLARAT (VIA BALLAN).

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 125	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.											
2	South Kensington ..	..		..	..	..	..	..	..	..	..	
5	West Footscray ..	..		..	..	..	..	..	..	..	..	
8	Sunshine ..	1025		725	650	640	565	500	450	60	60	
10	Federal Manure Siding ..	..		..	..	..	..	..	..	..	..	
11	Deer Park ..	..		..	..	..	..	..	..	..	..	
19	Rockbank ..	..		..	..	..	..	..	..	..	..	10%
19	Cockbill's Siding ..	..		..	..	..	..	..	..	..	..	
23	Melton ..	..		..	..	..	..	..	..	..	..	
27	Staughton's Siding ..	..		..	..	..	..	..	..	..	..	
29	Parwan ..	..		..	..	..	..	..	..	..	..	
32	Bacchus Marsh .. c	..		580	520	512	452	400	360	50	40	
34	Rowsley ..	..		..	..	..	..	..	..	..	..	
45	Ingliston ..	..		320	287	283	250	221	199	50	40	5%
50	Ballan ..	..		392	351	346	305	270	243	,,	,,	
52	Bradshaw ..	..		..	..	..	..	..	..	..	..	
54	Llandeilo ..	..		..	..	..	..	..	..	..	..	
57	Gordon ..	..		..	..	..	..	..	..	..	..	
59	Millbrook ..	..		..	..	..	..	..	..	..	..	
61	Chaff Sdg. ..	..		..	..	..	..	..	..	..	..	
62	Wallace ..	..		392	351	346	305	270	243	50	35	20%
64	Bungaree ..	..		..	..	..	..	..	..	..	..	
68	Dunnstown	..		435	390	384	339	300	270	50	35	
70	Warrenheip c	..		502	450	443	391	346	311	,,	,,	
	cx	..		580	520	512	452	400	360	,,	,,	
73	Ballarat East	..		..	..	..	..	..	..	..	..	5%
74	Ballarat .. d	..		1044	936	922	814	720	648	60	60	

Continued on page 132.

SPENCER-STREET TO BALLARAT (VIA BALLAN)—*continued.*

(Commenced on page 131.)

NOTES.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
14¼ after leaving Deer Park	20
25½ after leaving Melton	25
68 after passing Dunnstown	20 (Stopping trains)
68 after passing Dunnstown	25 (Trains not stopping at Dunnstown)

cx For trains not required to stop at Dunnstown.

d See General Appendix for instructions *re* brakes.

BALLARAT TO SPENCER-STREET (VIA BALLAN).

Section.		Load Schedule.							Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ballarat										
1	Ballarat East	..	..	..	..	..	..	..	..	..	5%
4	Warrenheip	..	392	351	346	305	270	243	60	60	
6	Dunnstown	..	..	..	..	..	..	..	..	..	20%
10	Bungaree ..	..	..	..	..	..	..	..	..	..	
12	Wallace ..	..	..	..	..	..	..	..	..	..	
13	Chaff Sdg.	..	..	..	..	..	..	..	..	..	
15	Millbrook ..	..	392	351	346	305	270	243	50	35	
17	Gordon ..	..	508	455	448	396	350	315	"	"	
20	Llandeilo ..	..	..	..	..	..	..	..	..	..	
22	Bradshaw	..	..	..	..	..	..	..	..	..	
24	Ballan .. c	..	616	553	544	480	425	383	50	35	
29	Ingliston ..	..	..	..	..	..	..	..	..	..	
40	Rowsley ..	..	..	..	..	..	..	..	..	..	
42	Bacchus Marsh .. d	..	798	715	704	622	550	495	50	35	
45	Parwan ..	..	392	351	346	305	270	243	50	40	Nil
47	Staughton's Siding ..	..	..	..	..	..	..	..	..	..	
51	Melton .. c	..	616	553	544	480	425	383	50	40	
55	Cockbill's Siding .. c	..	638	572	563	497	440	396	50	40	
55	Rockbank..	..	..	..	..	..	..	..	..	..	
63	Deer Park	..	..	..	..	..	..	..	..	..	
64	Federal Manure Siding ..	..	..	..	..	..	..	..	..	..	
66	Sunshine ..	—	798	715	704	622	550	495	50	40	
69	West Footscray *	1025	72[illegible]	650	640	565	500	450	60	60	
		1364	964	865	851	751	665	599	"	"	
72	South Kensington ..	..	..	..	..	..	..	..	..	..	
74	Spencer-st.	1364	964	865	851	751	665	599	60	60	

Continued on page 134.

BALLARAT TO SPENCER-STREET (VIA BALLAN)—*continued.*

(Commenced on page 133.)

NOTES.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
50 approaching Ballan	25
25 approaching Melton	30
22¾ after leaving Melton	25

d See General Appendix for instructions *re* Ingliston.

* Load for Up trains which have to be pushed back into Siding on Down side at West Footscray. If tender first, a reduction of 5 per cent. to be made.

BALLARAT AND STAWELL.

Mileage.	SECTION.	LOAD SCHEDULE.								SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ballarat											
1	N. Ballarat	..		..	..	..	..	..	..	..	..	
10	Windermere	..		479	429	422	373	330	297	60	50	
13	Burrumbeet	..		638	572	563	497	440	396	,,	,,	5%
24	Trawalla ..	..		..	..	..	..	..	..	..	..	
29	Beaufort ..c	..		479	429	422	373	330	297	60	50	
39	Middle Creek	..		392	351	346	305	270	243	,,	,,	
43	Buangor ..	..		798	715	704	622	550	495	,,	,,	Nil
52	Dobie ..	..		..	..	..	..	..	..	..	..	
57	Ararat ..	—		392	351	346	305	270	243	60	50	
63	Armstrong	554		392	351	346	305	270	243	60	40	
68	Irvine's Sdg.	..		..	..	..	..	..	..	..	..	
68	Great Western ..	1128		798	715	704	622	550	495	60	40	10%
76	Stawell ..	554		392	351	346	305	270	243	,,	,,	
	UP.											
	Stawell											
8	Great Western ..	..		..	..	..	..	..	..	..	..	The loads to be those shown opposite "d"
8	Irvine's Sdg.	..		..	..	..	..	..	..	..	..	
13	Armstrong	..		..	..	..	..	..	..	..	..	
19	Ararat	554		392	351	346	305	270	243	60	45	
	,, c*d	800		660	592	582	514	455	410	,,	,,	
	,, †	721		595	533	525	463	410	369	,,	,,	
24	Dobie ..	—		479	429	422	373	330	297	60	50	
33	Buangor ..	..		392	351	346	305	270	243	,,	,,	
37	Middle Creek ..	..		798	715	704	622	550	495	,,	,,	Nil
47	Beaufort ..	..		392	351	346	305	270	243	,,	,,	
52	Trawalla ..	..		798	715	704	622	550	495	,,	,,	
63	Burrumbeet	..		580	520	512	452	400	360	,,	,,	
66	Windermere	..		798	715	704	622	550	495	,,	,,	5%
75	N. Ballarat	..		..	..	..	..	..	..	..	..	
76	Ballarat ..	..		479	429	422	373	330	297	60	50	

Continued on page 136.

BALLARAT AND STAWELL—*continued.*

(Commenced on page 135.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

Down Journey.

At Mileage—		Speed Necessary (Miles per Hour).
$99\frac{3}{4}$	after leaving Trawalla	25

Up Journey.

$146\frac{1}{2}$	after leaving Stawell .. .. (This speed must not be exceeded.)	35
$140\frac{3}{4}$	after leaving Great Western	20
$139\frac{1}{2}$	after leaving Great Western	20
137	approaching Armstrong	25
$136\frac{1}{4}$	after leaving Armstrong	20

d See General Appendix for instructions *re* Armstrong.

* For trains assisted by " Banker," Stawell to Stop Board. These loads may be taken when the Banking engine is running tender first. (See General Appendix.)

† For trains required to stop at Irvine's Siding.

STAWELL AND DIMBOOLA.

Mileage.	Section.	Load Schedule. % 145	% 130	% 128	% 113	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From—									
	Stawell									
5	Deep Lead ..c	725	650	640	565	500	450	75	60	5%
13	Glenorchy ..	1131	1014	998	881	780	702	75	75	
19	Wal Wal ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
25	Lubeck ..	..	..	..	..	..	..	..	..	
35	Murtoa ..	1131	1014	998	881	780	702	75	75	
42	Jung ..c	725	650	640	565	500	450	,,	,,	
48	Dooen ..	..	..	..	..	..	..	..	..	20%
53	Horsham ..c	1088	975	960	848	750	675	75	60	
59	Dahlen ..	..	..	..	..	..	..	..	..	
64	Pimpinio ..	..	..	..	..	..	..	..	..	
69	Wail ..	..	..	..	..	..	..	..	..	
75	Dimboola ..c	798	715	704	622	550	495	75	60	
	UP.									
	Dimboola									
6	Wail ..	725	650	640	565	500	450	75	75	Load of train engine must not be exceeded
11	Pimpinio ..	..	..	..	..	..	..	..	..	
16	Dahlen ..	1088	975	960	848	750	675	75	75	
22	Horsham ..	1131	1014	998	881	780	702	,,	,,	
27	Dooen ..	..	..	..	..	..	..	..	..	
33	Jung ..	..	..	..	..	..	..	..	..	
40	Murtoa ..	..	..	..	..	..	..	..	..	
50	Lubeck ..	..	..	..	..	..	..	..	..	
56	Wal Wal ..	..	..	..	..	..	..	..	..	
62	Glenorchy† ..c	1088	975	960	848	750	675	75	75	
70	Deep Lead ..	..	..	..	..	..	..	..	..	5%
75	Stawell ..c	580	520	512	452	400	360	75	60	

Continued on page 138.

