

S. 7800/14.

(A. 10.)

VICTORIAN RAILWAYS.

Regular Goods Trains

AND

Roadside Work.

SUMMER TIME TABLE.

Commencing on 7th December, in addition to the Goods Trains shown in the New Summer Time Table to run with car attached, the following Goods Trains will run regularly, and the roadside work to be performed by each will be as shown herein. Goods Trains not included in this circular will be run only when specially arranged.

The instructions regarding the roadside work are to be generally observed, but whenever it is necessary to vary the work of any train the Guard must comply with such written instructions as may be supplied to him by the officer responsible for altering the roadside work.

Goods Trains not shown in the Roadside Schedule are to work at all stations as required.

A copy of this circular is to be supplied to every person whose duty requires him to have a copy of the Working Time Table.

C. MISCAMBLE,
Acting Supt. Goods Train Service.
Spencer-street, Melbourne.

J. TIERNEY,
Acting Supt. Pass. Train Service.

8683.12.14

Regular Goods Trains Northern and Midland Districts.

MELBOURNE—WOODEND.

DOWN.

Nos. 3 6A, 14 (Sat.), 15 (Sat. exc.),
22, 24, 26 and 27

UP.

Nos. 12 (Mon. exc.), 12A (Mon.), 16,
19, 23, 26, 27 and 29

WOODEND—BENDIGO.

Nos. 3, 13^{1/2} (Sat.), 15 (Sat. exc.), 23,
24 and 26Nos. 13, 22, 23, 25, 27 (Sat. exc.), 28
(Mon.)

BENDIGO—ECHUCA.

No. 3

| No. 23

BENDIGO—KORONG VALE.

No. 6

| No. 8B

BALLARAT—NEWLYN.

No. 4 (Mon., Wed., Fri.)

| No. 4 (Mon. Wed., Fri.)

CASTLEMAINE—MARYBOROUGH.

No. 1 (Daily). No. 11 (Sun. and
Mons. exc.)

| No. 1 (Daily), No. 9 (Sats. exc.)

MARYBOROUGH—ST. ARNAUD.

Nos. 1 and 6 (Daily)

| Nos. 2 and 10 (Daily)

ST. ARNAUD—DONALD.

Nos. 1 and 6 (Daily)

| Nos. 2 and 10 (Daily)

Roadside Work—Northern Line.
MELBOURNE AND WOODEND.

DOWN.	UP.
No. 3—Nil	Nos. (12 Mon. exc.) 12A (Mon.) as required, Woodend to Sydenham
No. 6A—As required, Sydenham to Woodend	No. 16—Lancefield Junction
No. 15 (Sats. exc.) 14 (Sats.) Perishable work only at Riddell	No. 19—Nil
No. 22—Nil	No. 23—Nil
No. 24—Nil	No. 26—Nil
No. 26—Lancefield Junction. Macedon on Thursday only	No. 27—Nil
No. 27—Nil	No. 29—Nil

WOODEND AND BENDIGO.

No. 3—Nil	No. 13—As required
No. 13 (Sat.) 15 (Sats. exc.) Kyneton and as required, Castlemaine to Bendigo	No. 22—Pick up at Golden Square and perishables at Harcourt, Castlemaine, and Kyneton
No. 23—Castlemaine	No. 23—Pick up perishables at Castlemaine
No. 24—Nil	No. 25—Castlemaine and Kyneton
No. 26—As required, Woodend to Harcourt inclusive	No. 27 (No. 28 Mon.)—Castlemaine

Regular Goods Trains—Western and North-Western Districts.

MELBOURNE—BALLARAT (Via Bacchus Marsh).

No. 12 | No. 9

BALLARAT—STAWELL.

Nos. 1, 7, 8 | Nos. 8, 14, 16

STAWELL—DIMBOOLA.

No. 4 | No. 16

MELBOURNE—GEELONG.

DOWN.	UP.
Nos. 1, 10A, 15, 15A, 16 to Werribee, 12 to Ballarat via North Geelong Loop	Nos. 13B (Daily), 17, 18, and 19 as shown, 13A ex Werribee, 20 ex Ballarat, via North Geelong Loop as shown

GEELONG—COLAC.

Nos. 1, 1B, 2 to Birregurra, 4 | Nos. 10, 13, and 13A

COLAC—WARRNAMBOOL.

No. 1	No. 13
No. 1B to Camperdown	No. 13A ex Camperdown

Regular Goods Trains.—Western and North-Western Districts—Contd.**WARRNAMBOOL—KOROIT.**

DOWN.		UP	
No. 5		No. 13	
GEEELONG—BALLARAT.			
Nos. 1, 2, 15, 16 (Suns. inc., Mons. exc.)		Nos. 6, 15 and 17	
No. 18—Sundays		No. 1—To Melbourne, via North	
No. 12A—Ex Melbourne, via North		Geelong Loop as shown	
Geelong Loop			

GEEELONG—GHERINGHAP—MAROONA—ARARAT.

No. 3		No. 3
-------	--	-------

COLAC—BEECH FOREST.

