

VICTORIAN



RAILWAYS.

A P P E N D I X

TO THE

WORKING TIME TABLE.

*(For the Use and Information of the Employés of the Department
ONLY.)*

ON AND AFTER

1888,

AND UNTIL FURTHER NOTICE.

R. H. FRANCIS,

TRAFFIC MANAGER.

By order of

THE VICTORIAN RAILWAYS COMMISSIONERS.

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

B. 512—

PREFATORY NOTE.

Every District Traffic Superintendent, Inspector, Station-master, Goods or Yard Foreman, Clerk, Engine-driver, Guard, Signalman, Shunter, Gateman, Porter, and every person of each grade in each Branch of the Department engaged in the working of the traffic, must be supplied with, and have with him when on duty, a copy of this Appendix. He must examine it immediately on receipt, and observe and act on the notices and instructions contained therein affecting his particular duties.

No excuse of want of knowledge can be admitted for any failure or neglect of duty.

R. H. FRANCIS,
Traffic Manager.

JOHN LUNT,
Engineer for Existing Lines.

ALLISON D. SMITH,
Acting Locomotive Superintendent.

K. L. MURRAY,
Telegraph Engineer.

BY ORDER OF

THE VICTORIAN RAILWAYS COMMISSIONERS.

Time Tables.

On each occasion of the issue of new Time Tables, Station-masters and all concerned must at once carefully examine each Working Time Table and Sheet Time Table, so far as their stations are concerned; Station-masters to immediately report to the Traffic Manager, through the District Traffic Superintendent, any errors or discrepancies there may be.

Time Tables at Stations.

A copy of the current Sheet Time Table for the Country Lines must be exhibited at each Station, and, in addition, the current Sheet Time Tables for the Suburban Lines must be displayed at each Suburban Station. All obsolete Time Tables to be removed from Stations immediately the time has expired to which they apply.

In order to facilitate reference to the times of the trains, Station-masters are instructed to rule a line in ink under the name of their Station in all the Sheet Time Tables exhibited thereat, carrying the line across the table under the times of the trains shown in each column.

Safety of the Line.

The serious attention of all concerned is called to the vast importance of looking well to the safety of the line.

District Traffic Superintendents, Inspectors, Station-masters, and Signalmen are reminded that their responsibility does not end with protecting the regular traffic against ordinary obstructions, but that constant vigilance is required to find out any unusual and unforeseen defect in the line, and to guard promptly and efficiently against any danger therefrom.

Engine-drivers should not content themselves with merely observing the fixed signals, but they are earnestly warned that their unceasing attention should be given to the state of the road and to the possibility of Hand signals being required to be seen and acted upon at any moment.

Gangers of Repairers and their men, in executing the needful repairs to the line, must not only arrange to avoid delaying the regular trains but must remember that a Special train may have to be run at any moment.

Should a train be required to be stopped in consequence of a slip, bad road, or removal of a rail, a man must be sent out at least 1,200 yards in the direction of a coming train, and besides showing a Stop signal, which he must wave violently, he must place two Detonators on the line 10 yards apart; so that should the Driver not see the Stop signal he must hear the Explosions and stop.

Accidents at Night-time.

The following steps should be taken to communicate with officers when a serious accident occurs at Night-time:—

The Telegraph office shall immediately communicate with the Station-master and the Running Foreman, Spencer-street, when an accident occurs on lines running from Spencer-street.

The Station-master shall at once advise Yard Inspector, Spencer-street, the Traffic Manager, and District Traffic Superintendent concerned, also the Inspector of Permanent Way, and if the accident is such that surgical assistance is likely to be required, the Station-master shall secure the services of the doctors most easy of access by telephone or otherwise, and despatch to the scene of the accident as many members of the Ambulance Corps as can be spared.

When the accident occurs on lines running from Prince's-bridge or Flinders-street the Telegraph office shall communicate with the Station-master at Prince's-bridge or Flinders-street, and with the Running Foreman at Prince's-bridge and Port Melbourne.

The Station-master shall at once advise the District Traffic Superintendent, the Traffic Manager, and Inspector of Permanent Way.

Surgical aid to be procured as already stated, and Ambulance Corps despatched.

The Locomotive Foreman shall advise the Locomotive Superintendent in all cases.

The Telegraph office shall also advise the Resident Messenger in the Engineer's office, who shall communicate with the Inspector of the district in which the accident occurs, and with the Engineer of Existing Lines, or his chief assistant, whose addresses will be posted in his quarters.

The Station-master in each case shall immediately make arrangements for the despatch of any Special trains that may be required for the break-down gang, which will be provided from the Locomotive Depot.

~~These arrangements have been approved, "subject to Heads of Branches communicating information as any accident so reported to the Commissioners at their private residences."~~

Trains breaking down or running out of proper time.

When, from the failure of the engine or other cause, a train is unable to proceed on its journey, the Guard or person in charge of the train must (after taking every precaution for the safety of the traffic) immediately inform the nearest Station-master, and the latter must, after having seen every precaution has been taken for the safety of the traffic, telegraph to the engine depôt of the district for casualty-van and assistance if required.

Such telegram must, in every instance, be addressed to the Station-master, who will on its receipt by him immediately hand a copy to the Locomotive Department, with whom he must make all necessary arrangements for sending the proper assistance required with as little delay as possible. The telegram asking for assistance should give a brief outline of the cause of the delay to the train; the term "Train broken down" is too vague, not conveying sufficient information. The Station-master, before sending a telegram for assistance, must consult the Engine-driver as to what help, tools, &c. are required.

In every case of a mishap or delay to a train, the nearest Junctions and the Terminal Stations which are likely to be affected by the delay must be advised by telegraph, saying how much late the train is likely to be, to enable the Station-master at the Terminal or Junction Stations to take such steps as may be necessary.

In every case of trains breaking down, the District Traffic Superintendent of the district must be informed, by telegraph or otherwise, as soon as possible, and he must on receiving such information repair, if necessary, to the spot immediately to render all the assistance he can and see that any special arrangements made by the Station-masters are properly carried out, having due regard to the safety of the traffic, and make any further arrangements for special working which may appear to him to be necessary.

The Traffic Manager, the Locomotive Superintendent, the Engineer Existing Lines, and the Inspector of Permanent Way must also be advised as soon as possible.

Trucks furnished with tools and casualty appliances are stationed at the following Engine Depot Stations, under the care of the Locomotive Officers in charge, who will forward them, with the necessary men, to the scene of the accident on receipt of telegram, viz. :-

Melbourne—
Spencer-street
Prince's-bridge
Williamstown
Sandhurst

Geelong
Ballarat
Maryborough
Stawell

Dimboola
Seymour
Benalla
Sale.

Telegraphing Accidents.

The following information must be given :-

Nature of accident.

Personal injuries (if any).

What lines are blocked, how long block is likely to continue; and where one line only is blocked, whether single line is being worked.

The fact of the accident or obstruction must be immediately telegraphed; and, if necessary, a second message giving all details must be sent.

The operator must remain in attendance upon the telegraph instrument at the station nearest to the obstruction as long as may be necessary.

Ramps

(To be used for the purpose of hauling on to the line vehicles which have left the rails), are located as under :-

IN CHARGE OF LOCO. FOREMEN AT—
Melbourne—
Spencer-street
Prince's-bridge
Flinders-street
Port Melbourne
Sandhurst
Geelong

Ballarat
Stawell
Dimboola
Maryborough
Benalla
Seymour
Sale.

IN CHARGE OF STATION-MASTERS AT—
Woodend
Castlemaine
Echuca
Korong Vale
Newport
Creswick
Clunes
Terang
Wangaratta
Wodonga
Shepparton
St. Kilda
Caulfield
Oakleigh
Warragul
Traralgon.

In charge of Yard Inspector at Melbourne (Spencer-street).

Trains entering Terminal or Dead-end Stations.

Engine-drivers in charge of trains must approach all Terminal or Dead-end Stations with great care, having their trains well under control, so that they can stop with certainty by means of their ordinary Hand Brakes.

Each train must be brought to a stand four or five yards before reaching the stop-buffers, or the rear or yard-end of any carriages that may be standing on the platform lines. A vigilant look-out must be kept by Drivers on entering the platform-sidings, to see how far such sidings are clear, and regulate their speed accordingly. (See page 39.)

Starting and Stopping of Trains.

To prevent, as far as possible, jerking in the starting and stopping of trains, Station-masters, Guards, and all concerned must see each train is properly coupled-up before starting. On pulling up at a station, the rear Guard must properly apply his brake, and keep it hard on until the train has come to a stand at the platform and the carriages have settled themselves. Guards must in all cases inform Drivers by word of mouth when trains are required to stop to set down passengers at Stations not timed.

Order in which Goods Traffic should be despatched.

The order in which the traffic is to be despatched is as follows:—Live stock, fish, meat, fruit, vegetables, and other important goods to have preference over ordinary Goods traffic. Goods to have preference over coal and minerals. When, upon arrival of a train at an intermediate station, there is not room on the train for the waggons from that station, unimportant traffic must be taken off to make room for more important traffic.

Trains terminating at intermediate Junction Stations should not convey traffic for places beyond that Junction unless to make up a full load.

At intermediate stations, the Station-master must satisfy himself that the very best is done to place in station order the waggons which have to be attached to the train.

The attention of the Staff is specially directed to the importance of sending through-traffic, when practicable, by the proper through trains. The waggons must not be sent forward to an intermediate station to be attached there to a through train, if there be a direct through train from the starting point by which they can be conveyed.

Much delay in shunting would be avoided if care and judgment were exercised in loading waggons, so that as far as practicable empty waggons are not intermixed with loaded vehicles.

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Shunting on Passenger Lines at Stations.

When trucks or other vehicles shunted on the Passenger lines, or on any loop-line or sidings on which Passenger trains are run, if a brake-van is not in the rear, a Guard or other employé must ride in the last truck or vehicle to ensure that none become detached and left behind in error.

When a Goods train is run from one station to another, a brake-van must always be the last vehicle.

Shunting Carriages, &c., on to Passenger or Running Lines.

In propelling empty trains, carriages, or vehicles of any kind out of a terminal station or other place on to a passenger or running line, the engine must not be uncoupled, but go back with the train or carriages, which must be brought to a stand before the engine is detached.

Shunting Empty Passenger Trains at Terminal and Junction Stations.

Before moving a train or carriages to shunt, Drivers must see that the Guard or Shunter is in attendance. Station-masters are hereby required to see this order receives proper attention.

Definition of the several Modes of Shunting.

1. *Single Shunt.*—This means the propelling of one lot of waggons coupled together but which have been uncoupled from the engine which is propelling them—from one line of rails to another line of rails.

2. *Double Shunt.*—This means the propelling of two lots of waggons—uncoupled from the engine which is propelling them, but coupled together in two separate lots—from one line of rails on to other two different lines of rails; that is, one lot going through one set of points on to one line of rails, and the other going through another set of points on to another line of rails. (See Regulation No. 294.)

3. *Fly Shunt.*—This means that while an engine is drawing waggons attached to it towards a set of facing points the waggons are uncoupled from the engine, and the engine is run on to one line of rails and the waggons are run past the engine, but on to another line of rails. (See, as to Loose Shunting against Passenger Trains, Regulation No. 294.)

The word "lot" and "lots," which occur in definitions Nos. 1 and 2, must be understood to mean either one waggon or any number of waggons coupled together, as the case may be.

Injury to Live Stock.

Complaints having been made that live stock are injured during transit, in consequence of violent shunting, and also by trains being started with a jerk and stopped suddenly, Station-masters, Guards, and all employés are hereby cautioned that every care possible is to be taken with live stock to prevent injury. Every case of violent shunting must be reported to the Traffic Manager, through the District Traffic Superintendent. Persons to whom drovers' passes are issued must travel with the trains their stock is forwarded by, and not by passenger trains. Every effort must be made to provide cattle trucks with battened floors for horses. Station-masters must not permit cattle trucks to be overloaded. All trucks containing live stock to be screw-coupled.

Station-masters to give attention to outside duties.

The attention of Station-masters is called to the necessity of their being outside on the platform when trains pass; also to the importance of giving special attention to out-door matters, and to daily inspection of buildings and yard. Station-masters are further reminded that it is their duty to give *personal* attention to the shunting of trains into, and out of, the sidings at their respective stations for Passenger trains to pass; also to superintend shunting operations generally at their respective stations. This is particularly imperative when Goods trains happen to be running late or out of their time.

Coupling and Uncoupling of Engines.

Engines must be coupled to, and uncoupled from, trains by the Staff of the Traffic Branch.

Obstructions on Line, &c.

In all cases where obstructions have been placed on the line, or where offences requiring police investigation have been committed, the local police officers are to be immediately communicated with.

Cattle straying on the Line.

Station-masters are held responsible for station gates being properly attended to, and closed to prevent cattle straying on the line. They will send all cattle trespassing to the nearest Pound, instead of proceeding by summons against the owners, as heretofore.

Carriages to be Cleaned.

At terminal and other stations where carriages are kept, the Station-masters must see they are in good order, and that every carriage is cleaned inside and out.

At stations where carriages are cleaned, the Staff must remove the cushions of the First-class carriages and turn up those in the Second-class compartments, and carefully remove the dirt from under the cushions.

Examination of Trucks of Rails.

The following Stations will examine the security of all trucks of rails for the permanent way passing through with the same method that the Locomotive Branch examines wheels, as per Regulation 322:—

Melbourne	Lubeck	Elphinstone	Seymour
Geelong	Horsham	Castlemaine (for Mary-	Benalla
Ballarat	Dinboola	borough line)	Warragul.
Ararat (for Portland	Maryborough	Sandhurst (for Echuca	
line)	Woodend	Kerang, Wycheproof,	
Stawell		and Boort line)	

Trucks of rails must not be sent by mixed trains without the District Traffic Superintendent's special permission.

Signals fixed near one Signal Box and worked from another Signal Box.

Where, owing to Signal Boxes being near to each other, the Distant signals are fixed at less than the usual distance, or the Distant signal of one box is on the same post as the Home or Starting signal of the other, the Signaller at the Signal Box in the rear must (except where special instructions are given to the contrary), when the Distant signal for the box in advance is at Danger, keep his Distant, Home, and Starting signals (where such are provided) also at Danger until any approaching train is brought nearly to a stand, when, if there is no obstruction at his own box, and he has ascertained by telegraph or otherwise that the section in advance is clear, he may lower his Home or Starting signal (as the case may be) for the train to go forward.

Any Engine-driver receiving this signal must proceed, having his train under such control as to be able to stop clear of the points and crossings, or of any obstruction there may be between the Distant and the Home signal of the next Signal Box.

Where the Distant signal worked from one box is fixed near to another box, the Signaller on duty at the box near to which the signal is fixed will be held responsible for seeing that the light of such signal is properly burning when necessary. When the box near to which the signal is fixed is closed, the Signaller working the signal will be held responsible for seeing that the light of the signal is properly burning when necessary.

Outer Home Signals.

To make the working of these signals clear to Engine-drivers, Guards, and others, they are informed that—

Outer Home signals are only provided where a curve, cutting, or other obstruction prevents the Drivers having a clear view of the Inner or Main Home signal from a sufficient distance to enable them to control their trains, and are to be regarded as auxiliary signals to indicate the position of the arm on the Inner or Main Home semaphore.

Drivers after having passed the Distant signal, when at danger, and ascertained that the road is clear, should draw up close to the Inner or Main Home signal, in conformity with Rule 361, and there wait for the All Right signal, in accordance with Rules 362, 363, 364, and 365.]

Signal Lamps.

Station-masters are requested to watch the burning of Signal and other lamps, and to report to the District Traffic Superintendent the cause of any failure which may come under their notice.

Signal Glasses.

Porters, Lampmen, and all concerned in the cleaning and replacing of Signal-lamp glasses must be very careful in seeing that the glasses are put in, and show as intended; and, in order to prevent any mistake being made, no two glasses must be taken out at one time, either for cleaning or renewing, but the first one must always be put back in the lamp before a second is taken out.

Signals at Powder Siding and Munro's Siding, near Footscray

The signals at the Powder Siding and at Munro's Siding, near Footscray Station, on the Melbourne and Echuca line, are not used after dark. They are to be taken as "All right" if a red light be not shown.

Signals at Powder Siding and Munro's Siding are not used after dark.

Drivers and Guards passing Signal Boxes.

All Drivers and Guards, whether working Passenger, Goods, Ballast, or any other description of train, must keep an eye on every Signal Box as they pass, to observe and act on any Hand signal which the Signaller may find it necessary to give.

Tail Lamps.

In order to prevent confusion owing to conflicting interpretations being placed on Regulations Nos. 97, 98, 99, 141, and 184, and No. 354, the following are the practices to be observed:—

← *On Country lines*—During daylight.—Engines attached to trains are not to carry a tail lamp in the rear.

Engines running alone must carry a tail lamp.

At night.—Engines attached to trains must have the lamp either extinguished or completely obscured; when running alone or when uncoupled for the purpose of shunting at stations the lamp must be lighted and show red behind.

← *On Suburban lines*—During daylight.—Engines attached to trains may carry lamps in the rear.

Engines running alone must carry the usual lamps.

At night.—Engines attached to trains may carry lamps, showing a white light in the rear either removed or obscured except when running round trains.

Engines running alone to have the usual red light showing in the rear.

Guards

The Guard in journey, whether by engine or other train, must be noted, and the time of Arrival

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Guards to Report Delays to Traffic Manager through the District Traffic Superintendent.