STAWELL AND DIMBOOLA—*continued.*

(Commenced on page 137.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary (Miles per Hour).
153¾	approaching Deep Lead	30
191½	approaching Jung. (Train not to be checked if possible to avoid it)	30
199¼	after leaving Dooen	20
208¾	approaching Pimpinio	25

Up Journey.

192½	approaching Jung	25
157	approaching Deep Lead	20

† When utilized as an assisting engine from Glenorchy to Stawell, "DDE" locomotives, either superheated or saturated, take the load laid down for 113% capacity locomotive.

DIMBOOLA AND SERVICETON.

Mileage.	SECTION.	LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From—Dimboola									
11	Gerang Gerung **c**	464	416	410	362	320	288	60	40	10%
15	Kiata ..	392	351	346	305	270	243	,,	,,	
18	Salisbury ..	..	..	..	..	..	..	..	..	
24	Nhill ..	..	..	..	..	..	..	..	..	
31	Tarranginnie	..	..	..	..	..	..	..	..	
35	Diapur .. **c**	464	416	410	362	320	288	60	40	
42	Miram ..	392	351	346	305	270	243	,,	,,	
48	Kaniva ..	464	416	410	362	320	288	,,	,,	
54	Lillimur ..	725	650	640	565	500	450	,,	,,	
62	Serviceton .. **c**	544	488	480	424	375	338	,,	,,	
	UP.									
	Serviceton									
8	Lillimur ..	..	..	..	..	..	..	..	..	10%
14	Kaniva ..	..	..	..	..	..	..	..	..	
20	Miram ..	..	..	..	..	..	..	..	..	
27	Diapur ..	392	351	346	305	270	243	60	40	
31	Tarranginnie	..	..	..	..	..	..	..	..	
38	Nhill .. **c**	725	650	640	565	500	450	60	40	
44	Salisbury ..	421	377	371	328	290	261	,,	,,	
47	Kiata ..	..	..	..	..	..	..	..	..	
51	Gerang Gerung **c**	616	553	544	480	425	383	60	40	
62	Dimboola ..	798	715	704	622	550	495	,,	,,	

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed at the mileages shown hereunder must be attained to take load over the grade :—

At Mileage—	**Down Journey.**	Speed Necessary (Miles per Hour).
234½	approaching Gerang Gerung	25
242½	after leaving Salisbury	25
279	after leaving Lillimur	25
	Up Journey.	
254¼	after leaving Tarranginnie	30
236¾	approaching Gerang Gerung	25

BALLARAT AND BUNINYONG.
BALLARAT AND BALLARAT CATTLE YARDS.

Mileage.	SECTION. DOWN.	LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ballarat									
1	Ballarat East	..	..	..	..	..	..	..	..	
2	Eureka ..	..	..	..	..	..	..	..	..	
3	Canadian ..	..	..	..	..	..	..	..	..	
5	Mount Clear	..	..	..	..	..	..	..	..	
8	Buninyong ..	392	—	346	—	270	243	30	—	Double-heading not allowed
	UP.									
	Buninyong									
3	Mount Clear	297	—	262	—	205	185	30	—	
5	Canadian ..	..	..	..	..	..	..	..	..	
6	Eureka ..	..	..	..	..	..	..	..	..	
7	Ballarat East	..	..	..	..	..	..	..	..	
8	Ballarat ..	479	—	422	—	330	297	30	—	
	DOWN.									
	From— Ballarat									
1	North Ballarat	..	..	..	..	..	..	..	..	
3	Linton Jun.	..	..	..	..	..	..	..	..	
6	Ballarat Cattle Yards ..	—	429	422	373	330	297	40	—	Double-heading not allowed
	UP.									
	Ballarat Cattle Yards ..	..	..	..	..	..	..	..	..	
3	Linton Jun. ..	..	..	..	..	..	..	..	..	
5	North Ballarat	..	..	..	..	..	..	..	..	
6	Ballarat ..	—	390	384	339	300	270	40	—	

BALLARAT AND SKIPTON.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Ballarat							
1	North Ballarat	..	..	..	..	..	..	Double-heading not allowed
3	Linton Jun. ..	479	422	330	297	60	—	
11	Haddon ..	..	..	..	..	..	..	
15	Smythesdale ..	..	..	..	..	..	..	
17	Scarsdale ..	..	..	..	..	..	..	
19	Newtown ..	544	480	375	338	40	—	
25	Linton ..c	334	294	230	207	"	—	
31	Pittong ..	261	230	180	162	"	—	
38	Skipton ..c	392	346	270	243	"	—	
	UP.							
	Skipton							
7	Pittong ..	..	..	..	..	..	..	Double-heading not allowed
13	Linton ..	261	230	180	162	40	—	
19	Newtown ..c	297†	294	230	207	"	—	
21	Scarsdale ..	..	..	..	..	..	..	
23	Smythesdale ..	..	..	..	..	..	..	
27	Haddon ..	..	..	..	..	..	..	
35	Linton Jun. ..c	392	346	270	243	40	—	
37	North Ballarat	..	..	..	..	..	..	
38	Ballarat ..	479	422	330	297	60	—	

Note.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take the load over the grade:—

At Mileage—		Speed Necessary (Miles per Hour).
	Down Journey.	
94¾	approaching Happy Valley	20
107¾	after leaving Pittong	20
	Up Journey.	
96¼	after leaving Happy Valley	27
93¾	approaching Newtown	20
91½	approaching Scarsdale	25

† Special load account speed limitation of "N" and "K" classes.

STAWELL AND GRAMPIANS.
LUBECK AND MARNOO.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	% 85	% 70	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.									
	From— Stawell									
2	Grain Siding..	..	..	..	540	510	420	30	—	Double-heading not allowed
11	Fyan's Creek	..	..	..	540	510	420	„	—	
17	Grampians ..	..	..	..	126	119	98	„	—	
	UP.									
	Grampians ..									
6	Fyan's Creek	..	..	..	..	..	..	..	..	
15	Grain Siding..	..	..	..	..	..	..	..	..	
17	Stawell ..	..	..	..	360	340	280	30	—	
	DOWN.									
	From— Lubeck									
5	Jackson ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
10	Rupanyup ..	..	..	..	..	..	..	..	..	
16	Burrum ..	..	..	..	..	..	..	..	..	
20	Banyena ..	..	..	..	..	..	..	..	..	
25	Marnoo ..**c**	870	768	600	540	510	420	75	75†	
	UP.									
	Marnoo									
5	Banyena ..	..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
9	Burrum ..	..	..	..	..	..	..	..	..	
15	Rupanyup ..**c**	870	768	600	540	510	420	75	75†	
20	Jackson ..	1015	896	700	630	595	490	„	„ †	
25	Lubeck ..	1088	960	750	675	638	525	„	„ †	

NOTE.

c Ascending grades.

Down Journey.—With load above three-fourths of the full tonnage, a speed of 25 miles per hour at mileage 196½ (after leaving Banyena) must be attained to take load over the grade.

Up Journey.—Trains with a load above three-fourths of the full tonnage that stop at Burrum should recommence the journey at a point sufficiently far away to enable a speed of 15 miles per hour being attained at the foot of the grade.

† See special rate of speed in General Appendix.

MURTOA AND HOPETOUN.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Murtoa								
6	Coromby ..		..	..	..	..	..	..	Load of train engine must not be exceeded
13	Minyip ..		..	..	..	..	..	..	
17	Nullan ..		..	..	..	..	..	..	
21	Sheephills ..		..	..	..	..	..	..	
27	Mellis ..		..	..	..	..	..	..	
31	Warracknabeal		..	..	..	..	..	..	
36	Batchica ..		..	..	..	..	..	..	
40	Lah ..		..	..	..	..	..	..	
44	Brim ..		..	..	..	..	..	..	
50	Galaquil ..		..	..	..	..	..	..	
54	Beulah ..		..	..	..	..	..	..	
54	Thomas's Sdg.		..	..	..	..	..	..	
61	Rosebery ..		..	..	..	..	..	..	
64	Goyura ..		..	..	..	..	..	..	
69	Hopetoun .. C		1088	960	750	675	75	75	
	UP.								
	Hopetoun								
5	Goyura ..		..	..	..	..	..	..	Load of train engine must not be exceeded
8	Rosebery ..		..	..	..	..	..	..	
15	Thomas's Sdg.		..	..	..	..	..	..	
15	Beulah ..		..	..	..	..	..	..	
19	Galaquil ..		..	..	..	..	..	..	
25	Brim ..		..	..	..	..	..	..	
29	Lah ..		..	..	..	..	..	..	
33	Batchica ..		..	..	..	..	..	..	
38	Warracknabeal		..	..	..	..	..	..	
42	Mellis ..		..	..	..	..	..	..	
48	Sheephills ..		..	..	..	..	..	..	
52	Nullan ..		..	..	..	..	..	..	
56	Minyip ..		..	..	..	..	..	..	
63	Coromby ..		..	..	..	..	..	..	
69	Murtoa .. C		1088	960	750	675	75	75	

Continued on page 144.

MURTOA AND HOPETOUN—*continued.*

(Commenced on page 143.)