Nos. 1 and 2—Daily		Nos. 3 and 5—Daily
No. 5—As shown		No. 2—As shown

ARARAT—HAMILTON.

No. 5		No. 3 (Tues.)
		No. 4 and 4A—As shown.

Roadside Work—Western and North-Western Lines.**MELBOURNE—BALLARAT (VIA BACCHUS MARSH).**

No. 12—Pick up only at Sunshine, thence as required		No. 9—As required Ballarat to Sunshine
---	--	--

BALLARAT—STAWELL.

No. 1—Nil		No. 8—As required, including Live Stock for Ballarat
No. 7—Ararat Irvine's Siding and Great Western		No. 14—As required (Perishables and Live Stock only between Ararat and Ballarat)
No. 8—As required (Irvine's Siding and Great Western excepted)		No. 16—Nil

No. 14 Up is not to do ordinary roadside work at Great Western, Irvine's Siding, or Armstrong, all roadside work at these stations to be, as far as practicable, performed by 10.40 a.m. (No. 8) Up Goods Train.

STAWELL—DIMBOOLA.

No. 4—As required		No. 16—To be given only single engine ruling grade load, and is not to perform roadside work at stations between Murtoa and Stawell when another suitable goods train is available to clear these stations
-------------------	--	--

Roadside Work—Western and North-Western Lines—Contd.**MELBOURNE—GEEELONG.****DOWN.**

No. 1—Nil
 No. 10A—Laverton and Werribee
 Nos. 12, 15—Nil
 No. 15A—As required at Newport
 and between Manor and Geelong
 No. 16—Laverton

UP.

No. 13A—Werribee and Laverton.
 Nos. 13B—Geelong to Manor
 Nos. 17, 18, 19 and 20—Nil

GEEELONG—COLAC.

No. 1—Pick up empty cans at South
 Geelong
 No. 1B—As required Birregurra to
 Colac
 No. 2—As required Moriac to Army-
 tage
 No. 4—As required

No. 10—As required (Birregurra exc.)
 No. 13—Pick up all perishables, Colac
 to South Geelong inclusive, and
 ordinary work as required
 No. 13A—S.M. Colac to arrange for
 this train being relieved of road-
 side work between Colac and
 Geelong as far as practicable, as
 train must arrive at Geelong in
 time to connect with No. 17 Up
 Geelong to Melbourne

COLAC—WARRNAMBOOL.

No. 1—Pick up only at Stations Colac
 to Camperdown, thence as re-
 quired
 No. 1B—As required

No. 13—As required
 No. 13A—Nil

GEEELONG—BALLARAT.

Nos. 1, 12A, 15, 16, 18—Nil
 No. 2—As required

No. 6—Van work only at Yendon,
 and as required at all other stations
 Nos. 1, 15, 17—Nil

Station-master, Ballarat, to arrange to have transfer work at
 Ballarat performed expeditiously, to permit of the 10.15 p.m. (No. 17),
 and 2.0 a.m. (No. 1) Up Geelong Goods departing sharp to time.

Regular Goods Trains—North-Eastern District.**MELBOURNE—SEYMOUR.****DOWN.**

Nos. 4, 6 (Suns. & Mons. exc.), 13, 15
 (Sats.), 16 (Sats. exc.), 21 (Sats.
 exc.), 21A (Sats. exc.), 22 (Sats.),
 26A, 27, 28, 29

UP.

Nos. 9A, 16, 17 (Sats. exc.), 18, 22
 (Sats. exc.), 23, 25, 26, 26A, 27

SEYMOUR—BENALLA.

Nos. 12 and 23

Nos. 9 and 24

Regular Goods Trains.—North Eastern District.—Continued.**BENALLA—WODONGA.**

DOWN.

UP.

Nos. 1 and 2—To Wodonga, No. 6 to
WangarattaNo. 19—Ex Wangaratta and Nos. 5
and 24 ex Wodonga**YEA—CATHKIN.**

No. 1A—Daily

| No. 5—Daily

SEYMOUR—SHEPPARTON.

Nos. 2 and 4

| Nos. 8 and 11

SHEPPARTON—NUMURKAH.

No. 2

| No. 11

WANGARATTA—EVERTON.

No. 5—Fri. only

Roadside Work—North-Eastern Line.**MELBOURNE—SEYMOUR.**

DOWN.

UP.

No. 4—Tallarook only

No. 6—McDougall, also at Broadford
when required to pick up loading
for McDougall, and at Tallarook
when required to detach loading
ex McDougallNo. 13—Van work only at Essendon,
thence as requiredNos. 15, 16, 21, 21A, 22, 26A, 27, 28 and
29—Nil

No. 9A—As required

No. 16—Wallan, and pick up milk as
required

Nos. 17, 18, 23, 25, 26, 26A, 27—Nil

No. 22—Tallarook, Wallan and
Essendon**SEYMOUR—BENALLA.**

No. 12—As required

No. 23—Nil

No. 9—As required

No. 24—Perishable work only at Euroa
and on Saturdays perishable work
only at stations as required**BENALLA—WODONGA.**

No. 1—As shown hereunder

No. 2—As required, Wangaratta to
Wodonga

No. 6—As required to Wangaratta

Nos. 5 and 19—As required

No. 24—As shown hereunder

No. 1 Down Goods to be made up at Benalla with loading for Wodonga, Albury and Tallangatta Line only. and will pick up through perishable loading only at stations between Benalla and Wodonga.