The Guard in charge of a train must, before going off duty, give in his report stating all delays on the journey, whether arising from late starting, extra time at stations, delays by signals, shunting, or time lost by engine or other cause, and it must be distinctly understood that these particulars are to be given whether the train arrives at its destination at its appointed time or not. Time lost *between* stations must in all cases be noted, and the delay explained by each Guard, so far as he is able to give the cause of same, and the time of Arrival at and Departure from each station must be entered in Guard's Train Book.

Signalling Trains by Electric Telegraph.

Drivers and Guards will be held solely responsible for obedience to the signals given or exhibited to them. The chief use of the Electric Telegraph for signalling trains is to prevent accident to trains running *between* stations where signals are fixed, but it does not control obstructions *at* stations or junctions, as at those places the proper working of the fixed signals must be alone regarded and depended upon for the safety of the traffic.

THE ATTENTION OF GUARDS AND ENGINE-DRIVERS is especially called to the above important notice, and they are further desired always to bear in mind that every separate station depends upon its own signals for protection in case of obstruction.

In case of sudden obstruction from any cause the proper Stop signals exhibited would be held to be sufficient protection to the traffic, and the responsibility for obedience to such signals would rest entirely upon the Engine-drivers and Guards.

Hand Signalling when Shunting is done at Night in Yards.

Shunters are directed to use the following signals when shunting at night in yards, viz. :-

When a train or engine is required to move forward, a White light is to be moved slowly up and down.

When a train or engine is required to put back, a White light is to be waved slowly from side to side.

When a train or engine is required to stop, a Red light is to be shown.

When shunting is completed, a steady White light is to be shown to the Guard, who will repeat to the Driver, and blow his whistle, upon which signal the Driver can start.

Guards' Hand Brakes.

Each Guard must in all cases, before starting with a train, examine the Hand brake of his van to satisfy himself that it is in proper working order. This must be done whether the train is fitted with the Continuous brake or not.

Articles to be carried by Guards.

Each Station-master must examine the articles carried by each Guard under his charge, and see that every one has a complete set, and that each article is in proper condition and fit for use.

At stations where extra Guards are occasionally required, and one of the Station Staff is called on to perform Guard's duty, a few sets of Guards' articles should always be kept ready, so that each man sent out to act as Guard may at once be furnished with all the articles required.

Ticket Collecting.

Collection of Tickets at Ticket Platform.

When two Collectors are employed they must so place themselves on the platform, when a train is approaching, as to be one at the front and the other at the rear of the train when it stops, ready instantly to commence the collection of tickets and avoid the loss of time involved in walking from one end of the train to the other after it has come to a stand.

The Collector, proceeding to the rear of the train, must call out, in a loud and distinct voice as the train passes him, "Have your tickets ready, please."

When one Collector is employed he must so station himself on the platform as to be ready to commence the collection at the rear of the train the moment the train stops, and must call out as the train passes him, "Have your tickets ready, please." As soon as the train has come to a stand, the Guard or Guards must leave their vans and walk along the train, and request the passengers to have their tickets ready, and must then assist the Collectors by shutting the carriage doors after the tickets have been collected. Guards to deliver up to Station-master letters, parcels, luggage, &c., before attending to this duty.

Collection of Tickets at Station Platforms.

When the tickets are collected at Station Platforms, the passengers must have timely notice to get their tickets ready by the Ticket Collector, or by one or two of the Porters specially appointed by the Station-master for the purpose, who must call out in a loud and distinct voice, "Have your tickets ready, please;" and the Guards, if not otherwise employed in their vans, must assist the Collectors by shutting the carriage doors after them.

Care must be taken that no passenger is allowed to enter a compartment where the tickets have been collected, and to ensure this the doors of each compartment must be locked when the tickets are collected, and unlocked again immediately before the starting of the train.

When more than two Collectors are engaged at Ticket or Station Platforms.

In the event of more than two Collectors being engaged upon one train, either at Ticket Platforms or Station Platforms, the Collectors must, to prevent misunderstanding and confusion, take each carriage in turn, the same man in all cases collecting all the compartments of the same carriage.

Guards not to Collect Tickets.

The Guards must not, unless specially authorized, collect the tickets.

Collecting Tickets as Passengers leave the Station.

Great vigilance must be exercised by Station-masters in the collection of tickets. Care must be taken that no one that has arrived by train leaves the station without giving up a ticket or pass; also, that no fraud is perpetrated by passengers secreting themselves until the collection of tickets is over.

Station-masters must also observe, as far as possible, whether passengers give up tickets corresponding with the class of carriage in which they have been riding, and must immediately report any infringement of the rules in this respect to the Traffic Manager, through the District Traffic Superintendent, giving the names and addresses of the offending parties, besides collecting excess fare.

Through-Journey Passengers.

Attention is called to the practice of several Checking stations in allowing through-journey passengers to alight without nipping tickets. Station-masters will require to see that tickets are nipped before passengers are allowed to leave the carriages in which they arrive; and through single tickets held by passengers who break the journey at roadside stations must also be nipped in like manner.

Nipping Tickets on Suburban Lines.

Single tickets are to be nipped on passengers taking seats in the carriages, or entering the barrier at station where ticket is purchased.

Return tickets to be nipped as above, and when commencing the return journey to be nipped a second time.

Where tickets are purchased for a through journey (such as from St. Kilda to Richmond), and passengers are required to exchange carriages at either Flinders-street or Prince's-bridge stations, the tickets require only to be sighted at the two latter-named stations, and are not to be nipped at either of those places.

When a passenger enters either barrier at Melbourne, and has had his ticket nipped twice, if he does not wish to travel again it is to be collected; but if occasion requires that he is unable to travel as intended, and he wishes to go into town again, he can do so by leaving the ticket with the Collector, taking the number, and again applying to him when he returns; but he will not be allowed to make the journey from any other station.

A single ticket is not to have more than one nip, nor a return more than two. Should a ticket show more nips, it must be collected and treated as a used one.

Passengers are not allowed to break their journey with single tickets. Should a passenger travelling on the top half of a return ticket break his journey, the whole of the ticket is to be collected, and the bottom portion handed to him when he presents himself for the return journey. The passenger in such cases should take the number of the ticket when giving it up.

In doubtful cases, the Ticket Collector must on all occasions refer to his superior officer, and not allow passengers to travel without authority.

Examination and Collection of Tickets at Stations.

Arrangements must be made by each Station-master for a thorough examination, one day in each month, of every Periodical Ticket presented by passengers joining the train at their station; care being taken to vary the day each month, and to avoid, if possible, making such special examination on any day when a similar examination is being made at any other station in the district.

A report, giving particulars of each examination, must be made and sent to the Traffic Manager, through the District Traffic Superintendent, on the following morning.

The examining and nipping of tickets of all passengers joining each train each day must also be closely attended to.

Excessing Periodical Tickets.

On every case of excessing a periodical ticket, the Booking Clerk or other official should see the ticket, and note the number of it, which is to be entered on the receipt.

The above instruction must be strictly carried out.

Passengers travelling in Vans.

The attention of all Passenger Guards is called to the notice which is posted in their vans relative to passengers travelling therein, and they are directed to see that it is strictly carried out. They must courteously inform any person who may hitherto have had permission to travel in the van, and whom this order may now debar from doing so, of the nature of the notice.

Passengers travelling in Vans of Goods Trains.

When any passenger desires to travel in the van of a Goods train, before being allowed to do so he must sign a guarantee in the book sent for that purpose, and which must be duly witnessed by the officer in charge. The fly-leaf to be duly filled up by the Station-master and handed to the passenger, who must at the same time be informed that he will require to deliver it up at his destination along with the ticket. Goods Guards to be instructed accordingly. First-class fare to be charged in all cases.

holders of Annual Metal Tickets for all lines with the word "Van" engraved on them, having lodged a general guarantee at the Traffic Manager's office, are to be allowed to travel in the van of any Goods train. Through Goods trains and Live Stock trains are, however, not to be stopped for passengers, but Pick-up Goods trains may be.

Passengers not to travel by Trains conveying Explosives.

Passengers must not, on any account, be booked by Goods trains which convey explosives.

In cases where passengers are to join trains in Melbourne or in cases of sudden Superintendents, Station-masters must inform medical men of injured passengers and payment of their fares.

1. Piles or timber safeties.
2. When three to the centre one.
3. When four to the centre one.
4. In all cases the stanchions must also be used.
5. All stanchions must also be used.
6. The butt ends other, to distribute the load.
7. Not more than one to be removed to make a new one.
8. The stanchion lashing being passed over the top of the pile, telegraph must also be used.

Before an engine is received at the receiving crane at the receiving station.

Barker's Creek Station. All the traffic is to be handled by the engine.

Glenroy not being a special instructions station. Till further notice, Down train, and 1000 tons of goods.

The attention of consignors themselves is necessary of seeing that the sender or consignors or their employes to the satisfaction of the railway authorities.

Horses are not to be sanctioned by the railway authorities. Lilydale, Dandenong, Country stations available one hour. Horses or Cattle Rosstown, or Murrumbidgee.

When a truck is to be put out by the railway authorities, bills, as per sample, the names of station master (or some other person) Junction stations, and Guard of each section be headed from the "Melbourne to Warrnambool" branch line road bill to Yea," "Seymour

Injuries to, or Illness of, Passengers.

In cases where passengers may sustain injury by acts of their own, such as by alighting from or attempting to join trains in motion, or from any similar causes not in any way arising from the fault of the Department, or in cases of sudden illness, and where it may be necessary to call in medical assistance, District Traffic Superintendents, Station-masters, and all concerned, are particularly requested, in each case, to previously inform medical men called in upon such occasions that their services are called for, and on behalf of, the injured passengers themselves, and that they must look to *them* and not to the Railway Department for the payment of their fees.

Loading Piles and Long Timber.

1. Piles or timber over 40 feet long must not be loaded on Q waggons, but on swing bolster trucks with safeties.
2. When three trucks are required, and the timber is long enough, the end trucks should be swing bolsters and the centre one a safety.
3. When four trucks are used, the first and third should be swing bolsters and the others safeties.
4. In all cases the loads should be secured, so that *no portion can touch the safety trucks* during the journey.
5. All stanchions must be removed from the sides of the safeties.
6. The butt ends of piles must not all be loaded together. Half should be at one end and half at the other, to distribute the weight properly.
7. Not more than two swing bolster trucks should be in any set. If there are more the bolsters should be removed to make them safety trucks.
8. The stanchions of loaded swing bolsters, particularly when not in good order, should be secured by a lashing being passed from one to the other on the same truck.
9. Piles, telegraph poles, or other long timber must on no account be secured by chains only; lashings must also be used. *add omally*

Loading Engines.

Before an engine is loaded on a dummy bolster "K" truck, the sending station must be certain there is a crane at the receiving station of sufficient capacity to lift it. (See Working Time Table).

Barker's Creek Siding.

Barker's Creek Siding not being a block station, no Down train is to cross or foul the Up line there. All the traffic is to be worked to and from that place on the Up road.

Glenroy Station.

Glenroy not being a block station, a Down train must never shunt across or foul the "Up" line without special instructions.

Till further notice goods from Melbourne for Glenroy must be taken on to Broadmeadows by the 1.5 p.m. Down train, and returned thence by the next Up goods to Glenroy.

Conveyance of Horses and other Animals.

The attention of Station-masters, Booking Clerks, and all concerned is particularly directed to the urgent necessity of seeing, at all times, that the risk notes for horses and other animals are properly signed by the consignors themselves, and not by the Department's servants on their behalf, at the time of booking.

If the sender or person in charge cannot write, he must make his mark, and the animals cannot be accepted for conveyance unless this regulation is strictly complied with.

Consignors or their agents must attend to the loading and securing of horses, and the departmental employes to the fastening of compartments and truck doors after horses are loaded.

Horses by Suburban Trains.

Horses are not to be accepted for, nor horse boxes conveyed by, Suburban Passenger trains unless specially sanctioned by the Traffic Manager or by the District Traffic Superintendent concerned. Mixed trains on Lilydale, Dandenong, and Frankston lines are excepted.

Country stations must not despatch horse boxes for a suburban station unless a Goods or Mixed train is available one hour after arrival in Melbourne.

Horses or Cattle are not to be loaded at, or forwarded to, Hawksburn, Toorak, Armadale, Malvern, Rosstown, or Murrumbena.

Road Bills for Wayside Goods.

When a truck is loaded as a "Van," "Oil," or "Perishable" truck, containing goods for several stations to be put out by the Guard *en route*, in addition to the ordinary way-bills, it must be accompanied by road bills, as per samples supplied (70c and 70d), on which is to be entered the full particulars of all such goods, the names of stations being entered in consecutive order, commencing with the nearest. Each Station-master (or some one deputed by him) must sign for the goods received by him, and Station-masters at Junction stations must also sign on the main line road bill for any branch road bills they receive. The Guard of each section must also sign and enter his train and date on the bill. The main line road bill is to be headed from the point of departure to final destination, as, for instance, "Melbourne to Wangaratta," or "Melbourne to Wodonga," as the case may be.

The original sending station must also make out a branch line road bill for the goods for each branch line in the truck, which the Guard will hand to Station-masters at Junction stations, taking their signatures for them, when the latter will enter the truck to which the goods have been transferred, and sign at foot. The branch line road bills to be headed from the Junction station to final destination, as, for example, "Tallarook to Yea," "Seymour to Shepparton," or "Seymour to Numurkah," "Wangaratta to Beechworth," &c.

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Road bills must be filed at final destination, where Station-masters will see that they have been duly signed and dated in ink by the various Station-masters and Guards, and be able to produce them at any moment when inquiry may necessitate their production, and they will report any omission or irregularity to their District Traffic Superintendent.

These road bills are to be made out by Goods Clerks. Terminal stations to instruct Guards.

Dummy Buffer Waggon.

Dummy buffer waggon are used for stone traffic between Williamstown and S. S. lines. These waggon must travel to and from suburban stations by Goods trains, and not on any other line. Waggon Nos. 212 to 230 inclusive, lettered NN, and dummy buffer waggon with spiral side-springs, are unfit to run with any train, unless special arrangements are made for the trip.

Munro's Stone Waggon.

These trucks will run between Footscray Stone Siding and Suburban Stations only, and must not be loaded for any station beyond nine miles from Spencer-street. When empty, they must be returned to Footscray Stone Siding by the first available train. The maximum dead weight load must not exceed seven tons. A reduction of 3d. per ton to be made on the ordinary freight when these waggon are used instead of the Departmental waggon. Each waggon will bear the owner's name, "D. Munro and Co.," on each side, and are not to be used when the Department has trucks standing idle.

"Watts' Furniture Van."

This van may be consigned from or to any station except on the Brighton, St. Kilda, Port Melbourne, Camberwell, Williamstown, Essendon, and Coburg lines.

The van, when empty, weighs 35cwt., and its height from rail in the centre when loaded on a truck is 13 feet 6 inches. When loaded it may be sent on a carriage truck if gross weight does not exceed 2½ tons otherwise it must be sent on a flat K.

When it arrives at a station to be loaded, the truck it was conveyed by may be retained to take it away. When consigned as an empty it should be unlocked for inspection at sending station.

Safety-catch Sidings, to prevent Trains or Vehicles from Running Back down Inclines the wrong way.

Where these sidings are provided, or may hereafter be put in, Station-masters or other officers who may have charge of single line working where such points have been provided must be careful to see the catch siding-points are fixed for the straight line when trains or engines have to be run the wrong way.

Drivers and Guards are also warned to see this is done. Also, when their trains are working the proper course (should they from any cause come to a stand on the catch siding-points), they must not back their trains or engines until some one is placed at the points to hold them properly to prevent vehicles leaving the rails.

Defective Tarpaulins.

Station-masters and Goods Foremen are requested to carefully examine the condition of tarpaulins before using them, and so lessen the risk of claims for damaged goods by avoiding the use of sheets which are defective.

Defective tarpaulins should be forwarded to Newport tarpaulin's shop, properly directed, way-billed, and advised to the Foreman; the advice-note to give the number of the sheet or sheets sent, and also to specify the nature of the defect.

Considerable damage is done to tarpaulins through their being allowed to hang down at the side of the trucks, causing them to be trodden on or drawn along in shunting operations. When removed from the trucks, they should, if wet, be immediately spread out, and when dry at once folded up and placed under the shelter until they can be sent to the depôt.

All concerned are hereby instructed to give the matter strict attention, and see that proper care is taken in the use of these sheets.

Wool Trucks.

Wool trucks must invariably be thoroughly swept out before being loaded, more especially when they have previously contained dirty loading, such as coals, &c.; and the bales must always be stowed so that there shall be a decided slope from the centre to the sides of the truck, and thus prevent the possibility of rain lodging in the covers.

Lashings.

All lashings, when taken off loaded trucks, must be folded and tied, and sent to the Depôt in the van without delay, unless they are required to cover or lash trucks about to be loaded; they must not be left lying in waggon, on outside platforms, or in the yard.

Unclaimed Property and Goods of every Description.

Depôt Stations and their Connections.

SANDEURST.—North of Golden-square to Echuca, Kerang, Wycheproof, and Boort.

MARYBOROUGH.—Guildford to Donald and Avoca Lines.

GEELONG.—Geelong to Warrenheip, Terang, and Queenscliff Lines.

BALLARAT.—Ballarat East to Buangor, Ballan and Scarsdale Lines, and Racecourse to Talbot.

ARARAT.—Ararat to Serviceton, Rupanyup, Warracknabeal, Noradjuha, Portland and Casterton Lines.