Notes.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
Down Journey.	
212¾ after leaving Mellis	20
Up Journey.	
252¼ after leaving Hopetoun	20
213½ approaching Mellis	20
203½ approaching Nullan	25

HOPETOUN AND PATCHEWOLLOCK

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Hopetoun							
5	Burroin ..	1015	896	700	630	60	—	Double-heading not allowed
11	Dattuck ..c	..	..	..	..	..	..	
17	Yarto ..c	797	704	550	495	60	—	
23	Willa ..c	667	589	460	414	,,	—	
27	Patchewollock c	797	704	550	495	,,	—	
	UP.							
	Patchewollock							
4	Willa ..c	..	..	..	..	..	..	
10	Yarto ..c	..	..	..	..	..	..	
16	Dattuck ..c	..	..	..	..	..	..	
22	Burroin ..c	725	640	500	450	60	—	
27	Hopetoun ..	899	794	620	558	,,	—	

Notes.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
	Down Journey.	
261½	after leaving Burroin	20
269	after leaving Dattuck	20
271¼	approaching Yarto	20
274½	after leaving Yarto	15
280	approaching Patchewollock	20
	Up Journey.	
280½	after leaving Patchewollock	15
276	after leaving Willa	20
271	after leaving Yarto	15
270½	after leaving Yarto	20
270¼	after leaving Yarto	15
266¾	approaching Dattuck	15
264¾	after leaving Dattuck	15
263¾	after leaving Dattuck	20

HORSHAM AND GOROKE.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Horsham								East Natimuk and Natimuk, combined Ruling Grade load, on other Sections load of train engine must not be exceeded
5	Remlaw Sdg.		..	..	..	..	..	..	
8	Vectis ..		..	..	..	..	..	..	
11	Quantong ..		..	..	..	..	..	..	
14	East Natimuk		783	691	540	486	75	75	
16	Natimuk ..		392	346	270	243	40	40	
21	Arapiles ..		479	422	330	297	,,	,,	
25	Mitre ..		..	..	..	..	..	..	
30	Nurcoung ..		..	..	..	..	..	..	
36	Gymbowen ..		..	..	..	..	..	..	
42	Goroke ..		392	346	270	243	40	40	
	UP.								Natimuk and East Natimuk, combined Ruling Grade load, on other Sections load of train engine must not be exceeded
	Goroke								
6	Gymbowen ..		..	..	..	..	..	..	
12	Nurcoung ..		..	..	..	..	..	..	
17	Mitre ..		..	..	..	..	..	..	
21	Arapiles ..		392	346	270	243	40	40	
26	Natimuk ..c		479	422	330	297	,,	,,	
28	East Natimuk		392	346	270	243	,,	,,	
31	Quantong ..		..	..	..	..	..	..	
34	Vectis ..		..	..	..	..	..	..	
37	Remlaw Sdg.		..	..	..	..	..	..	
42	Horsham ..		870	768	600	540	75	75	

Note.

c Ascending grade, Up journey. With load above three-fourths of the full tonnage a speed of 20 miles per hour at mileage 221¼ (after leaving Arapiles) must be attained to take load over the grade.

HORSHAM AND HAMILTON.

Mileage.	SECTION. DOWN.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Horsham							
5	Remlaw Sdg.	..	..	..	..	..	..	Load of train engine must not be exceeded
8	Vectis ..	..	..	..	..	..	..	
11	Quantong ..	..	..	..	..	..	..	
14	East Natimuk	783	691	540	486	75	75	
20	Noradjuha c	471	416	325	293	„	„	
	cx	667	589	460	414	„	„	
27	Jallumba ..	..	..	..	..	..	..	
31	Toolondo ..	..	..	..	..	..	..	
37	Jeffries ..	..	..	..	..	..	..	
42	Kanagulk ..c	1044	922	720	648	75	75†	
50	Balmoral ..	392	346	270	243	50	—	Double-heading not allowed
56	Englefield ..	392	346	270	243	„	—	
61	Vasey ..c	580	512	400	360	„	—	
65	Gatum ..	..	..	..	..	..	..	
71	Urangara ..	..	..	..	..	..	..	
76	Cavendish ..	392	346	270	243	50	—	
80	Kyup ..	..	..	..	..	..	..	
86	Kanawalla ..	413	365	285	257	50	—	
91	Hamilton ..	471	416	325	293	„	—	

NOTES.

c Ascending grades. With load above four-fifths of this tonnage trains should recommence the journey from the Horsham end of East Natimuk yard, in order to obtain a speed of 17 miles per hour at foot of the bank after leaving East Natimuk Station. When the number of vehicles on any Goods train is over 50, the speed of such train must not exceed 20 miles per hour between mileages 275 and 272.

c A speed of 20 miles per hour is necessary at mileage 268 after leaving Noradjuha.

c A speed of 25 miles per hour is necessary at mileage 231¼ after leaving Englefield.

cx For trains not stopping at East Natimuk; speed of 25 miles per hour is necessary at the foot of the bank after leaving East Natimuk.

† See special rate of speed in General Appendix.

HAMILTON TO HORSHAM

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Hamilton							
5	Kanawalla ..	392	346	270	243	50	—	Double-heading not allowed
11	Kyup ..	471	416	325	293	,,	—	
15	Cavendish ..	..	..	..	..	..	..	
20	Urangara ..	..	..	..	..		..	
26	Gatum ..	..	..	..	..	..	..	
30	Vasey ..	392	346	270	243	50	—	
35	Englefield ..**c**	580	512	400	360	,,	—	
41	Balmoral ..**c**	471	416	325	293	,,	—	
49	Kanagulk ..	392	346	270	243	,,	—	
54	Jeffries ..	..	..	..	..	..	..	
60	Toolondo ..	1044	922	720	648	75	75†	Load of train engine must not be exceeded
64	Jallumba ..	..	..	..	..	..	..	
71	Noradjuha ..	..	..	..	..	..	..	
77	East Natimuk **c**	870	768	600	540	75	75†	
80	Quantong ..	..	..	..	..	..	..	
83	Vectis ..	..	..	..	..	..	..	
86	Remlaw Sdg.	..	..	..	..	..	..	
91	Horsham ..	870	768	600	540	75	75	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Up Journey.**	Speed Necessary (Miles per Hour).
230	after leaving Vasey	20
237¾	approaching Balmoral	25

When the number of vehicles on any Goods train is over 50, the speed of such train must not exceed 20 miles per hour between mileages 272 and 275.

† See special rate of speed in General Appendix.

DIMBOOLA AND YAAPEET.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Dimboola							
7	Arkona ..	..	..	..	..	..	..	Load of train engine must not be exceeded
11	Antwerp ..	..	..	..	..	..	..	
17	Tarranyurk ..	..	..	..	..	..	..	
23	Jeparit ..c	798	704	550	495	60	60‡	
30	Ellam ..	580	512	400	360	”	”	
34	Pullut ..	..	..	..	..	..	..	
42	Rainbow ..	1044	922	720	648	60	60‡	
48	Albacutya ..	667	589	460	414	”	”	
52	Yaapeet ..	841	742	580	522	”	”	
	UP.							
	Yaapeet							
4	Albacutya ..	725	640	500	450	60	60‡	Load of train engine must not be exceeded
10	Rainbow ..	580	512	400	360	”	”	
18	Pullut ..	580	512	400	360	”	”	
22	Ellam ..	..	..	..	..	..	..	
29	Jeparit ..	1044	922	720	648	60	60‡	
35	Tarranyurk ..	..	..	..	..	..	..	
41	Antwerp ..	..	..	..	..	..	..	
45	Arkona ..	..	..	..	..	..	..	
52	Dimboola ..c	667†	640	500	450	60	60‡	

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
	Down Journey.	
245¼	approaching Jeparit	25
	Up Journey.	
246	after leaving Jeparit	25
227¼	approaching Dimboola	25

† Special load account speed limitation of "N" and "K" classes.

‡ See special rate of speed in General Appendix.

C.12515.—6

JEPARIT AND YANAC.

Mileage.	Section. DOWN.		Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Jeparit								Load of train engine must not be exceeded
8	Detpa	..	..	..	..	..	..	..	
14	Lorquon	..	..	..	..	..	..	..	
20	Netherby	..	..	..	..	..	..	..	
32	Yanac	..	580	512	400	360	60	60†	
	UP.								
	Yanac								Load of train engine must not be exceeded
12	Netherby	..	580	512	400	360	60	60†	
18	Lorquon	..	870	768	600	540	„	„ †	
24	Detpa	..	616	544	425	383	„	„ †	
32	Jeparit	..	899	794	620	558	„	„ †	

NOTE.

† See special rate of speed in General Appendix.

SPENCER-STREET TO GEELONG.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.											
7	Newport **d** **a**	1033		731	655	645	570	504	454	60	60	10%
	b	1333		943	845	832	735	650	585	75	60	
8	Austral Meat Siding ..	..		..	..	..	..	..	..	..	..	
10	Oil Co.'s Sdg.	..		..	..	..	..	..	..	..	..	
13	Laverton ..	..		..	..	..	..	..	..	..	..	
15	Defence Dept.'s Sdg.	..		..	..	..	..	..	..	..	..	
20	Werribee .. **c**	1333		943	845	832	735	650	585	75	60	
25	Manor ..	..		..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
30	Little River	..		..	..	..	..	..	..	..	..	
36	Lara ..	..		..	..	..	..	..	..	..	..	
40	Corio ..	..		..	..	..	..	..	..	..	..	
42	North Shore	..		..	..	..	..	..	..	..	..	
43	Nth. Geelong	..		..	..	..	..	..	..	..	..	
45	Geelong .. **c**	1333		943	845	832	735	650	585	75	75	

Notes.

a, b Loads applicable during and after passenger traffic. See page 23.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
16½	approaching Werribee	30
25	approaching Little River	20
27½	approaching Little River	20
37¼	after leaving Lara	25
40½	after leaving Corio	30
42¼	after leaving North Shore	20

When a Down Goods train is standing in No. 2 Road at Manor, the Driver may, if he thinks he will have difficulty in ascending the grade, request the Signalman to permit him to back the train into the Dead-end Siding in order to secure a better start.

d See General Appendix *re* special instructions in regard to South Kensington—Footscray.

GEELONG TO SPENCER-STREET.