S.M., Wangaratta, to place loading as far as practicable with the Branch Line engine, so that the 12.5 a.m. Down if required to attach perishables will have a straight pick up.

Roadside Work—North-Eastern Line—Continued.

The load of No. 24 Up Goods, Wodonga to Benalla is to be limited to 40 vehicles, except when it is necessary for the purpose of clearing perishables and live stock, the number of vehicles may be increased subject to the schedule load for the engine. No. 24 Up is to do ordinary roadside work, Wodonga to Wangaratta, as required, and clear Wangaratta of perishables which arrive after the departure of No. 19 Up.

SEYMOUR—NUMURKAH.

DOWN.

No. 2 Toolamba and as required,
Shepparton to Numurkah
No. 4—As required

UP.

No. 8—Pick up all perishables and
perform ordinary roadside work
as far as practicable to afford
relief to No. 11 up
No. 11—As required

Regular Goods Trains—Eastern and South-Eastern Districts.

MELBOURNE AND WARRAGUL.

DOWN

Nos. 1 (Mons. exc.) 2A (Daily), 8
(Sat. exc.) 9A (Sat.), 10A (Sats.),
10B (Sats. exc.) to Berwick

UP.

No. 6 ex Berwick (Daily), 7, 10
(Sats. exc.) and 11

WARRAGUL—TRARALGON.

Nos. 12 and 13

Nos. 9, 10 and 11 as shown, No. 12
(Daily)

TRARALGON—SALE.

No. 2A (Daily)

No. 10 (Mon)
No. 11 (Mon. exc.)

MELBOURNE—NYORA.

Nos. 1A, 2, 3A, 4, 7, 10 and 10A

Nos. 1, 3, 4, 7, 7A, 8, 9A

NYORA—KORUMBURRA.

Nos. 4 and 10

Nos. 7 and 8

KORUMBURRA—PORT ALBERT.

No. 2

No. 7C

NYORA—WONTHAGGI.

Nos. 1, 2, 3, 5, 8 and 10 as shown

Nos. 1, 3, 4, 6, 7 and 10 as shown

TRARALGON—STRATFORD (VIA MAFFRA).

No. 2 as shown

No. 3 as shown

Roadside Work—Eastern and South-Eastern Lines.

MELBOURNE—WARRAGUL.

DOWN.

- No. 1—To work at Dandenong, Pakenham, Nar Nar Goon, Garfield and Longwarry
 No. 2A as required, Oakleigh and stations beyond
 No. 8 (9A Sats.) to work at Dandenong, Berwick and Bunyip, and van work for cream traffic only at stations Dandenong to Warragul
 No. 10A (Sats., 10B Sats. exc.)—Van work for empty milk cans only, as required
 No. 13 takes loading for Warragul and stations beyond, discharges milk cans as required, otherwise nil

UP.

- No. 6—Van work as required, also clear Berwick of ordinary Up loading, which is to be detached at Dandenong
 No. 7—As required. Trucks picked up at Bunyip and Garfield are to be placed next to the engine at those stations, and the marshalling is to be completed at Pakenham
 No. 10—Live Stock work only
 No. 11—Put off perishable and urgent loading from stations beyond Warragul, otherwise nil

NOTE.—The Oakleigh Pilot Engine is to be used to place trucks together at Oakleigh to give No. 2A Eastern a straight pick up.

WARRAGUL—TRARALGON.

- No. 12—When loading offers may take a sectional load to Moe and reduce there to ruling grade load. Surplus loading to be cleared from Moe by No. 13 Down
 No. 13—As required

- Nos. 9, 10 and 11 to work at Moe, Trafalgar, Yarragon and Nilma
 No. 12 to work at Morwell and Darnum

TRARALGON—SALE.

- No. 2A—As required, but not to shunt at Kilmany on Mondays

- No. 10 (Mon.)—As required, all stations (Kilmany exc.)
 No. 11 (Mons. exc.)—As required

MELBOURNE—NYORA—KORUMBURRA.

- No. 4—Pick up only at Dandenong, thence work at other stations as required. Dandenong to arrange to square yard with available engine (local) to give this train a straight pick-up.
 No. 10, (Fri. and Sats. exc.) to work at Dandenong and Nyora. On Fridays and Saturdays perishable work as required.
 Nos. 1A, 2, 3A, 7 and 10A—Nil.