PRINCE'S-BRIDGE.—Hawksburn to Sale, Mirboo, Heyfield and Bairnsdale, Frankston and Lilydale Lines.

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- SPENCER-STREET.**—Port Melbourne, St. Kilda, and Brighton Lines.
SPENCER-STREET.—Melbourne and Echuca Line, south of Golden-square; North-Eastern Line, south of
 Tallarook; Yea, Williamstown, Coburg, Essendon, Newport to North Geelong, Daylesford, Lancefield,
 Maldon, and Bacchus Marsh Lines.
SEYMOUR.—Seymour to Wodonga, Goulburn Valley, Beechworth, Myrtleford, Wahgunyah, Yarrawonga,
 and Toolamba to Koyuga Lines.
1. Whenever a station has unclaimed property and the Station-master cannot trace the proper destination,
 when any property is found and the owner is not known, the articles must be way-billed "free" to the
 Depôt Station by the first train after the expiration of twenty-four hours, with all the particulars ascer-
 tained concerning them, and a return of same, on Form 96c, sent to the Traffic Manager by the same train.
 2. The Depôt must at once record the particulars in the Lost Property Book, and place the articles in
 safety. When entering the articles in the Lost Property Book, they must be numbered consecutively. No
 officer or servant, whether at a Depôt or other Station, must in any way open, or otherwise tamper with,
 any such property, unless when claimed, and then only for the purpose of identification, and in the presence
 of another officer, if possible.
 3. Inquiries for Lost Property and Luggage must be made in the first place to the Depôts which connect
 with the train the owner travelled by; if not found, a circular inquiry is to be made to all remaining Depôts.
 4. All such property remaining unclaimed at the Depôt Stations for over fourteen days must be way-billed,
 with full particulars, to the Traffic Manager, Spencer-street, on the 5th of each month, and a list of the
 articles so way-billed must be sent to him under cover on Form 96b.
 5. Excess Parcels and Goods must be at once notified to sending station, and if owner cannot be found
 any information obtained, after the fullest inquiry by both sending and receiving stations, full particulars
 must be given on the Excess and Unclaimed Goods Return, No. 24, due on the 4th of each month, which
 must be sent in as usual. This return, in future, to include parcels as well as goods, shown separately.
 6. Stamped or way-billed parcels or goods remaining on hand after full inquiry has been made and sending
 station advised to that effect—also any articles left in Cloak-room, or luggage for which checks have been
 issued—unclaimed at the expiration of three months, must be way-billed to the Traffic Manager; way-bill
 must contain full particulars, making "paid on" of any debits on same for *freight only*. No storage or Cloak-
 room charges to be included in any case. A return of same, on Form 96d, to be forwarded to the Traffic
 Manager at the time.
 7. Goods and parcels must be kept separate when forwarding to Spencer-street Station; the former to
 be way-billed to the Goods Sheds and the latter to the Parcels Office.
 8. Copies of the various Forms required may be obtained by requisition in the usual way.
 9. Officers in charge of stations will be held responsible that these regulations are strictly carried out.
 10. "Nil" returns on Forms 96b, 96c, and 96d are not required.

Conveyance of Telegraph Apparatus.

Telegraph Apparatus, such as block and speaking instruments, &c., must be very carefully handled by
 Guards, Porters, and other servants through whose hands it passes in transit, and must be labelled "Telegraph
 apparatus."

Carriage Doors not to be Locked.

The doors of all Passenger carriages must be unlocked during the journey on both sides, except for the
 conveyance of prisoners or lunatics: compartments for this purpose must be locked on both sides. The lock-
 ing of the doors will also be carried out at the starting and collecting stations for the purpose of keeping
 passengers to their proper classes, but they must be unlocked on the starting of the train. The Guard of
 the train will still be held responsible to see that the doors are closed, and the handles properly turned,
 before starting. To secure a proper system of checking tickets, District Traffic Superintendents may, how-
 ever, arrange to have carriage doors locked at certain stations.

Carriage Windows, &c., Damaged or Broken by Passengers.

The following instructions are issued for the guidance and information of the Staff generally, as to the
 amounts to be collected from passengers accidentally breaking door lights, quarter-lights, &c. The following
 amounts are to be collected at once when any damage of the kind takes place, viz. :—

For first and second class door lights	...	...	...	5s. each.
For first and second class * quarter-lights	...	...	...	10s. each.

An additional 1s. 6d. should be collected for a quarter-light broken in a *smoking* compartment, with the
 word "Smoking" in ground-glass letters thereon.

For breakage of mirrors or glass in the "Maan" sleeping cars the amounts to be collected are as follow:—

Plain plate glass	...	...	...	16s. each pane.
Figured ground glass, small	...	...	...	28s. "
" " " medium	...	...	...	48s. "
" " " large	...	...	...	60s. "
Car end-doors	...	...	...	26s. "
Corridor doors	...	...	...	50s. "
Mirrors, small, in compartment	...	...	...	14s. "
" " in lavatory, corridor, and vestibule	...	...	...	50s. "

It must, however, be distinctly understood that these amounts are only to be accepted when the damage
 has been *accidentally done*; and that in any case where such damage appears to have been of a wilful or
 malicious character, the names and addresses in full of the parties must in all cases be taken. Special
 precaution must be taken that the names and addresses so furnished are correct, and some evidence in the
 shape of an addressed envelope which has passed through the post or the parties' cards should always be
 obtained as proof thereof, so that in the event of the Department deciding to take proceedings against the
 offender or offenders they may be readily found.

Speed of Trains passing through Footscray Junction.

Trains running between Woodend and Spencer street must not exceed 15 miles an hour passing through Footscray Junction.

Ambulance Corps.

In cases of personal injury, "Ambulance Boxes" are to be obtained at the Yard Inspector's Office, and also at the Lower Level Signal Box, Spencer-street, and from the Station-masters at Spencer-street, Flinders-street, and Prince's-bridge stations. These boxes contain appliances for the relief of sufferers from injury, pending professional assistance being obtained. The greatest care must be taken of them, that they may be available at a moment's notice. Persons who receive them from their depôts will be held responsible for their safe return, and all employes are hereby cautioned against tampering with them in any way. Permanent Ambulance Corps are established at Prince's-bridge, Flinders-street, and Spencer-street stations, and at the Newport workshops; and in the event of accidents to any suburban train, involving injury to a number of persons, the services of the corps nearest at hand should be secured by telegraphing to the Station-master, or, in the case of Newport, to the Foreman.

Speed of Trains passing over Viaducts.

Trains travelling over the principal viaducts must not run at a greater speed than 15 miles an hour.

Speed of Trains passing through Facing Points.

Rule 399.—The Engineer for Existing Lines has complained of the *excessive speed* that trains travel through the facing points on North-east line, especially where line is duplicated between Melbourne and Seymour.

The officer in charge of each station must caution all Drivers, and report at once to this office anyone who neglects to comply with the above rule.

Tank Engines.

Tank Engines must not be run beyond Mordialloc on the Frankston line, nor beyond Dandenong on the Gippsland line.

List of Gates in the Traffic and Engineer's Branches which are Closed across the Rails after the last Time-tabled Train has passed at Night, and until One Hour of the First Train being due in the Morning.

NOTE.—No. 1 Gate on the Williamstown Line, Down side of Footscray station, is closed across the line from 1 a.m. to 9 a.m. on Sundays.

Line.	No. of Gate.	Under control of—		Mileage.		Locality, &c.
		Traffic Branch.	Engineer's Branch.	M. C. L.	From	
Melbourne and Geelong	20	..	E. B.	44 40 69	Melbourne	Waterloo street, Geelong.
"	21	..	E. B.	44 49 60	"	Maitland street, Geelong.
"	22	..	E. B.	44 55 28	"	Wellington street, Geelong.
"	14	T. B.	..	99 00 0	"	Western end of Ballarat East station.
Geelong and Terang	2	..	E. B.	0 50 36	Geelong	McKillop street, Geelong.
"	3	..	E. B.	0 56 81	"	Maude street, Geelong.
"	4	..	E. B.	0 64 54	"	Kilgour street, Geelong.
"	5	..	E. B.	1 2 0	"	Moorabool street, Geelong.
"	7	..	E. B.	1 27 13	"	Bellarine street, Geelong.
"	8	..	E. B.	1 39 42	"	Swanston street, Geelong.
"	9	T. B.	..	2 7 0	"	Junction of Colac and Queenscliff lines.
"	12	..	E. B.	3 75 37	"	Mount Colite road.
"	15	..	E. B.	5 65 0	"	"
"	17	..	E. B.	8 58 87	"	"
"	20	T. B.	..	11 18 0	"	Pettavel road station.
"	46	..	E. B.	46 67 0	"	Ondit road.
"	48	..	E. B.	48 37 56	"	Colac road.
"	51	..	E. B.	49 25 0	"	Church street.
"	53	..	E. B.	50 0 0	"	Queen street, Colac.
"	..	T. B.	..	50 40 0	"	80 yards from Colac station.
"	56	..	E. B.	50 48 88	"	25 chains west of Colac station.
"	11	T. B.	..	68 51 17	"	"
"	68	..	E. B.	70 33 19	"	1 1/2 miles from Pombornell station, Camperdown side.
"	72	..	E. B.	78 12 57	"	17 chains east of Camperdown station.
Geelong and Queenscliff	1	..	E. B.	2 21 0	"	"
"	2	..	E. B.	2 34 0	"	"
"	6	..	E. B.	4 31 0	"	"
"	13	..	E. B.	10 10 0	"	Drysdale road.
Ballan	4	T. B.	..	2 24 34	Warrenhelp	At Dunnstown station.
"	7	..	E. B.	5 68 85	"	At Bungaree station.
"	8	..	E. B.	6 22 9	"	"
"	9	..	E. B.	8 37 31	"	Near Wallace station.
"	14	..	E. B.	10 77 83	"	Near Millbrook.
"	18	T. B.	..	13 5 0	"	At Gordons station.

List of Gates closed, &c.—continued.

Line.	No. of Gate.	Under control of—		Mileage.		Locality, &c.	Line.
		Traffic Branch.	Engineer's Branch.	M. C. L.	From		
Ballan	19	..	E. B.	19 41 0	Warrenhelp	Near Ballan.	Castlemaine and Du
.. ..	24	T. B.	..	24 2 0	..	At Ballan station.	Maldon
Ballarat and Scarsdale..	2	..	E. B.	5 14 72	Ballarat	Ballarat.	.. ..
.. ..	3	..	E. B.	6 52 69	..	..	Dunolly and Donald
.. ..	4	..	E. B.	8 7 63	..	..	.. ..
.. ..	6	..	E. B.	10 14 18	..	..	.. ..
.. ..	8	..	E. B.	11 43 0	..	..	.. ..
.. ..	9	..	E. B.	13 76 82	..	..	.. ..
.. ..	10	..	E. B.	14 58 5	..	..	.. ..
.. ..	11	..	E. B.	15 8 5	..	..	.. ..
.. ..	15	T. B.	..	17 0 0	..	At Scarsdale station.	Maryborough and A
Ballarat and Stawell ..	1	T. B.	..	..	..	Lydiard street, Ballarat.	.. ..
.. ..	2	..	E. B.	0 23 27	..	Doveton street, Ballarat.	.. ..
.. ..	3	..	E. B.	0 28 99	..	Holmes street, Ballarat.	.. ..
.. ..	4	..	E. B.	0 77 70	..	Creswick road, Ballarat.	.. ..
.. ..	6	..	E. B.	1 35 94	..	Burnbank street, Ballarat.	Sandhurst & Wyche
.. ..	52	T. B.	..	..	..	Ararat station, Stawell end.	.. ..
.. ..	53	..	E. B.	57 30 0	..	..	.. ..
.. ..	71	T. B.	..	75 60 0	..	Main road, Stawell west.	.. ..
Stawell and Horsham ..	85	..	E. B.	11 10 0	Stawell ..	Whimera bridge, Glenorchy.	Wedderburn ..
.. ..	..	T. B.	..	25 20 0	..	North end of Lubeck station.	.. ..
.. ..	110	..	E. B.	35 4 0	..	34 chains from Murtoa station, Stawell side.	Boort ..
.. ..	111	..	E. B.	35 75 0	..	33 chains Horsham side of Murtoa station.	Kerang ..
.. ..	..	T. B.	..	40 0 0	..	At Jung Jung station.	.. ..
.. ..	..	T. B.	..	48 40 0	..	220 yards from Doon station, Horsham side.	.. ..
Horsham and Dimboola	126	..	E. B.	129 60 0	Ballarat	Near Horsham station, Dimboola side.	.. ..
.. ..	132	T. B.	..	10 0 0	Horsham	Up side of Pimpino station.	Lancefield ..
.. ..	138	T. B.	..	15 60 0	..	At Wall station.	.. ..
.. ..	141	T. B.	..	..	..	Near Dimboola station.	.. ..
Warracknabeal .. ..	..	T. B.	..	17 0 0	Murtoa ..	..	North-Eastern
.. ..	1	..	E. B.	0 49 38	..	Near Murtoa station.	.. ..
.. ..	14	..	E. B.	13 19 56	..	Near Minyip station.	.. ..
.. ..	20	T. B.	..	20 67 62	..	South of Sheep Hills station.	.. ..
.. ..	27	..	E. B.	26 41 33	..	{ Between Sheep Hills and Warracknabeal station.	.. ..
.. ..	29	..	E. B.	28 77 16	..	..	.. ..
.. ..	31	..	E. B.	30 66 76	..	Near Warracknabeal station.	Beechworth ..
Ararat and Portland ..	2	..	E. B.	0 67 0	Ararat ..	Near Ararat station.	.. ..
.. ..	18	..	E. B.	13 12 0	..	Maroona station	Goulburn Valley
.. ..	29	..	E. B.	36 9 27	..	Glen Thompson station.	.. ..
.. ..	48	..	E. B.	65 24 0	..	Near Hamilton station.	.. ..
.. ..	52	..	E. B.	68 15 0	..	1 mile 75 chains from Hamilton station, Branzholme side.	.. ..
.. ..	54	..	E. B.	74 43 80	..	8 miles from Hamilton station, Branzholme side.	.. ..
.. ..	56	..	E. B.	81 27 0	..	65 chains from Branzholme station, Hamilton side.	.. ..
.. ..	57	..	E. B.	82 4 0	..	Branzholme station.	.. ..
.. ..	77	T. B.	..	1 21 50	Portland	Heywood side of Portland station.	.. ..
.. ..	60	..	E. B.	80 28 0	Ararat ..	65 chains north of Condah station.	Toolamba and Echu
.. ..	61	..	E. B.	90 21 0	..	Condah station.	.. ..
.. ..	63	..	E. B.	91 34 0	..	63 chains south of Condah station.	Wahgunyah ..
.. ..	68	..	E. B.	99 38 68	..	3 miles from Myamyn station, Heywood side.	Yea ..
.. ..	70	..	E. B.	103 62 60	..	58 chains from Heywood station, Myamyn side.	Gippsland ..
.. ..	71	..	E. B.	104 23 40	..	Heywood station.	.. ..
.. ..	72	..	E. B.	110 26 59	..	5 miles 64 chains from Heywood station, Portland	.. ..
Branzholme & Casterton	4	T. B.	..	9 40 0	Branzholme	230 yards from Grassdale station. [side	.. ..
.. ..	9	T. B.	..	18 0 0	..	Near Merino station.	.. ..
.. ..	10	..	E. B.	18 35 0	..	..	.. ..
.. ..	11	..	E. B.	19 34 0	..	..	.. ..
.. ..	12	T. B.	..	23 20 0	..	300 yards from Henty station, Sandford side.	.. ..
.. ..	20	T. B.	..	29 20 0	..	180 yards from Sandford station, Henty side.	.. ..
Ballarat and Maryborough	1	..	E. B.	0 49 59	Ballarat ..	Macarthur street, Ballarat.	.. ..
.. ..	2	..	E. B.	0 77 51	..	Howard street, Ballarat.	.. ..
.. ..	30	T. B.	..	22 50 0	..	Boundary street, south end of Clunes station.	.. ..
.. ..	41	..	E. B.	33 26 15	..	..	.. ..
Creswick and Daylesford	1	..	E. B.	0 46 0	N. Creswick	..	Heyfield
.. ..	5	..	E. B.	3 31 0	..	..	.. ..
.. ..	7	..	E. B.	5 18 0	..	..	.. ..
Melbourne and Echuca..	..	T. B.	..	100 0 0	Melbourne	At Williamson street.	.. ..
.. ..	52	T. B.	..	129 0 0	..	Elmore station, Echuca side.	.. ..
.. ..	53	..	E. B.	138 69 0	..	Near Rochester station.	Mirboo ..
.. ..	58	..	E. B.	154 49 95	..	..	Camberwell ..
.. ..	..	..	E. B.	155 65 0	..	Echuca side of Murray River Bridge.	.. ..
.. ..	..	..	E. B.	156 9 75	..	Moama side of Murray River Bridge.	.. ..
.. ..	59	T. B.	..	156 0 0	..	Echuca station, north end of yard.	Camberwell ..
Castlemaine and Dunolly	1	T. B.	..	..	..	150 yards from junction of main line.	.. ..
.. ..	5	..	E. B.	2 19 53	Castlemaine	..	.. ..
.. ..	6	..	E. B.	2 60 52	..	..	.. ..
.. ..	10	..	E. B.	5 2 22	..	..	Lilydale ..
.. ..	11	..	E. B.	6 1 75	..	..	.. ..
.. ..	14	..	E. B.	9 33 44	..	..	.. ..
.. ..	20	T. B.	..	14 40 0	..	100 yards from Newstead station, up side.	.. ..
.. ..	22	..	E. B.	15 11 76	..	..	.. ..
.. ..	24	T. B.	..	17 40 0	..	At Joyce's Creek station.	.. ..