	Section.	Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade-Load of the Engines Employed.
	From— Geelong †											
2	North Geelong ..	..		..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
3	North Shore ††	..		..	..	..	..	..	..	..	..	
5	Corio ..	..		..	..	..	..	..	..	..	..	
9	Lara ..	..		..	..	..	..	..	..	..	..	
15	Little River	..		..	..	..	..	..	..	..	..	
20	Manor ..	..		..	..	..	..	..	..	..	..	
25	Werribee ..	1333		943	845	832	735	650	585	75	75	
30	Defence Dept.'s Siding ..	..		..	..	..	..	..	..	..	..	10%
32	Laverton ..	..		..	..	..	..	..	..	..	..	
35	Oil Co.'s Sdg.	..		..	..	..	..	..	..	..	..	
37	Austral Meat Siding* ..	..		..	..	..	..	..	..	..	..	
38	Newport ..	1333		943	845	832	735	650	585	75	60	
45	Spencer-st. d a	1230		870	780	768	678	600	540	60	60	
	Spencer-st. d b	1333		943	845	832	735	650	585	75	60	

Continued on page 153.

GEELONG TO SPENCER-STREET—*continued.*

(Commenced on page 152.)

NOTES.

† The load from Geelong Pier to Geelong for 90 per cent. "R" class engine is 243 tons.

†† Loads for Goods trains operating the Phosphate Co-operative Coy.'s Siding, North Shore, from North Geelong—

—	Load Schedule.					
	145%	130%	113%	100%	90%	85%
Inward	667	598	520	460	414	391
Outwards	943	845	735	650	585	553

* The loads for Up Goods trains, Austral Meat Siding to Newport South, are shown hereunder. Down trains to be dealt with as shown in special instruction (see General Appendix)—

—	Load Schedule.							
	145%	130%	128%	113%	100%	90%	85%	80%
Up ..	297	267	262	232	205	185	174	164

d See General Appendix for special instructions *re* Up Goods Train, Williamstown Line.

S.M., Geelong, must advise the Supt. of Melbourne Yards whenever the load of an Up train, likely to occupy the section between Newport and Melbourne within one hour before or during passenger traffic, is in excess of the schedule specified above for that period, so that, if necessary, a locomotive may be sent to Newport to assist the train to Melbourne. Supt. of Melbourne Yards to provide the assistant locomotives as required in good time.

GEELONG TO CAMPERDOWN.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Geelong									
1	South Geelong ‡	392	351	346	305	270	243	50	—	
4	Marshall ..	544	488	480	424	375	338	50	40	
6	Grovedale ..	..	..	..	..	..	..	..	..	
11	Pettavel ..	392	351	346	305	270	243	50	40	
15	Moriac ..c	558	501	493	435	385	347	,,	,,	
20	Buckley ..	392	351	346	305	270	243	,,	,,	
26	Winchelsea ..	..	..	..	..	..	..	..	..	
32	Armytage ..	..	..	..	..	..	..	..	..	
39	Birregurra ..c	558	501	493	435	385	347	50	40	
42	Warncoort ..	..	..	..	..	..	..	..	..	10%
47	Irrewarra ..	..	..	..	..	..	..	..	..	
50	Colac ..c	558	501	493	435	385	347	50	40	
55	Larpent ..	..	..	..	..	..	..	..	..	
60	Pirron Yallock	..	..	..	..	..	..	..	..	
65	Stoneyford ..	..	..	..	..	..	..	..	..	
69	Pomborneit ..	..	..	..	..	..	..	..	..	
73	Weerite ..	..	..	..	..	..	..	..	..	
78	Camperdown c	479	429	422	373	330	297	50	40	

Continued on page 155.

GEELONG TO CAMPERDOWN—*continued.*

(Commenced on page 154.)

NOTES.

c Ascending grades, Down journey. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
59½ approaching Moriac	25
70¾ after leaving Winchelsea	20
71¼ after leaving Winchelsea	20
75¾ after leaving Winchelsea	20
77¼ after leaving Winchelsea	20
88½ after leaving Warncoort	20
92 after leaving Irrewarra	20
95 approaching Colac	25
95½ after leaving Colac	20
111¼ after leaving Stoneyford	20
119¼ after leaving Weerite	20

‡ The following instructions govern the loads of " Down " Goods trains whilst passing through the Geelong tunnel :—

—	Trains Running at a Speed of—		
Particulars.	5 Miles Per Hour.	10 Miles Per Hour.	15 Miles Per Hour.
(*a*) Single engine in front	60 per cent. of schedule load of engine concerned	70 per cent. of schedule load of engine concerned	80 per cent. of schedule load of engine concerned
(*b*) Single engine in front with **assistance in the rear by an engine of not less than 80 per cent. capacity**	**60 per cent.** of schedule load of the engine in **front** of train, and **40 per cent.** of the schedule load of the engine assisting **in the rear**	70 per cent. of schedule load of engine **in front** of train, and **50 per cent.** of the schedule load of the engine assisting **in the rear**	80 per cent. of schedule load of the engine in **front** of train, **60 per cent.** of the schedule load of the engine assisting **in the rear**

The assisting engine in the rear must not be less than 80 per cent. capacity, and should be of 6-wheeled coupled type, if available, and run engine first whenever possible.

Whenever the assisting engine in the rear is used, it must be coupled to the rear of the train and the Air brake connected throughout.

It is the special duty of the driver of the engine assisting in the rear, whenever it is running tender first, to see that the sand boxes on the tender are filled with dry sand, and that the sand gear on the tender is in good working order.

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

CAMPERDOWN TO GEELONG.

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Camperdown									
5	Weerite ..	798	715	704	622	550	495	50	40	
9	Pomborneit ..	..	..	..	..	..	..	..	..	
13	Stoneyford ..	..	..	..	..	..	..	..	..	
18	Pirron Yallock	..	..	..	..	..	..	..	..	
23	Larpent ..	..	..	..	..	..	..	..	..	
28	Colac ..c	660	592	582	514	455	410	50	40	10%
31	Irrewarra ..	..	..	..	..	..	..	..	..	
36	Warncoort ..	..	..	..	..	..	..	..	..	
39	Birregurra ..	660	592	582	514	455	410	50	40	
46	Armytage ..	..	..	..	..	..	..	..	..	
52	Winchelsea ..c	660	592	582	514	455	410	50	40	
58	Buckley ..c	508	455	448	396	350	315	50	45	
63	Moriac ..	..	..	..	..	..	..	..	..	
67	Pettavel ..	..	..	..	..	..	..	..	..	
72	Grovedale ..	..	..	..	..	..	..	..	..	5%
74	Marshall ..	..	..	..	..	..	..	..	..	
77	South Geelong c	731	657	646	571	505	455	50	45	
78	Geelong ..c	508	455	448	396	350	315	"	"	

NOTE.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
115	approaching Pomborneit	20
103¾	after leaving Pirron Yallock	20
79½	after leaving Birregurra	30
67	approaching Buckley	20
58¼	after leaving Moriac	25
45¾	after leaving South Geelong	20

CAMPERDOWN TO PORT FAIRY.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Camperdown									
1	C. Cattle Siding	..	..	..	..	..	..	..	..	
4	Timboon Jun.	..	..	..	..	..	..	..	..	
8	Boorcan ..	479	429	422	373	330	297	50	40	
14	Terang ..	392	351	346	305	270	243	”	”	
22	Garvoc ..	..	..	..	..	..	..	..	..	
28	Panmure ..	..	..	..	..	..	..	..	..	
32	Cudgee ..	..	..	..	..	..	..	..	..	10%
36	Allansford ..	..	..	..	..	..	..	..	..	
43	Warrnambool **c**	479	429	422	373	330	297	50	40	
44	W. Cattle Sdg.	..	..	..	..	..	..	..	..	
46	Dennington ..	..	..	..	..	..	..	..	..	
49	Illowa ..	479	429	422	373	330	297	50	40	
52	Koroit ..	392	351	346	305	270	243	”	”	
55	Crossley ..	..	..	..	..	..	..	..	..	
56	Kirkstall ..	..	..	..	..	..	..	..	..	
58	Moyne ..	..	..	..	..	..	..	..	..	
61	Rosebrook ..	..	..	..	..	..	..	..	..	Double-heading not allowed
62	P.F. Cattle Sdg.	..	..	..	..	..	..	..	..	
63	S.W. Milk Co.'s Siding ..	..	..	..	..	..	..	..	..	
63	Port Fairy ..	943	845	832	735	650	585	60	—	

Note.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Down Journey.**	Speed Necessary (Miles per Hour).
145	after leaving Garvoc	20
160½	after leaving Allansford	25
163¼	approaching Warrnambool	20

PORT FAIRY TO CAMPERDOWN.