- Nos. 1, 3, 4 and 9A—Nil.
 No. 7 as required to Nyora and at Lang Lang, Dalmore, Tooradin, Clyde, Cranbourne, Lyndhurst, Dandenong and Oakleigh. Van work only at Koo-Wee-Rup.
 No. 7A—As required at Caldermeade, Monomeith, Koo-Wee-Rup, Dandenong and Oakleigh.
 No. 8—Nyora, putting off at Dandenong also necessary live stock. Van work only at Caldermeade and Monomeith. On Saturday perishable work as required.

NYORA—WONTHAGGI.

- No. 2—As required.

- No. 7—As required.

Regular Goods Trains—Suburban Lines.**MELBOURNE—NEWPORT.**

DOWN.		UP.
Nos. 2 and 8A.		Nos. 5 and 10A.

MELBOURNE—ST. ALBANS.

DOWN.		UP.
No. 9A (Daily) No. 15A—West Footscray.		No. 11 (Daily). No. 11A—Ex West Footscray.

MELBOURNE—COBURG.

DOWN.		UP.
No. 20 (Daily).		No. 23 (Sats. exc.) No. 28 (Sats.)

MELBOURNE—FITZROY—VICTORIA PARK—RESERVOIR.

DOWN.		UP.
No. 1—To Reservoir (Daily). Nos. 2 and 5—To Victoria Park (Daily) Nos. 3 and 4—To Fitzroy (Daily).		No. 1—Ex Reservoir (Daily). No. 1A—Ex Victoria Park (Sats.) No. 3—Ex Victoria Park (Tue. and Thur.) No. 4—Ex Victoria Park (Mon., Wed. Fri.) No. 6—Ex Victoria Park (Daily). Nos. 2 and 5—Ex Fitzroy (Daily.)

VICTORIA PARK—HEIDELBERG.

DOWN.		UP.
No. 2 (Sats. ex.)		No. 3 (Tues. and Thurs.) No. 4 (Mon., Wed., Fri.)

HEIDELBERG—ELTHAM.

DOWN.		UP.
No. 2A (Mon., Wed. and Fri.)		No. 4 (Mon., Wed. and Fri.)

ELTHAM—HURSTBRIDGE.

DOWN.		UP.
No. 2A (Mon., Wed. and Fri.)		No. 4 (Mon., Wed., Fri.)

MELBOURNE—LILYDALE.

DOWN.		UP.
No. 1, 2, 10, 13—On week days. Nos. 1, 2, 8, 16—On Sats. Nos. 21 (22 Sats.) to Box Hill.		Nos. 4, 8 (Mon. and Tues.), 11 (Mon. and Tue. exc.) and 18 week days. Nos. 2, 9 and 17—On Sats. No. 1—Ex Box Hill as shown.

LILYDALE—HEALESVILLE.

DOWN.		UP.
No. 2 (Weds. and Sats.) to Healesville. No. 2 (Thurs. and Fri.) to Yarra Glen. No. 10 (Mon. and Tues.) to Yarra Glen.		Nos. 9 (Sats.) and 11 (Weds.) ex Healesville, 10 (Thurs. and Fri.) ex Yarra Glen, 16 (Mon. and Tu.) ex Yarra Glen

LILYDALE—WARBURTON.

DOWN.		UP.
Nos. 2, 5 and 7—As shown.		Nos. 5, 6 and 7 as shown

UPPER FERN TREE GULLY—GEMBROOK.

DOWN.		UP.
No. 1 (Mon., Wed. and Fri.) No. 4 (Sat.) to Emerald.		No. 2 (Sats.) ex Emerald

Regular Goods Trains—Suburban Lines—Continued.**MELBOURNE—MORDIALLOC.**

DOWN.

No. 2 (Daily), No. 12 (Daily), No. 14
(Sats. exc.)

UP.

Nos. 15 (Sats.), 16 (Sats. exc.), 20
(Sats. exc.), 23 (Sats. exc.), 24
(Sats.)**MORDIALLOC—MORNINGTON JUNCTION.**

DOWN.

No. 2 to Frankston
No. 12
No. 14 to Frankston (Sats. ex.)
No. 9 (Daily) Frankston to Morning-
ton Junction

UP.

Nos. 15 (Sats.) 16 (Sats. exc.) ex
Frankston, 20 (Sats. exc.) ex
Frankston
No. 23 (Sats. exc.), 24 (Sats.)
No. 10 (Daily) Mornington Jun. to
Frankston**MORNINGTON JUNCTION—STONY POINT.**

No. 9 (Daily)

MELBOURNE—WINDSOR—SANDRINGHAM.Nos. 1 Windsor, 3 (Sats. exc.) and 6
(Sats.) to SandringhamNo. 1 ex Windsor
No. 3 (Sats. exc.), 7 (Sats.) ex
Sandringham**MELBOURNE—ST. KILDA.**The Goods service between Melbourne and St. Kilda will be run
daily (Saturdays excepted) by an engine and crew from Jolimont yard.**MELBOURNE—OAKLEIGH.**No. 15 to Caulfield
No. 16 to OakleighNo. 9 ex Caulfield
No. 12A ex Oakleigh, as shown**MELBOURNE—KEW.**No. 53 (Sats. exc., Sun. incl.) as shown
Nos. 54 (Sats. exc.) and 56 (Sats.) as
shown to BurnleyNo. 1 (Daily) ex Burnley, as shown
No. 1B (Daily)**Roadside Work—Suburban Lines.****MELBOURNE—LILYDALE—HEALESVILLE—
WARBURTON.**

DOWN.