List of Gates, &c.—continued.

No. of Gate.	Line:	Under control of—		Mileage—		Locality.
		Traffic Branch.	Engineer's Branch.	M. C. L.	From—	
32	Castlemaine and Dunolly	T. B.	..	29 40 0	Castlemaine	120 yards from Carlsbrook station, Castlemaine side
36	" "	T. B.	..	34 0 0	" "	N.E. end of Maryborough station.
1	Maldon ..	E. B.	..	1 11 0	Maldon Jn.	
8	" ..	E. B.	..	9 69 0	" "	
55	Dunolly and Donald	T. B.	..	25 40 0	Maryboro'	At Bealiba station.
69	" ..	E. B.	..	46 23 0	" "	
72	" ..	E. B.	..	46 79 0	" "	
76	" ..	E. B.	..	47 49 0	" "	
87	" ..	E. B.	..	61 35 0	" "	
96	" ..	E. B.	..	69 53 0	" "	
1	Maryborough and Avoca	T. B.	..	..	" "	At Maryborough station, corner of Carlyon and Cambridge streets.
3	" ..	E. B.	..	0 71 40	" "	Talbot road.
4	" ..	E. B.	..	2 47 40	" "	Avoca road.
7	" ..	T. B.	..	7 60 0	" "	1/4 mile from Bung Bong station, Homebush side.
11	" ..	T. B.	..	11 60 0	" "	At Homebush.
7	Sandhurst & Wycheproof	E. B.	..	4 20 0	Sandhurst	Job's Gully road, Eaglehawk.
18	" ..	E. B.	..	72 5 90	" "	Near Charlton station.
19	" ..	E. B.	..	72 53 0	" "	Near Charlton station.
20	" ..	E. B.	..	73 17 37	" "	Near Charlton station.
6	Wedderburn ..	E. B.	..	4 8 0	Wedderburn Junction	Near Wedderburn station.
40	Boort ..	T. B.	..	50 20 0	" "	Near Korong Vale station.
2	Kerang ..	E. B.	..	2 7 61	Eaglehawk	
5	" ..	T. B.	..	6 0 0	" "	At Sydney Flat station.
10	" ..	E. B.	..	9 77 50	" "	
13	" ..	T. B.	..	36 60 0	" "	At Milton station.
2	Lancefield ..	E. B.	..	9 26 64	Lancefield Junction	Rumsey station, Lancefield side.
..	North-Eastern ..	T. B.	..	105 0 0	Melbourne	Benalla side of Violet Town station.
33	" ..	T. B.	..	56 9 0	" "	At Tallarook station.
..	" ..	T. B.	..	61 20 11	" "	At interlocking gates north end of Seymour station.
1	" ..	..	..	..	" "
54	" ..	T. B.	..	93 60 0	" "	At Euroa station.
65	" ..	T. B.	..	121 20 0	" "	Near Benalla station.
110	" ..	T. B.	..	187 6 26	" "	Wodonga.
15	Beechworth ..	E. B.	..	170 70 78	" "	
..	" ..	T. B.	..	147 40 0	" "	At Tarrawingee station.
..	Goulburn Valley ..	T. B.	..	12 60 0	Seymour	At Tablik station.
..	" ..	T. B.	..	17 0 0	" "	200 yards from Nagamble station, Seymour side.
..	" ..	T. B.	..	30 0 0	" "	200 yards from Murchison station, Seymour side.
..	" ..	T. B.	..	41 60 0	" "	60 yards from Toolamba station, Mooroopna side.
32	" ..	E. B.	..	51 0 0	" "	
39	" ..	E. B.	..	57 68 0	" "	
..	" ..	T. B.	..	67 50 0	" "	200 yards from Wunghnu station, Shepparton side.
33	" ..	T. B.	..	51 40 0	" "	200 yards from Shepparton, Congupna road side.
52	" ..	E. B.	..	71 70 0	" "	
..	Toolamba and Echuca ..	T. B.	..	20 60 0	Toolamba	150 yards from Kyabram station on Merrigum side.
..	" ..	T. B.	..	7 0 0	" "	Goulburn, near Tatura station.
7	Wahgunyah ..	T. B.	..	9 20 0	Springs ..	50 yards from Rutherglen station, Springs side
..	Yea ..	T. B.	..	18 20 0	Tallarook	At Homewood station.
13	Stipsland ..	E. B.	..	7 1 0	Melbourne	
16	" ..	E. B.	..	8 60 0	" "	
17	" ..	E. B.	..	9 33 0	" "	
26	" ..	E. B.	..	15 24 0	" "	
27	" ..	E. B.	..	19 62 0	" "	
35	" ..	E. B.	..	35 10 0	" "	
41	" ..	T. B.	..	47 60 0	Oakleigh ..	Drouin station.
..	" ..	T. B.	..	51 60 0	" "	Warragul station, Melbourne side.
53	" ..	T. B.	..	79 44 4	" "	100 yards east of Morwell station.
..	" ..	T. B.	..	88 3 0	" "	17 chains west of Traralgon station.
61	" ..	T. B.	..	96 60 0	" "	At Flynn's Creek.
..	" ..	T. B.	..	101 60 0	" "	Rosedale station, Sale side.
..	" ..	T. B.	..	118 0 0	" "	1/4 mile from Sale station.
1	Heyfield ..	T. B.	..	103 0 0	Melbourne	At Glengarry station.
2	" ..	T. B.	..	108 45 0	" "	At Toongabbie station.
3	" ..	T. B.	..	113 41 0	" "	At Cowwarr station.
4	" ..	T. B.	..	116 40 0	" "	At Glenmaggie station.
5	" ..	T. B.	..	119 78 0	" "	At Heyfield station.
1	Mirboo ..	E. B.	..	0 9 0	Morwell	
1, 5, 7	Camberwell ..	T. B.	..	..	..	Between Hawthorn and Camberwell stations.
2	" ..	E. B.	..	4 31 0	..	
3	" ..	E. B.	..	4 36 0	..	
4	Camberwell ..	E. B.	..	4 47 0	Melbourne	Hawthorn and Camberwell stations.
5	" ..	E. B.	..	4 75 0	" "	
6	" ..	E. B.	..	5 20 0	" "	
8, 9, 12, 15, 17, 21, 25	Lillydale ..	T. B.	..	..	..
2	Mordialloc ..	T. B.	..	0 65 62	Caulfield	Between Caulfield and Mordialloc.
3	" ..	T. B.	..	1 66 18	" "	Between Caulfield and Mordialloc.
5	" ..	T. B.	..	2 65 89	" "	Between Caulfield and Mordialloc.
6	" ..	E. B.	..	3 7 22	" "	Between Caulfield and Mordialloc.

List of Gates closed, &c.—continued.

Line.	No. of Gate.	Under control of—		Mileage.		Locality, &c.
		Traffic Branch	Engineer's Branch.	M. C. L.	From	
Mordialloc	8	T. B.	..	3 65 84	Caulfield	Between Caulfield and Mordialloc.
"	9	T. B.	..	3 78 28	"	Between Caulfield and Mordialloc.
"	12	..	E. B.	4 51 67	"	Between Caulfield and Mordialloc.
"	13	T. B.	..	4 76 81	"	Between Caulfield and Mordialloc.
"	14	..	E. B.	5 48 32	"	Between Caulfield and Mordialloc.
"	15	T. B.	..	6 19 93	"	Between Caulfield and Mordialloc.
"	16	T. B.	..	6 36 0	"	Between Caulfield and Mordialloc.
"	19	T. B.	..	7 41 49	"	Between Caulfield and Mordialloc.
"	22	..	E. B.	9 22 61	"	Between Caulfield and Mordialloc.
"	23	T. B.	..	9 46 68	"	Between Caulfield and Mordialloc.
"	24	T. B.	..	9 57 71	"	Between Caulfield and Mordialloc.
Brighton	All gates	T. B.	..	..	..	Between Flinders street and Brighton.
"	1	T. B.	..	9 17 0	Melbourne	South road, Brighton Beach station.
"	2	..	E. B.	9 34 0	"	Foot's lane.
"	3	..	E. B.	9 47 0	"	New street.
"	4	..	E. B.	9 53 0	"	Holyrood street.
"	5	T. B.	..	9 74 0	"	Grenville street, Retreat station.
"	6	T. B.	..	10 22 0	"	Hampton street, Retreat station.
"	7	..	E. B.	10 37 0	"	Crisp street.
"	8	..	E. B.	10 46 0	"	Linacre street.
"	9	..	E. B.	10 67 0	"	Georgiana street.
"	10	T. B.	..	10 74 0	"	Barnfield street, Sandringham station.
"	11	T. B.	..	11 2 0	"	Abbott street, Sandringham station.
Hawthorn	All gates	T. B.	..	..	..	Between Richmond and Hawthorn.
St. Kilda .. ..	..	T. B.	..	..	..	Between Flinders street and St. Kilda.
Port Melbourne .. ..	..	T. B.	..	..	..	Between Flinders street and Port Melbourne.
Coburg .. ..	..	T. B.	..	..	..	Arden street, half a mile from North Melbourne.
"	3	..	E. B.	1 79 0	Coburg Jn.	Macaulay road.
"	4	T. B.	..	..	..	At Royal Park station, Melbourne side.
"	5	..	E. B.	3 67 0	"	Parkside street.
"	6	T. B.	..	..	..	4 chains from South Brunswick, Melbourne side.
"	7	T. B.	..	..	..	Brunswick street.
"	8	..	E. B.	3 72 0	"	4 chains from South Brunswick, Brunswick side.
"	9	T. B.	..	..	..	Dawson street.
"	10	..	E. B.	4 24 0	"	100 yards from Brunswick station, Melbourne side.
"	11	T. B.	..	..	..	Phoenix street.
"	12	..	E. B.	4 30 0	"	100 yards and 400 yards from Brunswick station.
"	13	..	E. B.	..	..	Moreland side.
"	14	..	E. B.	5 4 0	"	Albion street.
"	15	..	E. B.	5 11 0	"	Stewart street.
"	16	T. B.	..	..	..	25 yards from Moreland, Melbourne side.
"	17	..	E. B.	5 71 0	"	Reynard street.
"	18	T. B.	..	..	..	At Goslin street, 150 yards from Coburg.

NOTE.—Any inaccuracies appearing in the above list to be at once reported to the Traffic Manager. Station-masters and Inspectors of Permanent Way will be held responsible for this being done, as regards their respective branches.

List of Gates Closed across the Line immediately after the passing of each Train, and until within Thirty Minutes of the next Train being due.

Line.	No. of Gate.	Under control of—		Mileage.		Locality, &c.
		Traffic Branch.	Engineer's Branch.	M. C. L.	From	
Ballarat & Maryborough	42	T. B.	..	121 0 0	Melbourne	At Talbot station.
Heyfield .. ..	..	T. B.	..	16 40 0	Traralgon	At Cowwarr station.
Windermere .. ..	..	T. B.	..	9 60 0	Ballarat ..	At Windermere station.
Geelong & Camperdown	39	T. B.	..	38 40 0	Geelong ..	200 yards from Birregorra station, Up side.

NOTE.—Any inaccuracies appearing in the above list to be at once reported to the Traffic Manager. Station-masters and Inspectors of Permanent Way will be held responsible for this being done, as regards their respective branches.

Telephonic Block system
 Geelong to North Geelong
 Geelong to North Geelong
 Ballarat Line
 At Ballarat and City Side master's office.
 Stawell Line
 between Box between Book master's private
 Portland.—Melbourne and Bourne and between all B
 Sandhurst.—Station-master
 Echuca.—North-East
 Station. Bet
 Benalla.—Seymour.—sheds.
 Tallarook.—Lilydale Line
 Mordialloc I
 Newport Fr
 Newport Sou
 Melbourne a
 Riddell's Cree
 special occasio
 and Sunbury.
 Gippsland L
 and Morwell,
 Ballarat and

The following

Brighton Line.
 Jolim
 Richm
 South
 Prabh
 Wind
 Balack
 Elster
 North
 Middle
 Oakleigh Line.
 Jolim
 Richm
 South
 Hawks
 Toorak
 Armad
 Malver
 Signal
 Rossto
 Murrin
 Camberwell Lin
 Richm
 East R
 Burnley
 Hawth
 Kew J
 Glenfer
 Auburn
 Camber
 Canter
 Surrey

Telephones.

Telephonic communication exists between all Signal-boxes and between all stations where the absolute Block system is worked on the suburban lines. Also at country stations, as under:—

Geelong to Queenscliff Junction.—Between Signal-box "A" Geelong and South Geelong; also between South Geelong and Queenscliff Junction.

Geelong to North Geelong Junction.—Between Signal-boxes "A," "B," and "C;" Booking office, Geelong, North Geelong Junction, and North Geelong Station.

Ballarat Line.—Between Leigh Road and Lethbridge, and between Lethbridge and Meredith.

At Ballarat.—Between the Telegraph office, Ballarat East Station, City Fire Brigade, Scarsdale Junction, and City Siding gatehouse. Ballarat East Signal-box, Middle Signal-box, Yardsman's office, Station-master's office, Lydiard-street Signal-box, and McArthur-street Junction Signal-box.

Stawell Line.—Between Beaufort and the Block box at top of Beaufort Bank, near No. 30 gate; also between Box at top of Bank and Middle Creek. Between No. 68 gate and Booking office, Stawell; also between Booking office, Tramway gate-house, Mr. Pollard's private residence, Locomotive sheds, and Station-master's private house.

Portland.—Between Portland Station and Portland Pier.

Melbourne and Echuca Line.—Between Braybrook Junction, Powder Siding, and Footscray Station, Melbourne and Echuca Line, Footscray Junction, Newport Junction, and Station-master's office, Newport, and between all Block stations Sunbury to Woodend inclusive.

Sandhurst.—Between Eaglehawk, California Gully, Inglewood Junction, Williamson-street Box, and Station-master's office, also between Kangaroo Flat, Golden square, and Station-master's office, Sandhurst.

Echuca.—Between the Wharf, the Pumping-engine House, and the Goods office.

North-Eastern Line.—Between Wodonga and Albury. Between Beechworth Junction and Wangaratta Station.

Between all Block stations, Avenel to Essendon.

Benalla.—Between Station-master's office and Locomotive sheds.

Seymour.—Between the Booking office, the Goods shed, Signal-boxes "A" and "C," and Locomotive sheds.

Tallarook.—Between the Booking office and the Signal-box.

Lilydale Line.—Between all Block stations, Lilydale to Camberwell.

Mordialloc Line.—Between all Block stations, Mordialloc to Caulfield.

Newport Freezing Works.—Between the works and Pier-master, Williamstown.

Newport South Junction.—Between Newport South and Newport Junction.

Line-clear Block with Morse Instruments.

Melbourne and Echuca Line Sections.—Woodend and Macedon, Macedon and Gisborne, Gisborne and Riddell's Creek, Riddell's Creek and Lancefield Junction, Lancefield Junction and Sunbury. NOTE.—On special occasions, an intermediate Block station is established at Wildwood, between Lancefield Junction and Sunbury.

Gippsland Line Sections.—Longwarry and Drouin, Drouin and Warragul, Warragul and Darnum, Moe and Morwell, Morwell and Traralgon.

Ballarat and Maryborough Line Sections.—North Creswick and Creswick, on Up journey.

Absolute Block.

The following are the sections worked:—

SOUTH SUBURBAN LINES.

Brighton Line.—Flinders-street east and Jolimont Transfer-box.

Jolimont Transfer-box and Richmond.

Richmond Junction and South Yarra Junction.

South Yarra Junction and Prahran.

Prahran and Windsor.

Windsor and Balaclava.

Balaclava and Elsternwick.

Elsternwick and North Brighton.

North Brighton and Middle Brighton.

Middle Brighton and Brighton Beach.

Oakleigh Line.—Prince's-bridge and Jolimont Transfer-box.

Jolimont Transfer-box and Richmond.

Richmond and South Yarra.

South Yarra Junction and Hawksburn.

Hawksburn and Toorak.

Toorak and Armadale Signal-box.

Armadale Signal-box and Malvern Signal-box, Glenferrie-road.

Malvern Signal-box, Glenferrie-road, and Signal-box "A" Caulfield.

Signal-box "B" Caulfield and Rosstown.

Rosstown and Murrumbeena.

Murrumbeena and Oakleigh.

Camberwell Line.—Prince's-bridge and Richmond.

Richmond and East Richmond.

East Richmond and Burnley.

Burnley and Hawthorn.

Hawthorn and Kew Junction.

Kew Junction and Glenferrie.

Glenferrie and Auburn.

Auburn and Camberwell.

Camberwell and Canterbury.

Canterbury and Surrey Hills.

Surrey Hills and Box Hill.

SOUTH SUBURBAN LINES—*continued.*

- Kew Line.*—Barker's Road and Kew Junction.
St. Kilda Line.—Falls Bridge and New Junction.
 New Junction and South Melbourne.
 South Melbourne and Middle Park.
 Middle Park and St. Kilda.
Port Melbourne Line.—Falls Bridge and New Junction.
 New Junction and Montague.
 Montague and Graham-street.

NORTH SUBURBAN LINES.