Mileage.	SECTION. UP.		LOAD SCHEDULE. % 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Port Fairy										
..	S.W. Milk Co.'s Siding ..		..	..	..	..	..	..	..	..	Double-heading not allowed
1	Cattle Siding		..	..	..	..	..	..	..	..	
2	Rosebrook ..		..	..	..	..	..	..	..	..	
5	Moyne ..		..	..	..	..	..	..	..	..	
7	Kirkstall ..		..	..	..	..	..	..	..	..	
8	Crossley ..		..	..	..	..	..	..	..	..	
11	Koroit ..		638	572	563	497	440	396	60	—	
14	Illowa ..c		638	572	563	497	440	396	50	40	10%
17	Dennington ..		..	..	..	..	..	..	..	..	
19	Cattle Siding		..	..	..	..	..	..	..	..	
20	Warrnambool c		711	637	627	554	490	441	50	40	
27	Allansford ..		..	..	..	..	..	..	..	..	
31	Cudgee ..		..	..	..	..	..	..	..	..	
35	Panmure ..		392	351	346	305	270	243	50	40	
41	Garvoc ..c		479	429	422	373	330	297	”	”	
49	Terang ..		711	637	627	554	490	441	”	”	
55	Boorcan ..		392	351	346	305	270	243	”	”	
59	Timboon Jun.		..	..	..	..	..	..	..	..	
62	Cattle Siding		..	..	..	..	..	..	..	..	
63	Camperdown		798	715	704	622	550	495	50	40	

NOTES.

a and **b** see page 23.

c Ascending grades, Up journey. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Speed Necessary (Miles per Hour).
181¼ approaching Kirkstall	20
176½ after leaving Crossley	20
169¼ approaching Dennington	20
168¼ after leaving Dennington	25
167½ approaching Warrnambool	20
149½ after leaving Panmure	25

SPENCER-STREET AND WILLIAMSTOWN.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade-Load of the Engines Employed.
	From— Spencer-st.											
2	South Kensington ..	..		..	..	..	..	..	..	..	..	10 %
5	Yarraville..	..		..	..	..	..	..	..	..	..	
6	Spotswood *	..		..	..	..	..	..	..	..	..	
7	Newport a	1033		731	655	645	570	504	454	60	60	
	,, d b	1333		943	845	832	735	650	585	75	60	
9	Williamstown ..	1333		943	845	832	735	650	585	75	—	
	UP.											
	Williamstown											
2	Newport ..	1333		943	845	832	735	650	585	75	—	
3	Spotswood	..		..	..	..	..	..	..	..	..	10 %
4	Yarraville	..		..	..	..	..	..	..	..	..	
7	South Kensington ..	..		..	..	..	..	..	..	..	..	
9	Spencer-st. a	1230		870	780	768	678	600	540	60	60	
	d b	1333		943	845	832	735	650	585	75	60	

Notes.

a, b Loads applicable during and after passenger traffic. See page 23.

d See General Appendix for special instructions, Williamstown Line.

* Through coal trains, Nyora to Spotswood Power Station, may take the tonnage load, Nyora to Melbourne (viz., 540 tons for 100 per cent. loco.), through to Spotswood during Passenger traffic.

SPENCER-STREET AND MARIBYRNONG RIVER SIDINGS.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**			% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Spencer-st.											
2	South Kensington ..	..		..	..	..	..	..	..	..	..	Double-heading not allowed
..	Loop Siding "A" ..	..		943	845	832	735	650	585	60	..	
..	Loop Siding "B" ..	..		711	637	627	554	490	441	"	..	
4	Maribyrnong River Terminal ..	..		943	845	832	735	650	585	"	..	
	UP.											
	Terminal											
..	Loop Siding "B" ..	..		943	845	832	735	650	585	60	..	Double-heading not allowed
..	Loop Siding "A" ..	..		943	845	832	735	650	585	"	..	
2	South Kensington ..	..		464	416	410	362	320	288	"	..	
4	Spencer-st.	..		943	845	832	735	650	585	"	..	

FOOTSCRAY AND ANGLISS' SIDING.
SPOTSWOOD AND ELECTRIC POWER HOUSE.
NORTH GEELONG AND FYANSFORD.

Section.		Load Schedule.							Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	**DOWN.**	% 145	% 130	% 128	% 113	% 100	% 90	% 70	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Footscray										
..	Angliss' Sdg.	..	234	230	203	180	162	..	10	—	Double-heading not allowed
	UP. Angliss' Sdg.										
..	Footscray	..	351	346	305	270	243	..	10	—	
	DOWN. From— Spotswood										
1	Power House	943	845	832	735	650	585	..	40	—	Double-heading not allowed
	UP. Power House										
1	Spotswood	471	445	416	367	325	293	..	40	—	
	DOWN. From— Nth. Geelong										
1	Moronga Coal Sdg.	580	—	—	—	400	360	280	40	—	Double-heading not allowed
3	Fyansford **c**	435	—	—	—	300	270	210	"	—	
	UP. Fyansford										
2	Moronga Coal Sdg.	..	..	..	..	..	..	..	..	..	
3	Nth. Geelong	1044	—	—	—	720	648	504	40	—	

Notes.

c For Down trains with over three-fourths of full load a speed of 15 miles per hour is necessary at 45½-mile post (local mileage about 1½-mile post).

See General Appendix for special instructions in regard to Angliss' Siding, Power Station Line, and Fyansford Line.

NEWPORT TO SUNSHINE.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Newport											
1	Thomas' Mill Sdg.	..		..	..	..	..	..	..	..	..	
1	Grey Bros.' Sdg.	..		..	..	..	..	..	..	..	..	
1	McKenzie and Holland's Sdg.	..		..	..	..	..	..	..	..	..	..
2	Brooklyn Quarries Pty.'s Sdg.	..		..	..	..	..	..	..	..	..	
2	Angliss' Quarry Sdg. ..	..		..	..	..	..	..	..	..	..	
2	Borthwick's Sdg. ..	..		..	..	..	..	..	..	..	..	
2	Brooklyn "A" ..	1333		943	845	832	735	650	585	75	—	Double-heading not allowed
3	Little Brooklyn Sdg.	..		..	..	..	..	..	..	..	..	
3	Prossor ..	..		..	..	..	..	..	..	..	..	
3	Prahran City Council Sdg. ..c	943		667	598	589	520	460	414	75	—	
3	Brooklyn "B" ..	..		..	..	..	..	..	..	..	..	
3	Williams' Sdg. ..	718		508	455	448	396	350	315	75	—	
4	Hay's Sdg.	943		667	598	589	520	460	414	"	—	
4	Commonwealth Quarry Sdg. ..	..		..	..	..	..	..	..	..	..	
5	Sunshine	718		508	455	448	396	350	315	75	—	
	x	789		558	501	493	435	385	347	"	—	

Notes.

c When starting from Little Brooklyn with full load, Driver may set back towards Newport to get a run at the bank.

x For trains not required to stop at Hay's Siding.

SUNSHINE TO NEWPORT.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Sunshine											
1	Commonwealth Quarry Sdg. ..	..		..	..	..	..	..	..	..	..	
1	Hay's Sdg.	1333		943	845	832	735	650	585	75	—	
2	Williams' Sdg. ..	..		..	..	..	..	..	..	..	..	
2	Brooklyn "B" ..	..		..	..	..	..	..	..	..	..	
2	Prahran City Council's Sdg. ..	..		..	..	..	..	..	..	..	..	
2	Prossor ..	..		..	..	..	..	..	..	..	..	
2	Little Brooklyn Sdg.	..		..	..	..	..	..	..	..	..	
3	Brooklyn "A" ..	..		..	..	..	..	..	..	..	..	Double-heading not allowed
3	Borthwick's Sdg. ..	..		..	..	..	..	..	..	..	..	
3	Angliss' Quarry Sdg. ..	..		..	..	..	..	..	..	..	..	
3	Brooklyn Quarries Pty.'s Sdg.	..		..	..	..	..	..	..	..	..	
4	McKenzie and Holland's Sdg.	..		..	..	..	..	..	..	..	..	
4	Grey Bros.' Sdg. ..	..		..	..	..	..	..	..	..	..	
4	Thomas' Mill Sdg.	..		..	..	..	..	..	..	..	..	
5	Newport ..	1476		1044	936	932	814	720	648	75	—	

GEELONG TO BALLARAT.

Section.		Load Schedule.									Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade-Load of the Engines Employed.
	From— Geelong											
2	Nth. Geelong	..		..	..	..	..	..	..	..	..	
6	Moorabool	..		..	..	..	..	..	..	..	..	
10	Gheringhap	984		696	624	614	542	480	432	60	60†	
14	Bannockburn ..	..		..	..	..	..	..	..	..	..	
20	Lethbridge	—		595	533	525	463	410	369	60	60	
21	Quarry Sdg.	..		..	..	..	..	..	..	..	..	
29	Meredith ..	..		508	455	448	396	350	315	60	60	5%*
35	Elaine ..	..		..	..	..	..	..	..	..	..	
41	Lignite Sdg.	..		..	..	..	..	..	..	..	..	
42	Lal Lal ..	..		558	501	493	435	385	347	60	60	
45	Yendon ..	..		..	..	..	..	..	..	..	..	
51	Warrenheip	..		769	689	678	599	530	477	60	60	
54	Ballarat E.	..		..	..	..	..	..	..	..	..	
55	Ballarat ..d	..		1044	936	922	814	720	648	60	60	

Notes.

d See General Appendix for instruction *re* brakes at Warrenheip.

* See General Appendix for instruction *re* two Down Goods trains running coupled from Lethbridge to Ballarat.

† Including Goods trains *viâ* North Geelong Loop Line.

BALLARAT TO GEELONG.

Mileage.	SECTION. UP.	LOAD SCHEDULE. % 205		% 145	% 130	% 128	% 113	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. % Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ballarat											
1	Ballarat East ..	..		..	..	..	..	..	..	..	..	5%
4	Warrenheip ..‡	..		392	351	346	305	270	243	60	60	
10	Yendon..	..		..	..	..	..	..	..	..	..	Load of train engine must not be exceeded
13	Lal Lal ..	..		..	..	..	..	..	..	..	..	
14	Lignite Sdg. ..	..		..	..	..	..	..	..	..	..	
20	Elaine ..	..		..	..	..	..	..	..	..	..	
26	Meredith	..		..	..	..	..	..	..	..	..	
34	Quarry Sdg.	..		..	..	..	..	..	..	..	..	
35	Lethbridge	..		1044	936	922	814	720	648	60	60	
41	Bannockburn ..	..		..	..	..	..	..	..	..	..	
45	Gheringhap ..	—		1131	1014	998	881	780	702	60	60	
49	Moorabool	..		..	..	..	..	..	..	..	..	10%. If one engine is "A 2" class, 15%
53	North Geelong	1845		1305	1170	1152	1017	900	810	60	60	
55	Geelong..	1599		1131	1014	998	881	780	702	„	„	

NOTE.

‡ When two locomotives are attached to any Goods train from Ballarat to Warrenheip, the load at the time being more than 380 tons, one of the locomotives must be in the rear. (See General Appendix for instructions *re* assisting in front of trains to Warrenheip.)