No. 1.—Take Warburton Line load-
ing, pick up at Box Hill only.
No. 2.—Take Healesville Line loading,
shunt Box Hill, Mitcham, Ring-
wood, Croydon.
No. 8 (Sats.), No. 10 (Sats. exc.)—
Box Hill, Mitcham, Croydon and
Mooroolbark.
No. 13 (Sats. exc.), No. 16 (Sats.)—
Blackburn, Ringwood, Croydon,
and as required Lilydale to War-
burton.
No. 21, (No. 22 Sats.)—Camberwell,
Canterbury, Surrey Hills.

UP.

No. 4 (Sats. exc.), 2 (Sats.), Box Hill,
Blackburn, Tunstall and Mitcham.
No. 5 ex Warburton—Work at all
stations as required to Lilydale,
Return from Evelyn to Wandin.
for second load when necessary.
Nos. 8 and 11 (No. 9 Sat.)—As re-
quired at all stations to Ringwood.
No. 18 (No. 17 Sats.), (Nos. 6 and 7
ex Warburton.)—As required at
Blackburn, Tunstall and Mitcham
and perishable work only at all
other stations.NOTE.—The engine of the 9.38 a.m. (No. 10, Saturdays excepted,
No. 8 Saturdays) to be utilised for yard work at Lilydale, and to clear
Cave Hill and Black's Siding as required, and return to Melbourne with
the 5.35 p.m. Up Mixed.

Roadside Work—Suburban Lines—Continued.

MELBOURNE—MORNINGTON JUNCTION.

DOWN.

No. 2 Caulfield, Mordialloc and Frankston only.

No. 12 (Sats. exc.) as required, Mordialloc to Mornington Junction, sand Sidings excepted.

NOTE.—This train on Week days may also work at stations Caulfield to Mentone when required to pick up loading for stations beyond Frankston.

No. 12 (Sats. only), van work only at Glen Huntly and Ormond, and as required Bentleigh to Mornington Junction.

No. 14 as required Caulfield to Mordialloc, thence Forsyth's Siding and Seaford.

UP.

No. 15 (Sats.), 16 (Sats. exc.) Wedge's Siding, and as required Mordialloc to Caulfield.

No. 20, Seaford, Carrum, Aspendale and Mordialloc.

No. 23 (Sats. exc.), as required Mornington Junction to Mordialloc (sand Sidings excepted), and pick up perishable loading only at stations between Mordialloc and Caulfield.

No. 24 (Sats.), as required Mornington Junct. to Mordialloc (Wedge's Siding excepted) and pick up perishable loading only at stations between Mordialloc and Caulfield.

MORNINGTON JUNCTION—STONY POINT.

No. 9 as required, Frankston to Stony Point.

No. 23 (Sats. exc.) as required Stony Point to Mornington Junction.

SUBURBAN GOODS TRAINS.

**The following Instructions show the
Marshalling Arrangements and Work
to be performed by Suburban Goods
Trains.**

Port Melbourne Goods Trains.

5 a.m. and 3 p.m. Down.

These trains are run with single engine loads, and take loading for Jolimont, St. Kilda, Graham and Port Melbourne. In addition the 5 a.m. also takes urgent loading for the 8.10 a.m. Stony Point train to be detached at Jolimont.

Down trains with full loads are to have the assistance of a banker in the rear between Melbourne Yard and Viaduct Signal Box to enable the train to promptly clear the Viaduct Section.

On the Down journey all loading for shipment must be next to the Van leaving Jolimont.

On the Up journey the loading is to be marshalled in the following order:—Van, loading for Shipping Shed, loading for Old Main Line Platform, loading for No. 1 Centre Yard (Old Ballarat Shed), loading for No. 2 Centre Yard, loading for No. 6 Centre Yard. All other loading is to be attached to the train in the order in which it is picked up.

The Van is to be reversed at Jolimont on both the Down and Up journey.

ENGINE REQUIREMENTS.—Port Melbourne—5 minutes.

Toorak and Caulfield Goods Trains.

7.19 p.m. and 8.39 p.m. Down.

The 7.19 p.m. leaves Melbourne with a van only and picks up all empties at Malvern and also works as required at Caulfield. A shunter joins this train at Malvern to assist with the work at Malvern and Caulfield.

The 8.39 p.m. train is run either with a single engine or a double-headed load, and works at Toorak and Caulfield only.

When an assistant engine is used it returns at once from Toorak, or Caulfield as the case may be.

A Melbourne Yard shunter accompanies the train to assist with the work at Toorak and Caulfield.

The Watchman at Toorak marks off trucks to be specially placed, and also warns pedestrians of danger during shunting operations. Guard and Assistant Guard to also be on the alert to warn pedestrians when necessary.