- Essendon Line.*—No. 1 Signal-box and Franklin-street Junction.
 Franklin-street Junction and Coburg Junction.
 Coburg Junction and Kensington.
 Kensington and Newmarket Junction.
 Newmarket Junction and Ascot Vale.
 Ascot Vale and Moonee Ponds.
 Moonee Ponds and Essendon.
Williamstown Line.—No. 1 Signal-box and Franklin-street Junction.
 Franklin-street Junction and Coburg Junction.
 Coburg Junction and Brown's Hill.
 Brown's Hill and Footscray Junction.
 Footscray Junction and Yarraville.
 Yarraville and Spottiswoode.
 Spottiswoode and Newport.
 Newport and North Williamstown.
 North Williamstown and Ann-street Box.
 Ann-street Box and Pier Signal-box.

NOTE.—When a down Passenger Train stops at the Williamstown Station, instead of proceeding to the Williamstown Pier it will be the duty of the Guard in the rear van to give the green flag or green light to the Signaller on arrival. This is to indicate that all the Train has safely arrived, and enable Signaller to give "Line clear" to North Williamstown.

- Coburg Line.*—No. 1 Signal-box and Franklin-street Junction.
 Franklin-street Junction and Coburg Junction.
 Coburg Junction and Macaulay Road.
 Macaulay Road and Royal Park.
 Royal Park and South Brunswick.
 South Brunswick and Brunswick.
 Brunswick and Coburg.

COUNTRY LINES.

- Ballarat Line.*—North Geelong Junction and Signal-box "C," Geelong.
 Meredith and Lethbridge (Up journey).
 Lethbridge and Leigh-road (Up journey).
 Yendon and Warrenheip.
 Warrenheip and Ballarat East.
 Lydiard-street Signal-box and McArthur-street Junction.
 Beaufort and top of Beaufort Bank, Gate No. 30.
 Gate No. 30, top of Beaufort Bank, and Middle Creek.
Stawell.—Booking Office and No. 68 Gate.
Melbourne and Echuca Line.—Sunbury and Lancefield Junction.
 Lancefield Junction and Riddell's Creek.
 Riddell's Creek and Gisborne.
 Gisborne and Macedon.
 Macedon and Woodend.
 Elphinstone and Chewton.
 Chewton and Castlemaine.
 Castlemaine and Harcourt (Up journey).
 Kangaroo Flat and Golden Square.
 Sandhurst, Williamson-street Box, and Cattle Siding Junction.
Colac and Queenscliff Line.—Signal-box "A" Geelong and South Geelong.
 South Geelong and Queenscliff Junction.
North-Eastern Line.—Essendon and Broadmeadows.
 Broadmeadows and Craigieburn.
 Craigieburn and Donnybrook.
 Donnybrook and Beveridge.
 Beveridge and Wallan.
 Wallan and Wandong.
 Wandong and Kilmore.
 Kilmore and Broadford.
 Broadford and Tallarook Signal-box.
 Tallarook Signal-box and Goulburn Bridge Signal-box.
 Goulburn Bridge Signal-box, and Signal-box "C," Seymour.
 Signal-box "A" Seymour and Mangalore Junction Signal-box.
 Mangalore Junction Signal-box and Avenel.

Lilydale Line.—
 Black
 Mitch
 Mitch
 Ringw
 Ringw
 Croyd
Mordialloc Lin.
 Glen I
 North
 East I
 South
 High
 Chelte
 Ment

Balaclava.—On
Windsor.—One
South Yarra.—
Hawthorn.—On
South Melbourne
Tourak.—One

Williamstown,
Williamstown I
Coburg Junction
Newmarket.—(C
Ascot Vale.—On

Ballarat East I
Ballarat West,
 distant
Ballarat West,
Geelong.—One
Carlisle Junc
TuParook.—On
Springs.—One

By which

Ballarat, Lydio
Ballarat, Midd
Ballarat East I
Geelong, North
 to Line I

Richmond.—On
 Line), at
Hawthorn.—On
 opposite
Flinders-street
 clear of
 connecte
South Yarra Ju
 "Up" d
Prince's-bridge

Williamstown.—
 the "Up
 in Ann-s.
Newport.—One
 leaves N.
 signal.
Footscray Junc
 connecte
 and the
 nected to
 Gate; an

COUNTRY LINES—*continued.*

- Lilydale Line.*—Box Hill and Blackburn.
Blackburn and Mitcham Brick Siding.
Mitcham Brick Siding and Mitcham.
Mitcham and Ringwood.
Ringwood and Ringwood Brick Siding.
Ringwood Brick Siding and Croydon.
Croydon and Lilydale.
- Mordialloc Line.*—Signal-box "B" Caulfield and Glen Huntly.
Glen Huntly and North Road.
North Road and East Brighton.
East Brighton and South Brighton.
South Brighton and Highett.
Highett and Cheltenham.
Cheltenham and Mentone.
Mentone and Mordialloc.

Signal Repeaters.

SOUTH SUBURBAN LINES.

- Balaclava.*—One on the "Up" and one on the "Down" distant signals.
Windsor.—One on the "Up" distant signal.
South Yarra.—One on the "Up" distant signal, and one on the "Up" outer home signal, Gippsland Line.
Hawthorn.—One on the "Up" and one on the "Down" distant signals.
South Melbourne.—One on the "Up" signal.
Toorak.—One on the "Down" distant signal.

NORTH SUBURBAN LINES.

- Williamstown, Ann-street.*—Two on the "Down" distant signals.
Williamstown Lower Box.—One on the "Down" distant signal.
Coburg Junction.—One on the "Up" distant signal, Coburg Line; three on the "Down" distant signals.
Newmarket.—One on the "Up" distant signal, Racecourse Line.
Ascot Vale.—One on the "Up" signal.

COUNTRY LINES.

- Ballarat East Box.*—One on the "Down" distant signal.
Ballarat West, Lydiard-street Box.—One on the "Down" signal at east end of platform; one on "Down" distant signal Middle Box.
Ballarat West, Middle Box.—One on the "Up" distant signal.
Geelong.—One on the "Up" distant signal, Colac and Queenscliff Line.
Carlsruhe Junction.—One on the "Up" distant signal, Daylesford Line.
Tulwarook.—One on the "Down" distant signal.
Springs.—One on the "Up" distant signal, Wahgunyah Line.

Ground Bells,

By which the Movement of Trains past certain spots is Automatically Signalled.

COUNTRY LINES.

- Ballarat, Lydiard-street Box.*—One connected to "Up" Line opposite "Up" distant signal.
Ballarat, Middle Box.—One connected to Bell in Lydiard-street Box.
Ballarat East Box.—One connected to "Down" Line opposite "Down" distant signal.
Geelong, North Geelong Junction.—One connected to line from Geelong opposite distant signal. One connected to Line to Geelong opposite starting signal.

SOUTH SUBURBAN LINES.

- Richmond.*—One at East end of Richmond Station to Balmain-street Gates and Dunn-street Gates (Brighton Line), and one at East end of same station to Green-street Gates (Hawthorn Line).
Hawthorn.—One connected to the "Up" Line, opposite "Up" distant; one connected to the "Down" Line, opposite "Down" distant signal.
Flinders-street east.—One connected to the line over the Ash-pit, to warn the Signalman when the engine is clear of points; one connected to No. 4 Road, to indicate when trains are clear of No. 3 Road; one connected to Siding near No. 21 Points at "Up"-home signal.
South Yarra Junction.—One on the "Gippsland" Line and one on the "Up" Brighton Line opposite the "Up" distant signals.
Prince's-bridge Signal-box.—One at the end of Engine Sheds at points leading from Turn-table.

NORTH SUBURBAN LINES.

- Williamstown.*—One connected to the Passenger Line leading to the Pier Station, and one connected to both the "Up" and the "Down" Lines under the Thompson-street Bridge. These bells warn the Signalman in Ann-street Signal-box when the trains are clear of the points.
Newport.—One connected to the "Up" Line at North Williamstown, to warn the Signalman when train leaves North Williamstown, and one connected to the "Down" Line opposite the "Down" distant signal.
Footscray Junction.—One connected to "Up" Williamstown Line, opposite "Up" distant signal; one connected to the "Up" Main Line, near No. 4 Gate; this bell warns the gateman at No. 2 Gate and the Signalman at the Junction when any "Up" Main Line train is approaching; one connected to "Down" Line, opposite "Down" distant Semaphore, this also rings to Footscray Station Gate; and one connected to "Down" Williamstown Line, opposite "Down" starting signal.

instead of proceeding to green flag or green light, and enable Signalman

Yarraville.—One connected to "Down" Line opposite "Down" distant signal. This bell warns the Gate-man of the approach of "Down" trains.
Coburg Junction.—One connected to the "Down" Williamstown, the "Down" Essendon, and the "Down" Main Lines at the south end of North Melbourne Station. These warn the Signalman when trains are passing the "Down" Home Semaphores, and when they are entering North Melbourne Station. One connected to the "Up" Williamstown, "Up" Country Lines, and "Up" Essendon Lines opposite "Up" starting signals. This warns the Signalmen when the "Up" trains are clear of the Platforms; one connected to "Down" Goods Line about 500 yards from Box.
Essendon Signal-box.—One connected to "Down" Line at north end of platform near "Up" home signal. One connected to "Up" Line opposite "Up" distant Semaphore.
Moonee Ponds.—One about 500 yards on "Down" side of Station connected to "Up" Line.
Ascot Vale.—One opposite "Up" signal connected to "Up" Line.

These s

Electric Bells

Are in use between the following places, for signalling trains according to the authorized codes :—

SOUTH SUBURBAN LINES.

Caulfield Line.—Between South Yarra and Hawksburn; between Signal-box "A," Caulfield, and the Junction Signal-box, Caulfield.
Brighton Line.—Between South Yarra, Richmond, Jolimont, Prince's-bridge, and Flinders-street east (Fishmarket).
Flinders-street Yard.—Flinders-street east, Flinders-street west, Falls-bridge Junction, and New Junction Box.
Port Melbourne Line.—Between Flinders-street west, New Junction, and Ferrars-street Gates.
St. Kilda Line.—Between Flinders-street west, New Junction, and Sandridge-road Gates.
Camberwell Line.—Between Hawthorn and Kew Junction, and between E. Richmond and Richmond.

NORTH SUBURBAN LINES.

Williamstown Line.—Between the Ann-street and the Lower Signal-boxes, Williamstown and Newport Junction; and between Footscray Junction, Brown's Hill, Coburg Junction, Franklin-street Junction, No. 1 Signal-box, and Terminus Signal-box, Melbourne.
Goods Yard, Melbourne.—Between Coburg Junction, Dudley-street Junction, Outer Junction, Lower Level, Inner Junction, Yard Foreman, West Bank, No. 1 Signal-box. *Note.*—Inner Junction bell rung from two (2) posts in Goods Yard, for use of Shunters. Outer Junction—Two (2) wires are run on the West Bank, connected to ten (10) press buttons for use of Shunters.
Essendon Line.—Between Newmarket Junction, Racecourse, Coburg Junction, and Kensington, one connected from Essendon and Coburg Platforms to No. 1 Signal-box, and one connected from Latrobe-street Sidings to No. 1 Signal-box.
Passenger Yard, Melbourne.—Latrobe-street sidings to No. 1 Box; from Centre Yard to No. 1 Box; and from Essendon and Coburg platforms to No. 1 Box.

COUNTRY LINES.

Ararat.—Between Station and the Gate on Stawell Line.
Ballarat.—Between Lydiard-street Signal-box and Middle Signal-box.
Geelong.—Between North Geelong and Signal-boxes "A," "B," and "C," Geelong.
Castlemaine.—Between the Station and Maldon Junction.
Springs.—Between the Station and No. 88 Gate.
Seymour.—Between Signal-boxes "A" and "C."

ELECTRIC BELLS ARE IN USE AT THE FOLLOWING PLACES FOR THE STARTING OF TRAINS:—

Spencer-street, Melbourne.—Williamstown platform.
 Essendon "
 Coburg "
Flinders-street, Melbourne.—Brighton "
 St. Kilda "
Prince's Bridge Station.—North and South platforms.

Signal Code

For the Electric Bell, to announce the approach of Trains to the Platform, Melbourne Station. Controlled in Terminus Signal-box.

TRAINS.	BELL SIGNAL.
From Williamstown Line	1 ring.
From Essendon Line	2 rings.
From Main Line	3 rings.
From Geelong Line	4 rings.
From North-Eastern Line	5 rings.
From Coburg Line	6 rings.

Instructions—

Each ring is made by holding down the key while counting One.
 The interval between the rings in each signal should be the time occupied in counting Six.
 Care must be taken to make the intervals the same length.

From
No. 1 Road
No. 2 Road
No. 3 Road
No. 4 Road
"

From
Engine Shed..
No. 1 Road ..
No. 2 Road ..
No. 3 Road ..
No. 4 Road ..
" ..

SIGNAL C

From
Carriage Sidin street
"
"
Carriage Sidin street
"
"
Carriage Sidin street
"
"
"

CODE OF SIGNALS FOR BELL ON ROWAN CAR.

1 ring	All right.
2 rings	Caution.
3 rings	Danger. Stop.

These signals are used by Guard when running car first.

Code of Slotting-Bell Signals

Between No. 1 and Melbourne Terminus Boxes.

CENTRE YARD.

From	To	No. of Rings.	Description.				Remarks.
			Long.	Short.	Long.	Short.	
No. 1 Road	Engine Shed	Four	4	—	Acknowledged, then	1	In and out
	Franklin-street Sidings...	Five	—	5	Pause	1	In and out
No. 2 Road	Engine Shed	Four	4	—	Acknowledged, then	2	In and out
	Franklin-street Sidings...	Five	—	5	Pause	2	In and out
No. 3 Road	Engine Shed	Four	4	—	Acknowledged, then	3	In and out
	Franklin-street Sidings...	Five	—	5	Pause	3	In and out
No. 4 Road	Engine Shed	Four	4	—	Acknowledged, then	4	In and out
"	Franklin-street Sidings...	Five	—	5	Pause	4	In and out

WEST YARD.

From	To	No. of Rings.	Description.			Remarks.
			Long.	Remarks.	Short.	
Engine Shed...	No. 1 Road	Four	4	Acknowledged, then	1	In and out
No. 1 Road ...	Williamstown Departure ...	Four	4	Pause	1	In and out
No. 2 Road ...	Engine Shed	Four	4	"	2	In and out
	"	Four	4	Acknowledged, then	2	In and out
No. 3 Road ...	"	Four	4	"	3	In and out
	Williamstown Departure ...	Four	4	Pause "	3	In and out
No. 4 Road ...	"	Four	4	"	4	In and out
" ...	Engine Shed	Four	4	Acknowledged, then	4	In and out

SIGNAL CODE FOR ELECTRIC BELLS IN USE AT SPENCER-STREET PASSENGER STATION.

From	To	Number of Rings.	Description.			Remarks.
			Long.	Short.	Long.	
Carriage Siding, Franklin street	Adelaide Express Train Siding	One	1	...	...	In and Out
	Arrival, Shipping Yard...	Two	2	...	...	In and Out
	Departure	Three	3	...	...	In and Out
Carriage Siding, Franklin-street	No. 1 East Passenger Yard	Four	4	...	...	In and Out
	No. 2 " "	Five	5	...	...	In and Out
	No. 3 " "	Six	6	...	...	In and Out
Carriage Siding, Franklin-street	Horse and Carriage Docks	Two	...	1	1	In and Out
	No. 1 Centre Yard	One	...	1	...	In and Out
	No. 2 " "	Two	...	2	...	In and Out
	No. 3 " "	Three	...	3	...	In and Out
	No. 4 " "	Four	...	4	...	In and Out

his bell warns the Gate-
 London, and the "Down"
 the Signalman when trains
 North Melbourne Station.
 Essendon Lines opposite
 clear of the Platforms;
 near "Up" home signal.
 " Line.
 ized codes :—
 "A," Caulfield, and the
 and Flinders-street east
 ction, and New Junction
 reet Gates.
 Gates.
 and Richmond.
 amstown and Newport
 Franklin-street Junction,
 r Junction, Lower Level,
 Junction bell rung from
 ired are run on the West
 and Kensington, one con-
 nected from Latrobe-
 to No. 1 Box; and from
 ng.
 R THE STARTING
 n, Melbourne Station.
 BELL SIGNAL.
 1 ring.
 2 rings.
 3 rings.
 4 rings.
 5 rings.
 6 rings.
 d in counting Six.

SIGNAL CODE FOR ELECTRIC BELLS IN USE AT WEST YARD TO OUTER JUNCTION
SIGNAL-BOX, SPENCER-STREET.