When necessary, three locomotives may be employed on an Up Goods train from Ballarat to Warrenheip, but in any such case, two locomotives must be in the front and the other in the rear.

GEELONG TO MAROONA AND ARARAT.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Geelong											
2	North Geelong ..	..		..	..	..	..	..	..	“ A2 ” Engine		
6	Moorabool ..	..		..	..	..	..	..	..			5%
10	Gheringhap	900		696	624	614	542	480	432	60	60	
15	Murgheboluc	..		..	..	..	..	..	..	“ DD ” Engine 45		
21	Inverleigh	..		..	..	..	..	..	..	..	..	
25	Doroq ..	..		..	..	..	..	..	..	..	..	
32	Wingeel ..	..		..	..	..	..	..	..	..	..	
37	Poorneet ..	..		..	..	..	..	..	..	..	..	
44	Cressy ..	900		725	650	640	565	500	450	„	60	
48	Duverney ..	..		..	..	..	..	..	..	..	..	
53	Berrybank	..		..	..	..	..	..	..	..	..	10%; but when one of the engines is an “ A2 ” class, assisted by an engine of not more than 100% capacity, the reduction will be 15%
58	Gnarkeet ..	..		..	..	..	..	..	..	..	..	
62	Lismore ..	..		..	..	..	..	..	..	..	..	
68	Derrinallum	..		..	..	..	..	..	..	..	..	
74	Vite Vite ..	..		..	..	..	..	..	..	..	..	
80	Pura Pura	..		..	..	..	..	..	..	..	..	
85	Nerrim Nerrim ..	..		..	..	..	..	..	..	..	..	
91	Westmere ..	..		..	..	..	..	..	..	..	..	
97	Mininera ..	..		..	..	..	..	..	..	..	..	
102	Tatyoon ..	..		..	..	..	..	..	..	..	..	
110	Maroona ..	900		725	650	640	565	500	450	„	60	

Continued on page 167.

GEELONG TO MAROONA AND ARARAT—*continued.*

(Commenced on page 166.)

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
115	Langi Logan South Sdg.	..		..	..	..	..	..	..	..	..	10%; but when one of the engines is an "A2" class, assisted by an engine of not more than 100% capacity, the reduction will be 15%
116	New Langi Logan Sdg.	..		..	..	..	..	..	..	..	..	
117	Langi Logan	..		..	..	..	..	..	..	..	..	
118	Roads Board Sdg. ..	† 1025		725	650	640	565	500	450	60	60	
119	Ripon ..	..		..	..	..	..	..	..	..	..	
123	Ararat ..c	697		493	442	435	384	340	306	60	60	

Notes.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Up Journey.**	Speed Necessary (Miles per Hour).
139½	at Jackson's Creek	25
137¼	approaching Ararat	20
131¾	approaching Ararat	25

† The through load for "C" class, Maroona to Ararat, is 697 tons.

ARARAT TO GHERINGHAP AND GEELONG.

Section.		Load Schedule.							Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ararat										
4	Ripon Sdg.	..	..	..	..	..	..	..	..	..	10%; but when one of the engines is an "A2" class, assisted by an engine of not more than 100% capacity, the reduction will be 15%.
5	Roads Board Sdg. ..	1123	870	780	768	678	600	540	60	60	
6	Langi Logan	..	..	..	..	..	..	..	..	..	
7	New Langi Logan Sdg.	..	..	..	..	..	..	..	..	..	
8	Langi Logan South Sdg.	1128	899	806	794	701	620	558	..	..	
13	Maroona ..c	1123	870	780	768	678	600	540	60	60	
	UP.										
21	Tatyoon ..	..	..	..	..	..	..	..	..	..	
26	Mininera ..	1128	798	715	704	622	550	495	60	60	
32	Westmere ..	..	..	..	..	..	..	..	..	..	
38	Nerrin Nerrin	..	..	..	..	..	..	..	..	..	
43	Pura Pura..	..	..	..	..	..	..	..	..	..	
49	Vite Vite ..	1123	870	780	768	678	600	540	60	60	
55	Derrinallum	1128	1044	936	922	814	720	648	"	"	
61	Lismore ..	..	..	..	..	..	..	..	..	..	
65	Gnarkeet ..	..	..	..	..	..	..	..	..	..	
70	Berrybank	..	..	..	..	..	..	..	..	..	
75	Duverney ..	1123	870	780	768	678	600	540	60	60	
79	Cressy ..	1123	1044	936	922	814	720	648	"	"	
86	Poorneet ..	..	..	..	..	..	..	..	..	..	
91	Wingeel ..	..	..	..	..	..	..	..	..	..	
98	Doroq ..	1128	870	780	768	678	600	540	60	60	
102	Inverleigh..	1128	1044	936	922	814	720	648	"	"	
108	Murgheboluc	1128	798	715	704	622	550	495	"	"	
113	Gheringhap*	1128	943	845	832	735	650	585	"	"	
117	Moorabool	..	..	..	..	..	..	..	..	..	
121	Nth. Geelong	1845	1305	1170	1152	1017	900	810	60	60	
123	Geelong ..	1599	1131	1014	998	881	780	702	"	"	

NOTE.

c At mileages 134 and 139½ a speed of 30 miles per hour is to be attained.

* The load for engines of 205% on sections Gheringhap to Geelong must not exceed 1,128 tons. The sectional loads shown above are not to be taken until authorized.

GEELONG AND QUEENSCLIFF.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Geelong									
1	South Geelong	392	351	346	305	270	243	50	—	
3	Cheetham's Siding ..	..	..	..	..	..	..	..	..	
7	Leopold ..	..	..	..	..	..	..	..	..	
10	Curlewis ..	..	..	..	..	..	..	..	..	20%
13	Drysdale ..	392	—	346	—	270	243	40	30	
16	Mannerim ..	..	..	..	..	..	..	..	..	
23	Queenscliff ..c	544	—	480	—	375	338	40	30	
	UP.									
	Queenscliff									
7	Mannerim ..	..	..	..	..	..	..	..	..	
10	Drysdale ..	392	—	346	—	270	243	40	30	
13	Curlewis ..	..	..	..	..	..	..	..	..	
16	Leopold ..	..	..		..	..	..	..	..	20%
20	Cheetham's Siding ..	..	..	..	..	..	..	..	..	
22	South Geelong	580	—	512	—	400	360	40	30	
23	Geelong ..c	508	455	448	396	350	315	50	45	

NOTE.

c Ascending grades. With load above three-fourths of the full tonnage on Down journey a speed of 20 miles per hour at mileage 57¾ (after leaving Drysdale) and on Up journey a speed of 25 miles per hour at mileage 48 (approaching South Geelong), must be attained to take load over the grade.

MORIAC AND WENSLEYDALE.

Mileage.	Section.	Load Schedule.							Single-headed Trains.	Double-headed Goods Trains.	
	DOWN.		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Moriac										
4	Layard ..		..	..	..	..	..	..	..	..	Double-heading not allowed
7	Gherang ..		..	..	..	..	..	..	..	..	
9	Wormbete ..		..	..	..	..	..	..	..	..	
11	Otway Coal Siding ..		..	..	..	..	..	..	..	..	
12	Wensleydale		..	..	..	..	..	243	30	—	
	UP.										
	Wesleydale										
1	Otway Coal Siding ..		..	..	..	..	..	..	..	..	Double-heading not allowed
3	Wormbete ..		..	..	..	..	..	..	..	..	
5	Gherang ..		..	..	..	..	..	..	..	..	
8	Layard ..		..	..	..	..	..	..	..	..	
12	Moriac ..		..	..	..	..	..	486	30	—	

BIRREGURRA AND FORREST.

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From—Birregurra							
4	Whoorel ..	660	582	455	410	40	40	Load of train engine must not be exceeded
7	Dean Marsh **c**	392	346	270	243	”	”	
10	Pennyroyal ..	297	262	205	185	”	”	
12	Murroon ..	798	704	550	495	”	”	
15	Barwon ..	..	..	..	..	..	..	
16	Gerangamete	..	..	..	..	..	..	
19	Yaugher	..	..	..	..	..	..	
20	Forrest ....**c**	348	307	240	216	40	40	
	UP.							
	Forrest							
1	Yaugher ..	..	..	..	..	..	..	Load of train engine must not be exceeded
4	Gerangamete	392	346	270	243	40	40	
5	Barwon ...**c**	348	307	240	216	”	”	
8	Murroon ..	..	..	..	..	..	..	
10	Pennyroyal ..	392	346	270	243	40	40	
13	Dean Marsh ..	326	288	225	203	”	”	
	” ” **cx**	392	346	270	243	”	”	
16	Whoorel ..	..	..	..	..	..	..	
20	Birregurra ..	682	602	470	423	40	40	

Notes.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Down Journey.**	Speed Necessary (Miles per Hour).
87¼	after leaving Whoorel	20
90¼	approaching Dean Marsh	25
100¼	after leaving Gerangamete	20
101½	approaching Yaugher	20
	Up Journey.	
99¼	approaching Barwon	25
92¾	after passing Pennyroyal .. .. .. (With through load).	25

x For trains not required to stop at Pennyroyal.

COLAC AND BALLARAT (VIA CRESSY).