Inward trucks are specially placed at private allotments at Toorak, and spare empties and down loading are taken through to Caulfield and cleared from there by the 10.59 p.m. Down Oakleigh Goods or as may be arranged by Superintendent of Melbourne Yards.

Yard Staff at Toorak and Caulfield to instruct Guard as to the Yard work to be performed. S.Ms. to so arrange. On the Up trip loading for Jolimont, St. Kilda, and Port Melbourne lines is put off at Jolimont.

ENGINE REQUIREMENTS—Caulfield, 5 minutes.

Oakleigh Goods Train.

10.59 p.m. Down.

This train is run either with a single engine or double-headed load, and works at Malvern, Caulfield and Glen Huntly, and at Murrumbeena on the Down journey only. The assistant engine is returned from Malvern or Caulfield, as the case may be.

A Shunter, to assist with the shunting, joins the train at Malvern, runs through to Oakleigh, and returns to Malvern on the Up trip.

The engine runs a special trip from Caulfield to Glen Huntly, travelling via the Caulfield Sidings.

Murrumbeena loading must be next engine leaving Caulfield. This train takes loading and empties to Oakleigh for Eastern and South Eastern lines and on arrival at Oakleigh squares up the Yard and suitably places loaded and empty trucks for the Eastern and South Eastern trains.

The loading is marshalled on the Up trip.

The Signalmen on duty instructs Guard as to the Yard work to be performed. S.Ms. to so arrange.

On the Up trip, loading for Jolimont, St. Kilda and Port Melbourne lines is detached at Jolimont.

ENGINE REQUIREMENTS—Caulfield—5 minutes } Taking water.
Oakleigh—5 minutes }

Burnley Goods Train.

12.14 a.m. and 1.0 a.m. Down.

These trains are usually run with Single engine load and a Yard Porter is in attendance at Burnley.

On occasions when only one train is scheduled it takes loading for Burnley and Darling line, and the loading for the latter line must be next the engine leaving Melbourne.

When two trains are scheduled the 12.14 a.m. must take the loading for the Darling Line.

When there is not sufficient loading to ensure full loads for each train the 1.0 a.m. is to be fully loaded and the 12.14 a.m. is to take the balance of loading offering.

The work at Burnley consists of squaring up the Yard and placing Inward trucks at allotments as required.

On the Up trips it is only necessary to keep empties together in case they are put off at Jolimont.

ENGINE REQUIREMENTS—Nil.

Hawthorn and Kew Goods Train.

11.55 p.m. Down

This train is usually run with a single engine load and works at Hawthorn and Kew only, and at times puts off empties at Jolimont on the Up trip.

A Melbourne Yard Shunter to assist with the shunting accompanies the train.

The loading is merely put off at Hawthorn on the Down trip, and the Yard is squared up, and Inward loading suitably placed on the Up trip.

When there is a full load on the Down trip, the engine is run light from Hawthorn to Barker with the Shunter, who remains there and attends to the Crossing gates until the train arrives.

On occasions when there is less than a full load, the train stops short at the Crossing gates, which are attended to by the Shunter, who must ride upon the engine.

On the Up trip also the Shunter rides upon the engine, and attends to the Crossing gates.

The train is not marshalled on the Up trip.

ENGINE REQUIREMENTS.—Kew—5 minutes water.

Box Hill Goods Train.

11.12 p.m. Down.

This train is run either with a single engine or double-headed load.

The assistant engine is usually returned light from Camberwell to Melbourne, and train works at Camberwell, Canterbury, Surrey Hills and Box Hill.

A Shunter to assist with the shunting joins the train at Camberwell and runs through to Box Hill and returns to Camberwell on the Up trip.

A Yard Porter is in attendance at Camberwell and Box Hill, and instructions are received from the Signaller on duty at Canterbury and Surrey Hills.

The trucks are placed at private allotments as required, and Yard squared up at Camberwell.

The shunting movements at Box Hill consist of squaring up Yard, placing Down loading and empties and marshalling the train for the Up trip.

ENGINE REQUIREMENTS.—Box Hill—15 minutes Turning and water.

Windsor Goods Train.

12.18 a.m. Down.

This train is run with a single engine load, and works at Windsor only except that empties are put off at Jolimont on the Up journey when so arranged by the Superintendent of Melbourne Yards.

A Yard Porter is in attendance, and the shunting movements consist of squaring up the Yard and placing trucks at private allotments.

The loading is not marshalled on the Up trip.

On arrival at Melbourne on the Up trip, this train makes the 4.30 a.m. Essendon Pilot, and on occasions when late running takes place suitable arrangements are made by Superintendent of Melbourne Yards, so that the journey to Essendon shall be made close up to time.

ENGINE REQUIREMENTS.—Nil.

Elsternwick, Sandringham, and St. Kilda Goods Trains.

9.35 a.m. and 10.40 a.m. Down.

These trains are run with a single engine load.

When 9.35 a.m. and 10.40 a.m. trains are both scheduled, the 9.35 a.m. works at Brighton and beyond, and the 10.40 a.m. is confined to Elsternwick only.