From	To	Number of Rings.	Description.		
			Long.	Short.	Long.
Loop Line, Centre Yard ...	Goods, Departure ...	Two ...	1	1	...
" " " ...	West Yard, Arrival ...	Three ...	1	2	...
" " " ...	" " Departure ...	Four ...	1	3	...
" " " ...	Loop Line, Dudley-street ...	Five ...	1	4	...
No. 1 Road, West Yard ...	Goods, Departure ...	Three ...	2	1	...
" " " ...	West Yard, Arrival ...	Four ...	2	2	...
" " " ...	" " Departure ...	Five ...	2	3	...
" " " ...	Loop Line, Dudley-street ...	Six ...	2	4	...
No. 2 Road, West Yard ...	Goods, Departure ...	Four ...	3	1	...
" " " ...	West Yard, Arrival ...	Five ...	3	2	...
" " " ...	" " Departure ...	Six ...	3	3	...
" " " ...	Loop Line, Dudley-street ...	Seven ...	3	4	...
No. 3 Road, West Yard ...	Goods, Departure ...	Five ...	4	1	...
" " " ...	West Yard, Arrival ...	Six ...	4	2	...
" " " ...	" " Departure ...	Seven ...	4	3	...
" " " ...	Loop Line, Dudley-street ...	Eight ...	4	4	...
No. 4 Road, West Yard ...	Goods, Departure ...	Six ...	5	1	...
" " " ...	West Yard, Arrival ...	Seven ...	5	2	...
" " " ...	" " Departure ...	Eight ...	5	3	...
" " " ...	Loop Line, Dudley-street ...	Nine ...	5	4	...
No. 5 Road, West Yard ...	West Yard, Departure ...	Two ...	...	1	1
" " " ...	Loop Line, Dudley-street ...	Three ...	...	1	2
No. 6 Road, West Yard ...	West Yard, Departure ...	Four ...	...	1	3
" " " ...	Loop Line, Dudley-street ...	Five ...	...	1	4
No. 7 Road, West Yard ...	West Yard, Departure ...	Six ...	...	1	5
" " " ...	Loop Line, Dudley-street ...	Seven ...	...	1	6
No. 8 Road, West Yard ...	West Yard, Departure ...	Eight ...	...	1	7
" " " ...	Loop Line, Dudley-street ...	Nine ...	...	1	8
No. 9 Road, West Yard ...	West Yard, Departure ...	Four ...	...	2	2
" " " ...	Loop Line, Dudley-street ...	Six ...	...	3	3

SHUNTERS IN CHARGE OF ENGINES GOING FROM INNER JUNCTION TO "A" SHED
TO GIVE THE FOLLOWING RINGS, TO INFORM THE SIGNALMAN THAT THE
ROAD IS CLEAR FOR FOLLOWING ENGINE:—

From	To "A" Shed.	No. of Rings.	Description.			Remarks.
			Long.	Short.	Long.	
Inner Junction ...	No. 1 Arrival ...	One	1	Signals to be given when clear of the Sidings by Shunters
" " " ...	No. 2 " ...	Two	2	...	...
" " " ...	No. 3 " ...	Three	3	...	...
" " " ...	On Departure Road ...	Four	4	...	...

SIGNALS OUTWARD.

From	To	No. of Rings.	Description.			Remarks.
			Long.	Short.	Long.	
Shed Road and East Loading-up Sidings ...	No. 1 Road ...	Two	1	1	...	No Signal
Shed Road ...	No. 2 " ...	Three	2	1	...	" " " Bottom arm of Semaphore Top arm of Semaphore.
" " " ...	No. 3 " ...	Four	3	1	...	
" " " Departure and West Loading-up Sidings ...	Up to Main ...	Five	4	1	...	
	Past Starting Signals	Six	5	1	...	

NOTE.—Drivers of Goods trains to give the Whistles as per Whistling Code.

Signalmen at Inner Junction having passed an engine in, in charge of a Shunter, on any road to Shed, will keep that road blocked until receiving the signal by Bell (as per above code) to indicate that the engine has cleared the line up to Crossover, north end of Loading-up Sidings.

SIGNAL C
MELBO
MELBO

Where

North-East
North-East
Essendon
Coburg Line
Coburg Line
Race Trains
Main Line
Main Line
Williamstown
Williamstown
Geelong Line
Geelong Line
Any Ballast
Empty Engine
Pilot Engine
Time Signal,
To cancel pre
To call atten
Tramway
To call atten

Where

Attention to
Geelong
Geelong
Ballan
Scarsdale
Maryborough
Maryborough
Stawell
Stawell
Empty Engine
Pilot Engine
Time Signal
Number One
Number Two
Number Three
Number Four
To cancel pre

Where

Attention to
Melbourne
Melbourne
Ballarat
Ballarat
Colac
Colac
Queenscliff
Queenscliff
Race
Pilot Engine
To cancel pre

SIGNAL CODE FOR ELECTRIC BELLS IN USE ON SOUTH SUBURBAN LINES.

Trains.		No. of Rings.	Description.			Remarks.
Where from or to.	Description.		Long.	Short.	Long.	
To call attention to Telephone	One	1	..	..
Port Melbourne Line	Light Engine	..	2	..	
Port Melbourne Line	Passenger	..	3	..	
Port Melbourne Line	Goods	..	4	..	
St. Kilda Line	Passenger	..	5	..	
St. Kilda Line	Goods	..	6	..	
Brighton Line	Passenger	..	2	..	
Gippsland Line	Passenger	..	4	..	
Gippsland Line	Goods	..	5	..	
Transfers..	All	..	9	..	
To cancel previous Signal	7	..	

PASSENGER TRAINS TO AND FROM FLINDERS-STREET AND GIPPSLAND LINE.

One (1) long and one (1) short ring.

BETWEEN FLINDERS-STREET EAST AND WEST.

Trains.		No. of Rings.	Description.			Remarks.
Where from or to.			Long.	Short.	Long.	
No. 1 Road	.. ..	Two	1	1	..	
No. 2 Road	.. ..	Three	1	2	..	
No. 3 Road	.. ..	Four	1	3	..	
No. 4 Road	.. ..	Five	1	4	..	

INSTRUCTIONS FOR WORKING ELECTRIC SIGNAL BELLS.

1. All signals must be immediately repeated back.
2. A short ring is produced by holding key down while counting Two.
3. A long ring is produced by holding key down while counting Four.
4. The interval between each ring should be the time occupied in counting Two.
5. If a signal is received which is not understood, reply with One (1) long ring.

SIGNAL BOXES.

NORTH SUBURBAN DISTRICT, AND HOURS THEY ARE OPEN.

Where Stationed.	When Open.	
	Week Days.	Sundays.
No. 1 Signal-box, Melbourne Yard	Always	Closed after last Up Passenger Train on Saturday passes till 9.15 a.m.
Franklin-street Signal-box	Always	Closed after last Up Passenger Train on Saturday passes till 1 a.m. on Monday.
Inner Junction, Melbourne Goods	Always	Closed when Goods work is done till 4 p.m.
Outer Junction, Melbourne Goods	Always	Ditto ditto.
Dudley-street..	Always	Ditto ditto.
Lower Level	Always	Ditto ditto.
North Melbourne	Always	Not open.
Newmarket Junction	Always	Not open.
Footscray Junction	From 1.40 a.m. Monday till arrival of last Up Goods Train on Saturday night	Not open.
Brown's Hill Junction	Ditto ditto	Not open.
Newport Junction	Only closed after the 12 midnight train on Saturday has passed, till 9.15 a.m. on Sunday. During this time the gates are closed across the line.	
Newport South	Ditto ditto	
Braybrook Junction	From 6 a.m. to 11 p.m.	Not open.
Williamstown Station Box	Only closed after the 12 midnight train on Saturday has left till 9.15 a.m. on Sunday.	

TO BE GI

To or from F
From Willia:
Crossover R
To and fro:
parture

Main Passen

To or from I

To and from

BURBAN LINES.

Description.		Remarks.
Port.	Long.	
2	..	
8	..	
4	..	
5	..	
0	..	
2	..	
4	..	
5	..	
0	..	
7	..	

SIGNAL WHISTLES

TO BE GIVEN BY DRIVERS OF ENGINES, WITH OR WITHOUT TRAINS, AT THE UNDERMENTIONED PLACES.

Place.	No. of Whistles.	Description.			Remarks.
		Long.	Short.	Long.	

NO. 1 SIGNAL-BOX, SPENCER-STREET.

West Yard.

To or from Franklin-street, Williamstown Passenger Lines...	One	1	...	...
From Williamstown Arrival to No. 4, Centre Yard	Two	1	1	...	
Crossover Road Nos. 1 and 2, end of Platform	One	...	1	...	
To and from No. 3, West Yard, and Williamstown Departure	Five	...	4	1	

Centre Yard.

Main Passenger Line to No. 1 Road	Three	1	2	...	
" " No. 2 "	Four	1	3	...	In and Out
" " No. 4 "	Five	1	4	...	In and Out
" " No. 3 "	Two	2	...	...	In and Out

East Yard.

To or from Essendon Arrival to No. 1, Centre Yard	Two	...	1	1	
" " " No. 1, East Yard	Three	...	1	2	
" " " No. 2, "	Four	...	1	3	
" " " No. 3, "	Four	...	4	...	
" Tank Road and Bank Sidings	Four	1	1	2	
" Williamstown Goods Lines and Shipping Yard	Three	3	...	...
" " " Departure and Bank Sidings	Six	4	2	...	
" " " Arrival and Tank Road	Six	2	3	1	
" " " and Bank Sidings	Five	4	1	...	
" Engine Shed Road and No. 5, West Yard	Two	...	2	...	
" " " No. 4, Centre "	Three	...	3	...	
" " " No. 3, "	Four	...	4	...	
" " " Main Arrival, Centre Yard	Five	...	5	...	
" " " No. 2 Road, "	Six	...	6	...	
" " " Essendon Departure, East Yard	Five	2	2	1	
" " " Coburg Platform, East Yard	Seven	2	3	2	
" Nos. 1 and 2, East Yard, and Williamstown Goods Departure	Four	3	1	...	
" No. 3, East Yard, and Williamstown Goods Departure	Five	3	2	...	
" No. 1, East Yard, and Essendon Departure	Six	3	3	...	
" Horse and Carriage Dock and Essendon Departure	Three	1	1	1	Catch points for outward traffic
" No. 3, East Yard, and Essendon Departure	Seven	1	5	1	
" East Yard and Bank Sidings	Four	...	3	1	
" " and Lay-by Sidings	Five	...	3	2	

Centre Yard.

To and from No. 2 and Essendon Departure	Five	1	3	1	
" No. 1 " "	Six	1	4	1	
" No. 1 " Arrival	Six	1	5	...	
" Essendon Arrival and Bank Sidings	Three	2	1	...	
" " Departure	Four	2	2	...	
" No. 2 Road and Bank Sidings	Five	2	3	...	
" No. 3 " "	Six	2	4	...	
" No. 4 " "	Seven	2	5	...	
" Centre Yard and Williamstown Departure	Two	...	2	...	
" No. 1, Centre Yard, and Bank Sidings	Four	1	2	1	

SHIPPERSLAND LINE.

ST.

Remarks.

BELLS.

ting Two.
long ring.

RE OPEN.

Sundays.

Up Passenger Train on Saturday 9.15 a.m.

Up Passenger Train on Saturday a.m. on Monday.

work is done till 4 p.m.

ditto.

ditto.

ditto.

ssed, till 9.15 a.m. on Sunday.

ll 9.15 a.m. on Sunday.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

Place.	No. of Whistles.	Description.			Remarks.	
		Long.	Short.	Long.		
Inner Junction, Goods Yard, Spencer-street.						
From Main Arrival to Passenger Yard	Two	1	1	...	In and Out	To or from
„ Main Departure to Passenger Yard	Five	1	3	1	In and Out	„
„ Main Arrival to No. 1 Road	One	1	...	...	In and Out	„
„ „ No. 2 „	Two	2	...	...	In and Out	„
„ „ No. 3 „	Four	3	1	...	In and Out	„
„ Main Departure to No. 1 Road	Two	...	1	1	In and Out	„
„ „ No. 2 „	Three	...	1	2	In and Out	„
„ „ No. 3 „	Four	...	1	3	In and Out	„
„ Main Arrival to Main Departure	Five	...	1	4	In and Out	Crossover U
„ Goods Sheds	Four	4	...	...	In and Out	„
„ Nos. 6, 7, and 8 Roads to Main Departure	Three	3	...	...	In and Out	To or from
„ No. 9 Road	Three	2	1	...	In and Out	Crossover U
„ No. 10 „	Four	2	2	...	In and Out	„
„ No. 11 „	Five	2	3	...	In and Out	„
„ No. 12 „	Six	2	4	...	In and Out	„
„ No. 13 „	Three	...	2	1	In and Out	„
„ No. 14 „	Three	1	1	1	In and Out	„
„ Water Crane	Four	1	2	1	In and Out	To or from
„ Horse and Cattle Dock	Four	1	3	...	In and Out	senger Lin
„ „ to West Bank	Four	...	3	1	In and Out	To or from
„ Centre Yard „ to Main Departure	Four	...	2	2	In and Out	Williamstown
„ „ to Passenger Yard	Five	...	2	3	In and Out	„
„ „ Carriage Sidings	Five	...	3	2	In and Out	„
„ „ „	Six	...	3	3	In and Out	To or from
Outer Junction, Goods Yard, Spencer-street.						
From Main Arrival to No. 1 Road, West Bank	Two	...	1	1	In and Out	„
„ „ No. 2 „ „	Three	...	2	1	In and Out	„
„ „ No. 3 „ „	Four	...	3	1	In and Out	„
„ „ No. 4 „ „	Five	...	4	1	In and Out	„
„ „ No. 5 „ „	Six	...	5	1	In and Out	To or from
„ „ No. 6 „ „	Three	...	1	2	In and Out	„
„ „ No. 7 „ „	Four	...	1	3	In and Out	„
„ „ No. 8 „ „	Five	...	1	4	In and Out	„
„ „ Lower Level „ „	Two	1	1	...	In and Out	„
„ Shed Departure through Crossover Road to No. 4 Road, West Bank	Three	1	2	...	In and Out, disc on the points	„
„ No. 6 Road, West Bank to Independent Line	Three	1	1	1	In and Out	„
„ No. 7 „ „ „	Four	1	2	1	In and Out	Crossover R
„ No. 8 „ „ „	Five	1	3	1	In and Out	„
„ Weighbridge Road to Main Departure	Three	...	3	...	In and Out	„
„ Goods Arrival to Engine Sheds	Six	2	4	...	In and Out	To or from
„ Lower Level Siding to Independent Line	Four	4	...	...	In and Out	„
„ Weighbridge Road „ „	Two	...	2	...	In and Out	„
Franklin-street Signal-box.						
From Williamstown Passenger Platform, Spencer-street, to Footscray	One	1	...	...	In and Out	To or from C
„ Spencer-street, East Yard, to Essendon and Coburg Lines	Three	3	...	...	In and Out	„ N
„ Shipping Yard, Spencer-street, to Footscray	Four	4	...	...	In and Out	„ I
„ Spencer-street, Centre Country Lines, to North Melbourne	Two	2	...	...	In and Out	„ I
Dudley-street Signal-box.						
From Main Arrival to No. 1 Goods Shed	One	1	...	...	In and Out	To or from M
„ „ West Bank	Two	2	...	...	In and Out	„ A
„ Engines from Engine Shed, running out on Main Arrival, to Main Departure	Three	3	...	...	In and Out	From Main J
„ Engines from Engine Shed, running out on Main Arrival, to Independent Line	Four	4	...	...	In and Out	To or from M
„ „ „	„	„	„	„	„	C
„ „ „	„	„	„	„	„	S
„ „ „	„	„	„	„	„	M
Crossover Roads.						
From Main Arrival to Main Departure	One	...	1	...	In and Out	„
„ „ Independent Line	Two	...	2	...	In and Out	„
„ Main Departure, West Bank, to Independent Line	Three	...	3	...	In and Out	To or from P
„ Outer Junction on Independent Line to Dudley-street	Two	1	1	...	In and Out	„
„ No. 4 Crossover Road outwards from No. 4 West Bank to No. 5 Road, West Bank	Four	1	3	...	In and Out	„ T
„ Crossover Road from Bank Road to Departure "South End," Dudley-street Bridge to Main Departure	Five	1	4	...	In and Out, disc on the points	„ S

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

tinued.