Mileage.	Section.	Load Schedule. % 145	% 128	% 100	% 90	Single-headed Trains. Maximum Vehicular Limitation.	Double-headed Goods Trains. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Colac							
3	Irrewarra ..	660	582	455	410	50	40	
8	Ondit ..	..	..	..	..	..	..	
13	Beeac .. c	660	582	455	410	40	40	5%
19	Barpinba ..	392	346	270	243	,,	,,	
24	Cressy ..	580	512	400	360	,,	,,	
29	Werneth ..	..	..	..				
33	Rokewood ..	580	512	400	360	40	35†	
38	Illabarook ..	..	..	..	..	..	..	10%
42	Berringa ..	..	..	..	..	..	..	
48	Newtown ..	392	346	270	243	40	35†	
	UP.							
64	Linton Jun. .. c	392	346	270	243	40	—	—
67	Ballarat ..	479	422	330	297	60	—	—
	DOWN.							
	From— Ballarat							
3	Linton Jun. ..	479	422	330	297	60	—	—
19	Newtown ..	544	480	375	338	40	—	—
	UP.							
25	Berringa ..	..	..	..	..	..	..	
29	Illabarook ..	..	..	..	..	..	..	
34	Rokewood ..	392	346	270	243	40	35†	10%
38	Werneth ..	..	..	..	..	..	..	
43	Cressy ..	660	582	455	410	40	35†	
48	Barpimba ..	660	582	455	410	40	40†	
54	Beeac ..	392	346	270	243	,,	,, †	
59	Ondit ..	..	..	..	..	..	..	5%
64	Irrewarra .. c	595	525	410	369	40	40	
67	Colac .. c	558	493	385	347	50	40	

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COLAC AND BALLARAT (VIA CRESSY)—*continued.*

(Commenced on page 172.)

Notes.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary (Miles per Hour).
(*Via Irrewarra*).		
98¾	approaching Beeac	20

From Newtown to Ballarat.

	Up Journey.	
(*Via Ballarat*).		
91½	approaching Scarsdale	25

	Up Journey.	
(Via Irrewarra).		
97½	approaching Ondit	20
92	after leaving Irrewarra	20
95	approaching Colac	25

† See special rate of speed in General Appendix.

COLAC AND ALVIE.

TERANG AND MORTLAKE.

Section.		Load Schedule.						Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 128	% 100	% 90		Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From—									
	Colac									
6	Cororooke ..		..	346	270	243		30	—	Double-heading not allowed
8	Coragulac ..		..	416	325	293		”	—	
9	Ballast Siding		..	..	..	..		..	..	
10	Alvie ..		..	346	270	243		30	—	
	UP.									
	Alvie									
1	Ballast Siding		..	..	..	..		..	..	
2	Coragulac ..		..	416	325	293		30	—	
4	Cororooke ..		..	704	550	493		”	—	
10	Colac ..		..	448	350	315		”	—	
	DOWN.									
	From—									
	Terang									
13	Mortlake ..		964	851	665	599		75	—	Double-heading not allowed
	UP.									
	Mortlake									
13	Terang ..		899	794	620	558		75	—	

CAMPERDOWN AND TIMBOON.

Mileage.	SECTION.	LOAD SCHEDULE.				SINGLE-HEADED TRAINS.	DOUBLE-HEADED GOODS TRAINS.	
	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Camperdown							
8	Naroghid ..	392	346	270	243	..	..	10%
13	Cobden ..	..	..	..	..	..	..	
17	Elingamite ..	..	..	..	..	..	..	
19	Glenfyne ..	798	704	550	495	..	..	
23	Curdie ..	..	..	..	..	..	..	
26	Timboon ..	348	307	240	216	40	35	
	UP.							
	Timboon							
	Curdie ..	..	..	..	..	..	..	10%
3	Glenfyne ..*	261	230	180	162	..	..	
7	Elingamite ..	..	..	..	..	..	..	
9	Cobden ..	769	678	530	477	..	..	
13	Naroghid ..	..	..	..	..	..	..	
18	Camperdown	392	346	270	243	40	35	
26								

NOTE.

* When the driver of an Up Goods train run by a DD engine considers it expedient on account of adverse weather conditions, &c., he may be allowed a reduced schedule load of 165 tons from Timboon to Glenfyne, but in every such case the driver will require to endorse, on the Guard's Running Statement, the reason for requesting the special reduction.

WARRNAMBOOL TO HAMILTON.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Warrnambool							
1	Cattle Siding	..	..	..	..	..	..	
3	Dennington	..	..	..	..	..	..	
6	Illowa ..	479	422	330	297	50	40	10%
10	Koroit ..	392	346	270	243	50	40	
13	Warrong ..	..	..	..	..	..	..	
19	Woolsthorpe..	..	..	..	..		..	
24	Hawkesdale ..c	544	480	375	338	40	30	
30	Minhamite ..	660	582	455	410	..	..	
36	Purdeet ..	493	435	340	306	..	..	20%
43	Penshurst ..c	544	480	375	338	..	..	
49	Tabor ..	..	..	..	..	..	..	
55	Yatchaw ..	..	..	..	..	..	..	
62	Hamilton ..c	580	512	400	360	40	30	

Note.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	**Down Journey.**	Speed Necessary (Miles per Hour)
182½	approaching Woolsthorpe	25
202	after leaving Purdeet	20
225¾	approaching Hamilton	20

HAMILTON TO WARRNAMBOOL.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Hamilton								
7	Yatchaw ..		..	..	..	..	..	..	
13	Tabor ..		..	..	..	..	..	..	
19	Penshurst ..c		522	461	360	324	40	30	
26	Purdeet ..		667†	640	500	450	„	„	
32	Minhamite ..		..	..	..	..	..	..	
38	Hawkesdale ..		..	..	..	..			20%
43	Woolsthorpe		..	..	..	..	..	..	
49	Warrong ..		..	..	..	..	..	..	
52	Koroit ..c		725	640	500	450	40	30	
56	Illowa ..		638	563	440	396	50	40	
59	Dennington ..		..	..	..	..	..	..	10%
61	Cattle Siding		..	..	..	..	..	..	
62	Warrnambool c		711	627	490	441	50	40	

Note.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Up Journey.	Speed Necessary (Miles per Hour).
198	(Portland line) after leaving Hamilton	20
207½	after leaving Penshurst	25
169¼	approaching Dennington	20
168¼	after leaving Dennington	25
167½	approaching Warrnambool	20

† Special loads account speed limitation of "N" and "K" classes.

ARARAT TO PORTLAND.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Ararat											
4	Ripon Ballast Sdg.	..		..	..	..	..	..	..	..	..	
5	Roads Board Sdg. ..	1128		870	780	768	678	600	540	..	..	10%; when one engine is A2 class, 15%
6	Langi Logan	..		..	..	..	..	..	..	..	..	
7	New Langi Logan	..		..	..	..	..	..	..	..	..	
8	Langi Logan South ..	1128		899	806	794	701	620	558	..	..	
13	Maroona ..c	1128		870	780	768	678	600	540	60	60	
19	Calvert ..	..		"	"	"	"	"	"	50	40	
24	Willaura ..	..		"	"	"	"	"	"	"	"	
31	Stavely ..	..		"	"	"	"	"	"	"	"	
36	Glen Thompson ..	..		"	"	"	"	"	"	"	"	
48	Dunkeld ..	..		"	"	"	"	"	"	"	"	
54	Moutajup ..	..		"	"	"	"	"	"	"	"	
61	Strathkellar c	—		493	442	435	384	340	306	"	"	
67	Hamilton {	..		392	351	346	305	270	243	"	"	
	cx	..		493	442	435	384	340	306	"	"	
83	Branxholme	..		"	..	"	..	"	"	"	"	
91	Condah ..	..		"	..	"	..	"	"	"	"	
94	Myamyn ..	..		"	..	"	..	"	"	"	"	
97	Milltown ..	..		"	..	"	..	"	"	"	"	
105	Heywood ..	..		"	..	"	..	"	"	"	"	20%
107	Ballast Sdg.	..		"	..	"	..	"	"	"	"	
111	Heathmere c	..		580	—	512	—	400	360	"	"	
116	Gorae ..	..		"	..	"	..	"	"	"	"	
119	Portland Freezing Sdg. ..	..		"	..	"	..	"	"	"	"	
120	Portland { c	..		435	—	384	—	300	270	"	"	
	North { cxx	..		580	—	512	—	400	360	"	"	
121	Portland ..	..		392	—	346	—	270	243	"	"	

Continued on page 179.

ARARAT TO PORTLAND—*continued.*

(Commenced on page 178.)

NOTES.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary (Miles per Hour).
134	after leaving Ararat	30
139½	at Jackson's Creek	30
145	after leaving Maroona	20
147	after leaving Maroona	20
157¼	after leaving Willaura	30
172½	approaching Dunkeld	20
192¾	after passing Strathkellar (through load)	30
198	after leaving Hamilton	20*
202	after leaving Hamilton	20
203¾	after leaving Hamilton	20
242¼	after leaving Heathmere	25

x For trains not required to stop at Strathkellar.

xx For trains not required to stop at Heathmere. With these loads a speed of 25 miles per hour is necessary at mileage 242¼ after leaving Heathmere.

* To attain this speed, trains with full loads must be despatched from a point well back in the Hamilton Yard.

PORTLAND TO ARARAT.

Section.		Load Schedule.								Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	UP.	% 205		% 145	% 130	% 128	% 113	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Portland											
1	Portland N.	..		276	—	243	—	190	171	50	40	20%
2	Portland Freezing Co. Sdg.	..		..	..	..	..	..	..	”	”	
5	Gorae ..	..		..	..	..	..	..	..	”	”	
10	Heathmere	..		..	..	..	..	..	..	”	”	
14	Ballast Sdg.	..		..	..	..	..	..	..	”	”	
16	Heywood ..	..		..	..	..	..	..	..	”	”	
24	Milltown ..	..		392	—	346	—	270	243	”	”	
27	Myamyn ..	..		..	..	..	..	..	..	”	”	
30	Condah ..	..		..	..	..	..	..	..	”	”	
38	Branxholme	..		..	..	..	..	..	..	”	”	
54	Hamilton ..c	..		493	—	435	—	340	306	”	”	
60	Strathkellar xx	..		392	351	346	305	270	243	”	”	
67	Moutajup ..	..		..	..	..	..	..	..	”	”	
73	Dunkeld ..	..		..	..	..	..	..	..	”	”	
84	Glenthompson	..		..	..	..	..	..	..	”	”	
90	Stavely ..	..		..	..	..	..	..	..	”	”	
97	Willaura ..c	..		493	442	435	384	340	306	”	”	
102	Calvert ..	..		..	..	..	..	..	..	”	”	
108	Maroona c	—		493	442	435	384	340	306	”	”	
	*	—		435	390	384	339	300	270	”	”	
113	Langi Logan South ..	..		..	..	..	..	..	..	50	60	10%; when one engine is "A 2" class, 15%
114	New Langi Logan ..	..		..	..	..	..	..	..	”	”	
115	Langi Logan	..		..	..	..	..	..	..	”	”	
116	Roads Board Sdg. ..	1025		725	650	640	565	500	450	”	”	
117	Ripon Sdg.	..		..	..	..	..	..	..	”	”	
121	Ararat ..c	697		493	442	435	384	340	306	60	60	

Continued on page 181.