When one train only is scheduled, however, it works at Elsternwick, Brighton, Middle Brighton, Brighton Beach, and Sandringham.

The work at Elsternwick consists of squaring up the Yard and suitably placing trucks at allotments. Empties are cleared on the Up trip.

A Porter will join the 9.35 a.m. Down (1.55 p.m. Sats.) at Elsternwick to assist with the shunting at Brighton and Middle Brighton, returning thence by Passenger train to Elsternwick.

Up loading or empties from Brighton and Middle Brighton are taken through to Sandringham, as the Sidings mentioned are only worked on the Down trip.

Trucks of firewood and coal for the Rolling Stock Branch, Brighton Beach, are taken through to Sandringham, and returned on the Up trip.

ENGINE REQUIREMENTS.—Sandringham—5 minutes water ;
Jolimont—5 minutes water.

Essendon Goods Train.

4.30 a.m. Down.

This train is formed by the 12.18 a.m. Windsor Goods on its return and is usually run with a single engine load and works at Essendon only unless other arrangements are made by Superintendent of Melbourne Yards.

A Melbourne Yard Shunter to assist with the shunting accompany the train.

The Yard work at Essendon consists of squaring up the Sidings and suitably placing trucks. The loading is not marshalled on the Up trip.

Signalman on duty instructs Guard as to the work to be performed.

ENGINE REQUIREMENTS—Essendon—5 minutes water.

Heidelberg Goods Train.

5.0 a.m. Down.

This train is run either with a single engine or double-headed load, and the assistant engine is usually returned light from Victoria Park.

On Mons., Weds. and Fris., this train runs through to Eltham.

The train works at Victoria Park, Fairfield Park, Alphington, Ivanhoe and Heidelberg.

A Shunter to assist with the shunting joins the train at Victoria Park, and runs through to Heidelberg and return.

A Yard Porter is in attendance at Victoria Park, and train is reversed there on the Down and Up trip, but the loading is not marshalled on Up trip.

Yard work at Victoria Park consists of squaring up the Sidings, and placing trucks at allotments. Ordinary Roadside work is performed at Fairfield Park, Alphington, Ivanhoe and Heidelberg.

This train must depart from Melbourne on time, otherwise it is blocked at North Melbourne Junction and North Fitzroy by Suburban Passenger traffic.

On Up trip shunting movements at Ivanhoe and Fairfield Park must be carried out expeditiously to avoid detentions to Suburban trains.

ENGINE REQUIREMENTS—Heidelberg—5 minutes water.

Fitzroy Goods Trains.

8.45 a.m. and 3.5 p.m. Down.

These trains are run either with single engine or double-headed load, and the assistant engine is returned light from North Fitzroy.

The 8.45 a.m. works at North Fitzroy and Fitzroy, and the 3.5 p.m. at North Carlton, North Fitzroy and Fitzroy. Any Up loading from North Carlton is to be taken through to North Fitzroy on the Down trip.

A Shunter to assist with the shunting accompanies each train from North Fitzroy to Fitzroy and rides upon the engine and opens the crossing gates which must be closed by the Guard after the train passes through.

The Yard work at Fitzroy consists of squaring up the Sidings and suitably placing trucks at private allotments. Loading is not marshalled on the Up trip.

ENGINE REQUIREMENTS—5 minutes.

Bell Goods Train.

5.5 a.m. Down.

This train is run either with a single engine or doubled-headed load, and the assistant engine is returned light from North Fitzroy.

Ordinary roadside work is performed at North Fitzroy, Northcote, Croxton, Bell and Reservoir, and train runs through to Whittlesea when so arranged by the Superintendent of Melbourne Yards.

Whittlesea line loading is marshalled and left in the Sidings at North Fitzroy ready for a straight pick up from that station by the Down Whittlesea Mixed train.

Loading is not marshalled on the Up trip. A Shunter does not accompany the train.

ENGINE REQUEIREMENTS—Whittlesea—20 minutes turning and water when train runs through.

Coburg Goods Train.

10 a.m. Down.

This train is run either with a single engine or double-headed load, the assistant engine being returned from South Brunswick.

Ordinary roadside work is performed at South Brunswick, Brunswick, Moreland and Coburg.

A Shunter to assist with the shunting joins the train at South Brunswick and assists with the Yard work at stations mentioned both on the Down and Up trip.

Loading is not marshalled on the Up trip.

ENGINE REQUIREMENTS—Coburg—5 minutes, water.

Footscray, West Footscray, Sunshine and St. Albans Goods Trains.

These trains are scheduled, viz.:—7.20 a.m. and 10.45 a.m. to St. Albans, and 2.55 p.m. to West Footscray and work as follows:—

7.20 a.m.—West Footscray, Sunshine, Albion Siding and St. Albans.

10.45 a.m.—Sunshine, Federal Manure Siding, Albion Siding and St. Albans.

2.55 p.m.—Footscray and West Footscray only.

Each train is usually run with a single engine load.