Station.	Remarks.	Place.	No. of Whistles.	Description.			Remarks.
				Long.	Short.	Long.	
Coburg Junction New Signal-box.							
...	In and Out	To or from Footscray, Williamstown Passenger Lines ...	One	1	...	...
1	In and Out	" " Ballarat and Main Passenger Lines ...	Two	2	...	...
...	In and Out	" Essendon Passenger Lines ...	Two	1	1	...	
...	In and Out	" Coburg ...	Three	1	2	...	
1	In and Out	" Footscray Goods Lines ...	Three	3	...	...	} Catch points for outward traffic
2	In and Out	" North-Eastern Goods Lines ...	Four	4	...	...
3	In and Out	" Coburg and Goods Lines ...	Three	...	2	1	
4	In and Out	Crossover Up and Down, North-Eastern Goods Lines ...	One	...	1	...	
...	In and Out	To or from Essendon Line and Ballarat	Two	...	2	...	
...	In and Out	" Ballarat Line and Coburg	Two	...	1	1	
...	In and Out	Crossover Up and Down, Coburg Passenger Lines, through Compounds	Four	...	1	2	
...	In and Out	" " Ballarat Passenger Lines, through Compounds	Three	1	3	...	
1	In and Out		Three	2	1	...	
1	In and Out	Brown's Hill Junction.					
...	In and Out	To or from North Melbourne and Footscray, Country Passenger Lines	One	1	...	...
1	In and Out	To or from North Melbourne and Footscray Goods and Williamstown Passenger Lines	Two	2	...	...
2	In and Out						
3	In and Out						
2	In and Out						
3	In and Out						
Footscray Junction.							
...	In and Out	To or from Newport ...	One	1	...	...
...	In and Out	" Sandhurst ...	Two	2	...	...
...	In and Out	" Siding and Up Main Line ...	Two	1	1	...	} Catch points for outward traffic
1	In and Out	" " Up to Down Williamstown Line ...	Three	1	2	...	
1	In and Out	Newport Junction.					
1	In and Out	To or from Melbourne and Williamstown ...	One	1	...	...
2	In and Out	" " Geelong ...	Two	2	...	...
3	In and Out	" Braybrook and Main Williamstown Lines ...	Three	3	...	...
4	In and Out	" Down Line and Carriage Sheds ...	Two	1	1	...	
...	In and Out	" Up ...	Three	1	2	...	
...	In and Out, disc on the points	" Up Main Line and New Loco. Shed Sidings ...	Four	1	3	...	} Catch points for outward traffic
1	In and Out	" " "A" Siding ...	Five	1	4	...	
1	In and Out	" " "B" Siding ...	Two	...	2	...	
1	In and Out	Crossover Road, Geelong Line ...	Three	...	3	...	
North Williamstown.							
...	In and Out	To or from Melbourne ...	One	1	...	...
...	In and Out	" Williamstown ...	One	1	...	...
...	In and Out	" Goods Siding and Down Line ...	Two	1	1	...	} Catch points for outward traffic
...	In and Out	" Workshop Sidings and Down Line ...	Three	1	2	...	
South Newport Box.							
...	In and Out	To or from Geelong and Newport	One	1	...	...
...	In and Out	" Newport and Freezing Works Siding ...	Two	1	1	...	} Catch points for outward traffic
...	In and Out	" Robb's Siding and Racecourse Line ...	Two	...	2	...	
...	In and Out	" " Freezing Works Siding ...	One	...	1	...	
...	In and Out	" Racecourse and Newport ...	Two	2	...	...
Williamstown Station.							
...	In and Out	To or from Melbourne and Williamstown Pier Passenger Lines	One	1	...	...
...	In and Out	" " Goods ...	Two	2	...	...
...	In and Out	" Main Departure and Dock Goods Lines ...	Three	...	2	1	} Catch points for outward traffic
...	In and Out	From Main Pier, Old Goods Departure, to Melbourne	Two	2	...	...
...	In and Out	To or from Main Departure and Passenger Sidings	Three	1	2	...	
...	In and Out	" Cemetery Siding and Departure Line ...	Two	1	1	...	
...	In and Out	" Shop Roads and Main Departure	Three	...	3	...	
...	In and Out	" Main Arrival to Main Departure, Old Goods Lines	Two	...	1	1	
Williamstown Pier.							
...	In and Out	To or from Pier Station, Passenger Line ...	One	1	...	...
...	In and Out	" " Goods ...	Two	2	...	...
...	In and Out	" Town Station and New Pier Goods Line ...	Three	3	...	...
...	In and Out, disc on the points	" " Pier Station Goods Line ...	Two	1	1	...	} Catch points for outward traffic
...	In and Out, disc on the points	" Store Siding ...	Three	1	2	...	

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—continued.

continued.

Lat.	Long.	Remarks.	Place.	No. of Whistles.	Description.			Remarks.	
					Long.	Short.	Long.		
Lower Level Signal-box, Spencer-street.									
		Catch points for outward traffic	From West Bank to Truck Shops...	One	...	1	...	In and Out	
			" " to Australian Wharf ...	One	1	...	...	In and Out
			" " to Timber Sidings ...	Two	...	2	...	In and Out	
			" " to Tram Road ...	Two	2	...	...	In and Out
			" Tram Road Arrival to Washing-out Sidings ...	Two	1	1	...	In and Out	
			" Australian Wharf to No. 1 Washing-out Sidings ...	Three	1	2	...	In and Out	
			" " to No. 2 " " ...	Four	1	3	...	In and Out	
			" " to No. 3 " " ...	Five	1	4	...	In and Out	
			" " to No. 4 " " ...	Six	1	5	...	In and Out	
			" Washing-out Sidings to Timber Sidings ...	Three	...	3	...	In and Out	
		" " to Tram Road Departure ...	Four	...	4	...	In and Out		
NOTE.—Trains to approach Dudley-street Junction with great caution.									
Ballarat East Box.									
		Catch points for outward traffic	From Warrenheip to Ballarat Main Down Line ...	One	1	...	...
			To or from Siding at East end of Platform & Main Down Line ...	Two	1	1	...		
			" " West " " ...	Three	1	2	...		
		Catch points for outward traffic	From Ballarat Main Up Line to Warrenheip ...	One	1	...	...
			To or from Goods Siding and Main Up Line ...	Three	2	1	...		
			" Main Up to Main Down Line at Crossover ...	Two	...	2	...		
Ballarat Yard Box.									
		Catch points for outward traffic	From Ballarat East Down Line and No. 1 Arrival Road ...	Two	...	1	1		
			From Ballarat East Down Line and No. 4 Arrival Road ...	One	1	...	...
		Catch points for outward traffic	To or from No. 1 Road and Ballarat East Main Up Line ...	One	1	...	...
			" No. 2 or 3 Road and Main Up Line ...	Two	1	1	...		
			" No. 4 and Engine Shed Roads and Main Arrival, at end of Platform ...	Three	1	2	...		
		Catch points for outward traffic	" Main Up Line ...	Four	1	3	...		
			" No. 5 and " " ...	Two	...	2	...		
		In and Out	" Carriage Sidings and Main Up Line ...	Three	...	3	...		
			" Goods Departure Road ...	Four	...	4	...		
			" No. 1 Goods Departure and Main Up Line ...	Two	...	2	...		
		In and Out	" Goods Departure and Main Up Line ...	Four	2	2	...		
			From Goods Departure to Ballarat East, on Goods Road ...	Three	2	1	...		
		In and Out	To or from Main Departure and Engine Shed Roads ...	Five	1	4	...		
			" Main Up & Main Down Line, at Compound Points ...	One	...	1	...		
Lydiard-street Box.									
		Catch points for outward traffic	To or from Macarthur-street Junction and No. 1 Arrival ...	One	1	...	...
			" " " 2 " " ...	Two	1	1	...		
			" " " 3 " " ...	Three	1	2	...		
			" " " 4 " " ...	Two	2	...	...
Macarthur-street Junction.									
		Catch points for outward traffic	To or from Ararat and Ballarat ...	One	1	...	...
			" Maryborough and Ballarat ...	Two	2	...	...
			" Shunting Siding and Ballarat ...	Three	2	1	...		
			" Doveton Siding and Ararat ...	Two	...	2	...		
			" " " Maryborough ...	Three	...	3	...		
Geelong Station and Yard.									
<i>Signal-box, Latrobe Terrace.</i>									
		In and Out	From Down Line to Goods Arrival ...	Two	2	...	...
			" " Passenger Arrival ...	One	1	...	...
			" Goods Arrival to Up Line ...	Three	...	3	...		
		In and Out	" Passenger Arrival " " ...	Two	...	2	...		
			" Wharf " " ...	Two	1	1	...		
		In and Out. Catch points, outward traffic	" Departure " " ...	One	1	...	...
			" No. 9 Siding " " ...	Three	1	2	...		
Central Signal-box, Goods Yard.									
		In and Out	From Goods Arrival to No. 1, through the Loop ...	Two	...	2	2		
			" " No. 1, round the Loop ...	Three	...	1	2		
		In and Out. Disc	" " Crane Siding ...	Four	...	2	2		
			" " No. 5 ...	Five	...	3	2		
		In and Out. Disc	" Departure to No. 1 ...	Three	...	3	3		
			" Crane Siding ...	Four	...	1	3		
			" Nos. 5, 6, 7, and 8 ...	Five	...	2	3		

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

Place.	No. of Whistles.	Description.			Remarks.
		Long.	Short.	Long.	
Geelong Station and Yard—<i>continued.</i>					
<i>Central Signal-box, Passenger side.</i>					
From Passenger Arrival to No. 1 Platform	One	...	1	...	To or From
" " " No. 3 "	Four	3	1	...	To or From
" " " Carriage Dock...	Six	6	...	...	In and Out. Catch points and disc
" Departure to No. 1 Platform	One	1	...	...	To or From
" " " No. 2 Road ..	Two	2	...	...	In and Out
" " " No. 3 Platform	Three	3	...	...	To or From
" " " No. 4 "	Four	4	...	...	To or From
" " " No. 5 Road ...	Five	5	...	...	In and Out
" " " Carriage Shunt	Three	...	1	1	In and Out
" " " Turn-table and Coal Stage	Five	4	1	...	To or From. Catch points and disc
" " " Engine Shed Roads	Six	5	1	...	"
<i>Signal-box, Railway Terrace.</i>					
From Main Line to No. 1 Platform	One	1	...	...	To or From
" " " No. 2 Road ...	Two	2	...	...	In and Out. Catch points and disc.
" " " No. 3 Platform	Three	3	...	...	To or From. In and Out
" " " No. 4 "	Four	4	...	...	To or From
" " " No. 5 Road ...	Five	5	...	...	In and Out
" " " Carriage Shunt	Three	...	1	1	In and Out
Murtoa Station and Yard.					
From Horsham to No. 1 Road	One	1	...	...	In and Out
" " " " 2 "	Two	2	...	...	In and Out
" Warracknabeal " 1 "	One	...	1	...	In and Out
" " " 2 "	Two	...	2	...	In and Out
" Stawell " 1 "	One	1	...	...	In and Out
" " " 2 "	Two	2	...	...	In and Out
" No. 1 Road to Warracknabeal	One	...	1	...	In and Out
" " 2 " " "	Two	...	2	...	In and Out
" Back Platform Road " "	Three	...	3	...	In and Out
" Engine or Coal Stage to Main Line	Four	...	4	...	In and Out
" Goods Shed Road " "	Two	1	1	...	In and Out
" No. 4 Goods Sheds Road " (up side)	Three	1	2	...	In and Out
Prince's-bridge Yard.					
From Middle Road, South side of Platform (G), to Engine Shed Road (F)	One	1	...	...	To or from
" Middle Road, South side of Platform (G), to Straight Road (S)	Five	...	5	...	"
" Road along South side of Platform (C) to F ...	Two	1	1	...	"
" No. 3 Road (H) to F ...	Three	2	1	...	"
" " to Main Down Departure Road, South side of Platform (E)	Three	...	1	2	To and fr
" Middle Road, South side of Platform (G) to Main Down Departure Road, South side of Platform (E)	Three	...	2	1	"
" Line between Crossover Roads (B) to Road along South side of Platform to Coal Stage	One	...	1	...	"
" Middle Road between Crossover Roads (J) to Middle Road towards Coal Stage (G)	Four	...	4	...	"
" Line alongside brick wall, North side of Platform, to Coal Stage Road or Sidings and Main Departure, North side of Platform	Four	...	3	1	From Ec
" Line alongside brick wall (N) to Engine Shed Road ...	Four	3	1	...	" Ec
" Line alongside North side of Platform (A) to Coal Stage Road (M)	Four	2	2	...	To or from
" Line along North side of Platform to Engine Shed Road (E)	Four	...	2	2	"
" Platform (B) through Crossover to G	Three	1	2	...	From Sax
" Line along brick wall (N) to and from (I)	Two	...	1	1	"
" " " " (F)	Five	...	4	1	" Cat
" " " " (P)	Four	1	3	...	"
" Hawthorn Platform (A) " (I)	Five	1	4	...	"
" " " " (F)	Five	2	3	...	"
" " " " (P)	Five	3	2	...	"

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Notice to Engine-drivers, Signalmen, and Others.

When an ENGINE approaches a Semaphore at JUNCTIONS, the Driver shall CHALLENGE the SIGNAL as directed in the following Code, provided the Danger Signal be against him:—

COBURG JUNCTION.—All up and down trains from and to Melbourne or Footscray to give one (1) distinct whistle.

All up and down trains from and to Melbourne and North-Eastern Line (old roads), and from and to Footscray, to give two (2) distinct whistles.

All up and down trains from and to Melbourne and North Eastern Line (new roads) to give three distinct whistles.

FOOTSCRAY JUNCTION.—All up and down trains from and to Williamstown or Geelong to give one (1) distinct whistle.

All up and down trains from and to Main Line to give two (2) distinct whistles.

NEWPORT JUNCTION.—All up and down trains from and to Williamstown Line to give one (1) distinct whistle.

All up and down trains from and to Geelong Line to give two (2) distinct whistles.

NORTH GEELONG JUNCTION.—All up and down trains from and to Geelong and Ballarat Line to give one (1) distinct whistle.

All up and down trains from and to Melbourne and Geelong to give two (2) distinct whistles.

QUEENSLIFF JUNCTION.—All up and down trains from and to Geelong and Colac Line to give one (1) distinct whistle.

All up and down trains from and to Queenscliff Line to give two (2) distinct whistles.

MACARTHUR-STREET JUNCTION.—All up and down trains from and to Ararat Line to give one (1) distinct whistle.

All up and down trains from and to Maryborough Line to give two (2) distinct whistles.

DAYLESFORD JUNCTION.—All up and down trains from and to Woodend to give one (1) distinct whistle.

All up and down trains from and to Ballarat and Creswick to give two (2) distinct whistles.

EAGLEHAWK JUNCTION.—All up and down trains from and to Sandhurst and Inglewood Line to give one (1) distinct whistle.

All up and down trains from and to Kerang Line to give two (2) distinct whistles.

RICHMOND JUNCTION.—All up and down trains from and to Flinders-street and South Yarra to give one (1) distinct whistle.

All up and down trains from and to Prince's-bridge (south side of platform) and South Yarra to give two (2) distinct whistles.

All up and down trains from and to Prince's Bridge (north side of platform) and Hawthorn to give three (3) distinct whistles.

All up and down trains from and to Prince's Bridge (south side of platform) and Hawthorn to give four (4) distinct whistles.

SOUTH YARRA JUNCTION.—All up and down trains from and to Richmond and Windsor to give one (1) distinct whistle.

All up and down trains from and to Gippsland Line to give two (2) distinct whistles.

WARRAGUE STATION.*—All down trains to give one (1) distinct whistle when challenging distant semaphore. All up trains to give two (2) distinct whistles when challenging distant semaphore.

MORWELL JUNCTION.—All up and down trains from and to Gippsland Line to give one (1) distinct whistle.

All up and down trains from and to Mirboo Line to give two (2) distinct whistles.

All up trains to give two (2) distinct whistles when challenging distant semaphore.

The attention of Guards and Drivers is called to the latter part of Regulation 378, viz.—“Should an Enginedriver on approaching a junction find the proper signals lowered for him to proceed, he need not give the junction whistles.”

Guards are also required to note that Enginemen need not challenge stations by whistle unless when the signal is against them.

These instructions are, however, not to prevent Enginedrivers from whistling whenever it is necessary to do so.

In connexion with the foregoing, Station-masters, Officers in charge of Stations, and Signalmen are hereby instructed to keep a sharp look-out for the approach of all trains, and to promptly lower signals if line be clear without waiting to be challenged, in order to avoid unnecessary whistling.

Any Driver found racing on the parallel roads between Melbourne (Flinders-street and Prince's-bridge and Richmond, and between Spencer-street and North Melbourne, will be dismissed forthwith.

At all other junctions not here specified one general rule is to prevail, viz.:—

All Main Line trains up or down to give one (1) distinct whistle.

All trains from and to Branch line to give two (2) distinct whistles.

* These whistles to be given in all cases, whether signal is lowered or not.

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Load Tables.

The loads include vans, and are based upon the present time-table speeds.

Two carriage trucks, loaded or empty, to be taken as equal to one passenger carriage.

Three horse boxes, loaded or empty, to be taken as equal to two carriages.

Two American carriages to count as three ordinary carriages.

Luggage truck on a passenger train to count as a horse box.

Hearse truck same as carriage truck.

With goods trains, and by mixed trains, empty waggons are to be computed as follows:—

Three empty high-sided covered sheep or cattle waggons to count as two loaded.

Two empty medium low-sided ballast or hopper waggons to count as one loaded.

One double-bogie, loaded, to count as two ordinary loaded waggons.

One empty Q, R, or S bogie to count as one ordinary loaded wagon.

Safety trucks to be counted as empty waggons.

Empty carriages on goods trains to count as loaded trucks.

For the purpose of computing the proper load of a goods or mixed train, the average dead-weight load of a wagon shall be considered as 6 tons. Terminals, in making up a train, must add together the weights given in the way-bills of the loaded waggons, and divide by six, the quotient being counted as the number of loaded waggons, and the balance on the train as empty waggons. All the latter to be reckoned as “H” trucks up to the number of that class of wagon on the train. This will not apply to the Geelong, Echuca, or other lines where the train load exceeds a total of 81, nor to the Beechworth line.

All trucks of live stock, wheat, wool, timber, firewood, stone, coal, plant, &c., to be estimated at 6 tons, except bogie waggons, which are to be estimated at 12 tons, irrespective of way-bill weights; also all trucks of straw, hay, chaff, or other high loads (wool in “H” trucks actual weight). Sending stations to endorse weights outside way-bills, in accordance with this, for the Guard's information.

Whenever increased loads, as authorized, are put on goods or mixed trains, Guards and Drivers must see that a sufficient number of truck brakes are used down banks in addition to van power.

Loads for mixed trains are based on the supposition that two carriages only are on the train; if there are more carriages, the total number of vehicles must be proportionately reduced, viz.:—For every three extra carriages, 4 loaded trucks to be taken off. Echuca line excepted.

The train loads on load table are to be considered the minimum load for all weathers.

Drivers and Firemen are requested to increase the load on the above trains when an opportunity presents itself for so doing, within a limit that they feel confident their engines are able to pull, and every instance of such increase is to be reported to the Superintendent's Office where it will be recorded in favour of such Drivers and Firemen, and will be favourably considered in their promotion.