PORTLAND TO ARARAT—*continued.*

(Commenced on page 180.)

NOTES.

‡Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Up Journey.	Speed Necessary (Miles per Hour).
201	approaching Hamilton	25
189¼	approaching Moutajup	25
182½	after leaving Moutajup	25
179½	approaching Dunkeld	25
169½	approaching Glenthompson	20
156	approaching Willaura	20
148¼	approaching Maroona	30
139½	at Jackson's Creek	25
137¼	approaching Ararat	20
131¾	approaching Ararat	25

XX See General Appendix for special instructions *re* engines assisting Good trains in the rear, Hamilton to Stop-board.

* For trains required to stop at Calvert.

HAMILTON AND COLERAINE.

Section.		Load Schedule.					Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.		% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Hamilton								
8	Bochara .. c		544	480	375	338	40	30	10%
13	Wannon ..		711	627	490	441	,,	,,	
18	Gritjurk } cx		297	262	205	185	,,	,,	
			297†	346	270	243	,,	,,	
24	Coleraine ..		964	851	665	599	,,	,,	
	UP.								
	Coleraine								
6	Gritjurk ..		297	262	205	185	40	30	10%
11	Wannon ..		731	646	505	455	,,	,,	
16	Bochara ..		..	..	..	..	,,	,,	
24	Hamilton .. c		363	320	250	225	,,	,,	

Notes.

c Ascending grades. With load above three-fourths of the full tonnage, the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—		Speed Necessary (Miles per Hour).
	Down Journey.	
200¼	approaching Bochara	25
211	after leaving Wannon	35
	Up Journey.	
205¾	approaching Bochara	25
204¼	after leaving Bochara	25
200	approaching Hamilton	25

x For Goods trains not stopping at Wannon.

† Special loads account speed limitation of "N" and "K" classes.

BRANXHOLME AND CASTERTON.

Section.		Load Schedule.				Single-headed Trains.	Double-headed Goods Trains.	
Mileage.	DOWN.	% 145	% 128	% 100	% 90	Maximum Vehicular Limitation.	Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	From— Branxholme							
5	Miakite ..	..	..	..	..	..	..	10%
9	Grassdale ..	..	..	..	..	..	..	
18	Merino ..c	392	346	270	243	40	30	
23	Henty ..	493	435	340	306	,,	,,	
29	Sandford ..	297	262	205	185	,,	,,	
32	Casterton ..	943	832	650	585	,,	,,	
	UP.							
	Casterton							
3	Sandford ..c	682	602	470	423	40	30	10%
9	Henty ..	297	262	205	185	,,	,,	
14	Merino ..c	493	435	340	306	,,	,,	
23	Grassdale ..	297	262	205	185	,,	,,	
27	Miakite ..	..	..	..	..	,,	,,	
32	Branxholme c	435	384	300	270	,,	,,	

Note.

c Ascending grades. With load above three-fourths of the full tonnage the speed shown at the mileages hereunder must be attained to take load over the grade :—

At Mileage—	Down Journey.	Speed Necessary. (Miles per Hour)
214½	approaching Miakite	25
216¼	approaching Miakite	25
223¼	after leaving Grassdale	25
	Up Journey.	
244¾	after leaving Casterton	20
234½	after leaving Henty	20
214	approaching Branxholme	25

HEYWOOD AND MOUNT GAMBIER.

Mileage.	SECTION.	LOAD SCHEDULE. % 145	% 128	% 100	% 90	SINGLE-HEADED TRAINS. Maximum Vehicular Limitation.	DOUBLE-HEADED GOODS TRAINS. Maximum Vehicular Limitation.	% Reduction to be made in the Combined Ruling Grade Load of the Engines Employed.
	DOWN.							
	From— Heywood							
6	Sinclair Sdg...	..	..	..	..	..	..	
13	Lyons ..	435	384	300	270	50	40†	
19	Greenwald ..	392	346	270	243	”	” †	10%
23	Winnap ..	798	704	550	495	”	” †	
26	Dartmoor ..	392	346	270	243	”	” †	
32	Marp ..	725	640	500	450	”	—	
39	Puralka ..	870	768	600	540	”	—	Double-heading not allowed
44	Rennick ..	899	794	620	558	”	—	
49	Kromelite ..	—	922	720	648	”	—	
53	Murrawa ..	..	..	..	..	..	—	
57	Mt. Gambier..	—	794	620	558	50	—	
	UP.							
	Mt. Gambier							
4	Murrawa ..	..	..	..	..	..	—	
8	Kromelite ..	—	794	620	558	50	—	Double-heading not allowed
13	Rennick ..	..	..	..	..	..	—	
18	Puralka ..	798	704	550	495	50	—	
25	Marp ..	..	..	..	..	..	—	
31	Dartmoor ..	1044	922	720	648	50	—	
34	Winnap ..	..	..	..	..	..	..	
38	Greenwald ..	392	346	270	243	50	40†	
44	Lyons ..	435	384	300	270	”	” †	10%
51	Sinclair Sdg.	..	..	..	..	..	..	
57	Heywood ..c	783	691	540	486	50	40†	

NOTES.

† See special rate of speed in General Appendix.

c Ascending grades. With load above three-fourths of the full tonnage the train must be set back to the "down" end of Lyons station yard, in order to obtain the necessary momentum to take load over bank at mileage 247¾.

NARROW-GAUGE LINES.

Mileage.	Section.	Schedule Load.	Mileage.	Section.	Schedule Load.
	DOWN. From— Upper Ferntree Gully			**UP.** From— Gembrook	
18	Gembrook	16/90	4	Cockatoo ..	16/120
			11	Belgrave ..	16/90
			3	Upper Ferntree Gully	16/120
	From— Wangaratta			From— Whitfield	
30	Whitfield	265	30	Wangaratta	265
	From— Colac			From— Crowes	
7	Barongarook	16/85	6	Wyelangta ..	14/110
17	Gellibrand ..	16/136	8	Kincaid Siding	14/120
30	Beech Forest	13/70	10	Weeaproinah*	14/110
38	Wyelangta ..	14/90	14	Beech Forest	14/120
44	Crowes ..	14/120	27	Gellibrand ..	14/120
			44	Colac* ..	16/120
	From— Moe			From— Walhalla	
20	Knott's Siding	14/80	6	Knott's Siding	12/70
26	Walhalla ..	12/80	8	Erica ..	14/80
			26	Moe ..	16/110

NOTE.

* The tonnage load shown on the Up journey, from Kincaid Siding to Weeaproinah and from Gellibrand to Colac may, at the discretion of the Driver, when weather conditions are favorable, be exceeded by 4 tons, when by so doing an extra truck can be taken.

d ELEVATED ROADS AT COAL STAGES.

Station were Situated.	Maximum Number of 4-wheel Vehicles allowed on Stage.	Loads which can be Pushed up the Gears.						
		% 128	% 113	% 100	% 90	% 85	% 80	% 70
North Melbourne ..	60	174	154	136	122	116	109	95
Warragul	4	128	113	100	90	85	80	70
Seymour	6	82	72	64	58	54	51	45
Benalla	6	91	80	71	64	60	57	50
Bendigo	8	128	113	100	90	85	80	70
Maryborough	8	128	113	100	90	85	80	70
Geelong	18	147	130	115	104	98	92	81
Ballarat	8	101	89	79	71	67	63	55
Ararat	3	82	72	64	58	54	51	45
Stawell	6	120	106	94	85	80	75	66

NOTE.

d See General Appendix for special instruction *re* Working of Coal Gears and Elevated Roads.

By Authority: H. J. Green, Government Printer, Melbourne.

LOADS OF GOODS TRAINS.

The "Loads of Goods Trains" Book 1926, now being issued, includes all amended loads up to W.N. No. 50/26.

Hereunder are set out amendments covering the period from W.N. 50/26 to W.N. 17/27. These amendments should be inserted in the new Book on the pages as shown.

Page 3.—Insert after "Narrow Gauge":—

—	Cylinder Diameter (inches).	Boiler Pressure (lb.).	Capacity.
G	$13\frac{1}{4}$	180	As shown for each line

New Engines.

Page 7.—C. Class—Insert following numbers:—22, 23, 24, 25, 26.

Renumbering of Locomotives.

Page 7.—Delete 590Dd.

Page 8.—Delete 664 Dd.

Page 8.—Add Nos. 797 and 798 to list of Dd superheated engines.

Page 11.—289R has been renumbered 338R. The boiler pressure of engine 317R has been increased from 130 lb. to 150 lb. Amend accordingly.

Page 12.—383Y has been renumbered 400Y. Amend accordingly.

Page 19.—*Trucks partly loaded with Live Stock.*—The contents weight for partly loaded live stock trucks is to be computed on the following scale:—

Horses and Cattle	10 cwt. each
Calves	2 cwt. each
Sheep	$\frac{3}{4}$ cwt. each
Pigs	1 cwt. each

7267.