Albion Siding is supervised by S.M., St. Albans, and the key of Signal Box is in possession of Gatekeeper who resides adjacent to the Siding. The engine is not allowed outside the Departmental boundary gate.

Federal Manure Siding is supervised by S.M., Sunshine, and the Main Line Points are Staff locked. The engine is allowed outside the Departmental boundary gate, only as far as the Notice Board which reads "Engine not allowed to pass this post."

The 2.55 p.m. runs through to West Footscray, where loading for Footscray is sorted out and placed on one of the Siding roads. The engine then runs light to Footscray for empties and Outward trucks which are taken to West Footscray, after which engine again runs to Footscray with the Inward loading and finally returns to West Footscray light.

A Shunter accompanies the 7.20 a.m. train from the Melbourne Yard and assists with the shunting at West Footscray, Sunshine, Albion Siding and St. Albans.

There are two Yard Porters stationed at West Footscray and they work as follows, changing shifts on alternate weeks:—

No. 1 joins the 2.55 p.m. train at West Footscray and assists with the whole of the shunting movements of the train until it is ready to depart from Footscray on the Up journey.

No. 2 joins the 10.45 a.m. St. Albans train at West Footscray and assists with the shunting at Sunshine, Federal Manure Siding, Albion Siding and St. Albans.

ENGINE REQUIREMENTS—Nil.

Switching Trips to Kensington and Newmarket.

Three regular trains are scheduled at 5.0 a.m., 1.0 p.m., and 9.0 p.m., and additional trips are run as may be arranged by Superintendent of Melbourne Yards.

A Melbourne Yard Shunter accompanies each train to assist with the shunting.

A Yard Porter is in attendance between the hours of 7.30 a.m. and 5.30 p.m. at Kensington, where loading must be specially placed for Younghusband, Rowe & Co. and Kimpton & Son.

When the Yard Porter is not on duty instructions are received from the Signalman at Kensington.

A Yard Porter is in attendance throughout the 24 hours at Newmarket, at which station the yard work consists of placing trucks in the General Inward Siding, and also specially placing trucks for Dalgety & Co. in their private Siding. Live Stock trucks and Horse boxes are placed at and cleared from the Live Stock Sidings as circumstances may require.

ENGINE REQUIREMENTS—5 minutes water.

Switching Trips to South Kensington.

During busy periods an engine is specially booked for three regular shifts, and at other times, trains are scheduled by Supt. of Melbourne Yards as may be required.

A Melbourne Yard Shunter accompanies each train to assist with the shunting.

There is an employe of the Goods Supt. in charge at South Kensington between the hours of 8.0 a.m. and 5.0 p.m. and outside of these hours instructions are received from the Signalman on duty.

The work consists of squaring up the Sidings in connection with the Australian Mercantile Co., Minifie's Flour Mill, and the New Zealand Loan Co.

The Sidings are usually cleared of outwards loading and empties after 5.0 p.m. daily, and trucks are not marshalled on the Up trip.

ENGINE REQUIREMENTS—Nil.

4.0 a.m. Yarraville and Newport Goods Train and 12.20 p.m. Newport Goods Train.

The 4.0 a.m. works at Yarraville on the Down trip only, and prompt departure of this train from the Melbourne Yard is imperative, so that the shunting movements at Yarraville may be performed prior to early morning Suburban Passenger Train Running.

Empties and Inward loading are specially placed, and the Outwards loading is cleared by the Newport Switching Engine, which makes special trips from Newport for this purpose.

On arrival at Newport, the loading is placed in one of the Sidings, and the train then returns to Melbourne with any loading offering.

**4.0 a.m. Yarraville and Newport Goods Train and 12.20 a.m.
Newport Goods Train.—(continued).**

The Yard work is performed by the Local Switching Engine, which also works Spotswood, North Williamstown, Yarraville, and (when open for traffic) Altona Bay Sidings between the hours of 6.0 a.m. and 10 p.m.

When the local Switching Engine is otherwise engaged, train engines ex Melbourne Yard may be utilised to run a trip to Yarraville or Altona Bay Sidings, should the latter be open for traffic, but this must only be arranged by Superintendent of Melbourne Yards.

ENGINE REQUIREMENTS.—Newport—5 minutes.

Newport—Sunshine Loop Goods Train.

4.0 a.m.

This train is run with single engine load, and the engine employed must be of the RY class.

A shunter accompanies the train from Newport to assist with the shunting, and the work on the Down and Up trips consists of placing or clearing trucks at the following Sidings:—Thomas' Flour Mills, Hasell's, McKenzie and Holland's, Russell's, Little Brooklyn, Brooklyn, Prahran Council, Hayes' and the Commonwealth.

Borthwick's Meat Freezing Works Siding is usually worked by special engine from Melbourne.

Outward loading from Brooklyn, Prahran Council and Hayes' Sidings is taken through to Commonwealth Siding, where train terminates and is returned from there on the Up trip.

After placing trucks at Newport for weighing purposes, train returns to Melbourne with any Up loading offering.

ENGINE REQUIREMENTS.—Newport—5 minutes.