Drivers and Firemen to report where loads can be increased provided more time be allowed, and in such cases time-tables will be altered accordingly.

Drivers are specially reminded that railway economy consists in the capacity for moving a large tonnage at a low rate of cost, and it follows that every effort should be made by the staff to move as heavy loads as possible when trains are on the road.

Northern System.

Attention is called to foot-notes.

Between—	Passenger Engines.									Goods Engines.																		
	Classes.									Classes.																		
	J, K, F, H.			G, B, E.			A.	P.			D, O, Q, R.			U.			S, W.			T.			X.					
Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.		
Melbourne and Sunbury	8	..	11	11	15	..	..	..	15	12	13	16	..	..	..	..	..	..	..	..	..	..	..	..	21
Melbourne and Bacchus Marsh
Braybrook Junction and Parwan
Parwan and Bacchus Marsh	14	16	..	..	..	..	..	..	..	17	19	..	..	..	..	..	..	..	..	..	..	..	..	..
Sunbury and Woodend	11	..	..	..	..	..	..	..	13	15	..	..	..	..	..	..	..	..	..	..	..	..	..
Woodend and Sandhurst	11	11	15	..	..	..	..	11	12	13	13	15	..	..	..	..	..	..	..	..	..	..	20
Sandhurst and Echuca	11	11	15	..	..	..	..	11	12	13	13	15	..	..	..	..	..	..	..	..	..	..	20
Lancesfield Line	15	20	23	..	..	..	23	25	..	20	25	31	..	..	..	..	..	..	..	..	..	..	..	..	40
Daylesford Line	..	9	10	..	..	..	..	..	..	..	..	..	..	11	14	14	15	..	..	..	..	..	..	..	10	13	14	..
Castlemaine and Maryborough	..	9	10	3	10	12	..	..	..	..	..	..	..	11	14	14	15	..	..	..	..	..	..	..	10	13	14	..
Maldon Line	..	8	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	12	..	..
Maryborough and Avoca	..	9	10	8	10	12	..	..	..	..	..	..	..	11	14	14	15	..	..	..	..	..	..	..	10	10	11	..
Maryborough and Donald	..	9	10	8	10	12	..	..	..	..	..	..	..	11	14	14	15	..	..	..	..	..	..	..	11	11	12	..
Sandhurst, Boort, Wychebrook, and Sebastian	..	10	11	8	10	12	..	..	..	9	12	13	11	14	15	9	12	13	10	12	13	11	15	17	11	15	17	..
Sebastian and Raywood	..	12	14	8	15	16	..	..	..	11	15	17	13	17	20	11	15	17	11	15	17	11	15	17	11	15	17	..
Raywood and Kerang	..	14	16	15	20	23	..	..	..	15	23	25	17	25	31	15	20	23	15	23	25	..	..	..	..	..	..	..

The ordinary goods engine, fitted with steam brake on engine wheels, can haul 28 loaded trucks with 1 van between Woodend and Melbourne. In fine weather not less than eight (8) truck brakes are to be put down on the top of Macedon, Riddell's Creek, and Sunbury banks, and six (6) on top of Diggersrest bank; more can be put down if driver considers it necessary in wet weather. (See Regulations 325 and 404.)

When passenger traffic between Melbourne and Sandhurst has increased sufficiently to require six (6) carriages, a second Guard must accompany all ordinary trains to assist, and avoid delay at roadside stations.

An increased load, not to exceed 70 loaded and empty, may be taken with goods trains Sandhurst to Echuca, also from Echuca to Elmore, a pilot engine being sent to assist into Sandhurst, as per undermentioned load table, viz.:-

From	To	Description of Train.	Class of Engine.	Running Time.	Load.
Echuca	Sandhurst	Mixed	B	2 1/2 hours	20
"	"	"	O	2 1/2 "	25
"	"	"	O	3 "	29
"	"	Goods	B and P	3 "	23
"	"	"	O	3 "	31

DOUBLE LOADS ASSISTED AS UNDER.

From	To	Description of Train.	Class of Engine.	Running Time.	Load.
Echuca	Goornong	Goods	B	3 hours	33
"	Elmore	"	O	"	41
"	Goornong	"	O	"	45
Elmore	Goornong	"	2 engines B Class	"	46
Bagshot	Sandhurst	"	2 engines O Class	"	62
"	"	"	1 engine Class O and 1 Class B	"	54

Loads on goods trains may be increased as follows:-

Melbourne to Braybrook Junction	.. by 3	Malmsbury to Kyneton	.. .. by 3
Braybrook Junction to Kellor Road	.. " 1	Kyneton to Woodend	.. .. " 6
Woodend to Castlemaine, when a second van is included	.. .. " 7	Woodend to Kellor Road	.. .. " 6
Woodend to Elphinstone	.. .. " 5	Kellor Road to Melbourne.	.. .. " 14

One engine can take 30 Woodend to Spencer-street, two vans included, with second Guard.
A tank engine can take 30 loaded vehicles from stone quarries near Footscray to Melbourne.
Engines Nos. 12 and 98 take one (1) less.

Loads on mixed and goods trains may be increased as follows:-

Three extra can be taken between Maryborough, Bet Bet, and Carlsbrook.
Two " " " Sandhurst and Sebastian.
Two " " " Inglewood and Derby.
Two " " from Fernhill to Woodend by passenger engines.
Six " " " goods engines.
Five " " " Gowar to Donald.
Two less are taken from Daylesford to Bullarto.

Double the load shown for mixed and goods trains can be taken between Wycheproof and Teddywaddy.
Engines J class take 6 extra between Korong Vale and Mysia.

Load for Rowan car on Wedderburn line, 1 vehicle. Q, R, and S trucks cannot be taken by the Rowan car. Trucks requiring a safety should be turned, so that the projection points towards engine leaving Sandhurst.

Western System.

Attention is called to foot-notes.

Between—	Passenger Engines. Classes.						Goods Engines. Classes.																		
	F, H, J, K.			B, E, G.			P.			D, O, Q, R.			U.			S, W.			T.			X.			
	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	
Melbne. and Williamstown	15	24	36	..	24	36	..	..	43	..	..	..	..	..	..	..	..	..	..	..	..	..
Melbourne and Geelong	8	12	12	..	..	..	12	15	16	..	..	..	..	..	13	..	..	..	..	..	..	22
Geelong and Ballarat	..	9	10	..	10	11	..	..	..	12	13	16	..	9	12	..	..	11	12	..	..	11	13	..	..
Ballarat and Glenorchy	23	30	..	..	..	..	..	..	18	21	..	20	24	..	..	..
Glenorchy and Wail	13	16	..	..	..	..	..	..	11	13	..	..	11	13	..	..
* Wail and Dimboola	24
Lubeck and Rupanyup	24
Murton and Warracknabeal	25
Geelong and Queenscliff	..	9	11	..	..	..	..	..	..	12	13	16	..	..	..	..	..	11	13	..	..	..	..	..	..
Geelong and Camperdown	11	11	..	..	..	..	..	..
Ballarat and Ballan	13	15	..	9	12	..	..	..	11	12	..	..	..	..	..	..
Ballarat and Maryborough	..	9	10	..	10	12	..	..	..	10	12	..	..	..	..	..	..	10	10	..	..	9	10	..	..
Creswick and Daylesford	12	12	..	..	..	..	..	..
Ballarat and Scarsdale	11	12	..	..	..	..	..	..
Ararat and Portland	..	8	9	..	..	..	..	..	..	12	16	..	11	12	..	..	..	..	..	..	..	..	..	..	..
Stawell and Grampians	6	6	..	..	..	..	..	..
Portland and Portland Pier	..	4	5	..	..	..	..	..	..	6	8	..	6	6	..	..	..	6	6	..	..	..	..	..	..
Branxholme and Casterton	9	11	..	..	..	11	12	..	..	..	..	..	..

On Up Journey only.

† If load consists of coal, 20 vehicles only, including van, can be taken.

R Class ..
F " ..
S " ..

Melbourne
Seymour
Benalla
Tallaroak
Seymour
Shepparton
Toolamba
Benalla
Wangaratta
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Attention is called to foot-notes.

Between—	Passenger Engines. Classes.						Goods Engines. Classes.														
	F, H, J, K.			B, E, G.			P.			D, O, Q, R.			U.			S, W.			T.		
	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.	Pass.	Mxd.	Gds.
Melbourne and Warragul ..	9	9	10	9	10	11	9	10	12	11	12	15	8	9	11	..	..	..	7	7	9
Warragul and Sale ..	10	11	12	12	14	16	12	14	16	16	18	20	10	11	12	..	..	..	9	10	11
Caulfield and Frankston ..	5	6	6	7	8	8	6	7	7	10	10	11	7	8	8	..	..	..	4	5	6
Melbourne and Lilydale ..	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Traralgon and Maffra ..	..	..	..	..	..	..	..	..	..	..	15	..	..	..	..	..	..	..	..	..	..
Morwell and Boolarra ..	..	..	..	..	..	..	..	..	..	..	16	..	..	10	..	..	..	..	..	..	..
Boolarra and Mirboo North ..	..	..	..	..	..	..	..	..	..	..	11	..	..	8	..	..	..	..	..	..	..

Three extra can be taken from Garfield to Tynong by goods trains with brake power on engine wheels.

Two	"	"	"	Tynong to Melbourne	"	"	"
Six	"	"	"	Dandenong to Melbourne	"	"	"
Two	"	"	"	Melbourne to Oakleigh	"	"	"
Four	"	"	"	Oakleigh to Bunyip	"	"	"
One	"	"	"	between Sale and Rosedale.			
One	"	"	"	Moe and Yarragon.			
One	"	"	"	Darnum and Warragul.			

In exceptionally bad weather, the load between Boolarra and Mirboo North may be reduced to 6 for engines of "U" class, if the Driver makes special request to the Guard and Station-master.

All vehicles on Lilydale trains must be screw-coupled. The brakes must be specially examined at Prince's-bridge each trip before starting. No engine of 11 tons or more weight on each axle can run beyond Dandenong on the Gippsland line. Tank engines must not be run between Mordialloc and Frankston.

Engines Nos. 12 and 93 take one (1) less.

Melbourne and Adelaide Passenger Express Service.

Maximum Train Load, One Engine.

Victoria.

Melbourne and Geelong, Up and Down—	1	3	4
Geelong and Ballarat, "	1	3	4
Ballarat and Stawell, "	1	3	4
Stawell to Dimboola	1	4	4
Dimboola to Stawell	1	4	4
Dimboola and Serviceton	1	3	4

South Australia.

Serviceton and Murray Bridge	} Up and Down—1 sleeper and 4 bogies.
Murray Bridge and Adelaide	

When a train from Victoria exceeds the load for South Australia, the station from which increased load is made up must wire Serviceton, Murray Bridge, and Adelaide, specifying the extra vehicles on the train.

Six-wheeled carriages are not permitted to run in South Australia between Murray Bridge and Adelaide, and the wheel base of a four-wheeled vehicle must not exceed 12 feet.

When the Express leaving South Australia consists of 1 sleeper and 3 bogies it can run through without extra engine power; when there are 1 sleeper and 4 bogies, Serviceton, Stawell, Ballarat, and Melbourne should be advised; and when the load exceeds 1 sleeper and 4 bogies, Serviceton, Dimboola, Stawell, Ballarat, and Melbourne should be notified, and particulars of vehicles given in detail.

Victorian Station-masters and Loco. Foremen must give notice to Victorian Depôts for engine power necessary from Melbourne to Serviceton on Down journey. When the extra Mail vans are running, Spencer-street should wire Ballarat at noon to send extra engine to Geelong to assist.

In order to give freedom upon curves, the couplings which are attached to the "Mann" sleeping cars are to be used in coupling these vehicles to others, and not the couplings which may be attached to other vehicles. The screw-couplings on the sleeping cars are made with a wider link for the purpose set forth above.

Spencer-street
"
Flinders-street
Prince's-bridge
"
Hawthorn ..

The lo
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The p
more than 1
Goods

Goods
over 14 and
If the

TABLE

Class.	Letter.	
	G	1 to
	H	131
	H	331
	I	1 to
	I	208
	I	307
	K	1 to
	K	213
	M	
	N	1 to
	N	311
	N	113
	O	
	O	105
	P	
	Q	1 to
	Q	13
	QR	14
	R	
	S	
	T	
	I	116
		d
		Gr
		Br
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	I	77.
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Suburban Lines.

PASSENGER TRAIN LOADS.

Two Vans to each train (Patent-brake trains excepted).

Between—		Classes.			
		L.	M.	N.	C.
Spencer-street	Williamstown	14	16	..	..
"	Essendon	10	12	..	..
"	Coburg	..	8	..	..
Flinders-street or	Port Melbourne	..	16	14	16
Prince's-bridge	St. Kilda	..	16	14	16
"	Brighton	..	16	9	11
"	Hawthorn	..	16	12	14
Hawthorn	Camberwell	..	10	5	7

NOTES.

The loads on the Brighton, Hawthorn, and Port Melbourne Lines may be increased if more running time is given, but a second Guard must assist.
 The platforms on S.S. lines will not take more than 16 vehicles, and on the Essendon and Williamstown Lines not more than 13. When an extra number is running, Guards and Drivers must use great caution.
 Goods train loads for engines of D, O, Q, R classes on Coburg Line is 15.

GOODS LOAD, COBURG LINE.

Goods engines with steam brake can bring 26 on Up journey, viz.:—25 and van, but the truck brakes of all the loaded over 14 and van must be let down at top of bank at South Brunswick.
 If the Driver thinks it necessary, more truck brakes can be let down.

TABLE OF LOADS authorized to be carried in Waggon, also Inside Dimensions of Waggon.

Class.	Nos.	Class.	Loads.	Length.	Width.	Depth.
			Tons.	ft. in.	ft. in.	ft. in.
Letter.						
G	..	Carriage truck	2½	..	..	..
H	1 to 130	Umbrella and open box	6	14 6	7 5	4 5
H	131 to 330	Covered box waggons	6	14 6	7 5	4 5
H	331 and upwards	Covered box waggons	7	17 2	7 6	6 2
I	1 to 207	Medium waggon	6	14 7	7 7	2 7
I	208 to 306	Medium waggon	6	14 7	7 7	3 0
I	307 and upwards	Medium waggon	8	17 6	7 6	2 10
K	1 to 212	Low-sided waggon	7	14 7	7 7	0 6
K	213 and upwards	Low-sided waggon	8	15 7	7 6	0 6
M	..	Cattle waggon	7	17 6	7 6	6 6
N	1 to 30	Ballast	7	14 11	7 6	1 3
N	31 to 112	Ballast waggon	7	15 11	7 6	1 3
N	113 to 211	Ballast waggon	8	15 8	7 7	1 3
O	..	Hopper coal waggon	7	13 0	7 0	..
O	105 to 154	Hopper coal waggon	10	..	..	..
P	..	Powder van	5	13 6	7 6	4 10
Q	1 to 12	Low-sided bogie	14	33 8	7 8	0 7
Q	13	Low-sided bogie	13	44 0	8 10	0 5
QR	14 to 38	Low-sided bogie	16	35 8	8 6	0 5
R	..	Medium bogie waggon	15	33 8	7 10	2 6½
S	..	Covered bogie waggon	12	27 8	7 8	6 4
T	..	Refrigerating waggon	6	16 9	7 6	6 0
I	116 to 120 inclusive, drop doors	..	7	17 0	7 8	2 4
	Girder truck	..	12	..	..	..
	Break vans (6-wheeled)	..	3	tons in the body of the van		
	Break vans (4-wheeled)	..	2½	tons in the body of the van		
The following numbers have been destroyed at different times, and rebuilt to the standard size:—						
I	77, 110, 128, 129, 130, 131, 132, 252, 254	Medium waggons	8	17 6	7 6	2 10
Hd	..	D. and M. Coy.'s waggon	6	..	..	..
ld	..	D. and M. Coy.'s waggon	..	..	..	..
Nd	..	D. and M. Coy.'s waggon	..	..	..	..

NOTES.

In some instances it will be found that the load painted on a waggon will differ from this table. In that case, the load given on side of the waggon is the correct one.
 Piles or long stuff over 40 feet in length must not be loaded on bogies, but on swing bolster K waggons with safeties.
 Trucks 213 to 252 K, and Nos. 1 to 12 Q.—No heavy weights, such as blocks of stone and heavy castings, can be placed on the floors of these waggons. They were built to carry plant and timber on the bolsters, but may be loaded with wheat, wool, and other consignments of a similar nature.
 Loading can be placed either upon the floors or bolsters, but should be equally distributed, and not project over the ends.
 The slides and rebates of the doorways of all waggons must be kept free from dirt. All sheep and cattle waggons must be well scoured and washed after every journey, when carrying sheep or cattle.

Scale of Firewood Loading.

Trucks.	Red Gum and Box (55 Feet to the Ton).		Other Wood (60 Feet to the Ton).					
	Height of Load.		Height of Load.					
	5 Tons.	6 Tons.	5 Tons.	6 Tons.	7½ Tons.			
	ft.	in.	ft.	in.	ft.	in.	ft.	in.
H-1 to 330 ..	14ft.	6in. x 7ft. 5in.	3	1	..	..	4	3
331 and upwards ..	17ft.	2in. x 7ft. 6in.	2	7	..	..	3	6
M-Cattle Waggon ..	17ft.	6in. x 7ft. 6in.	2	7	..	..	3	6
I-1 to 115 ..	14ft.	7in. x 7ft. 7in.	2	6	2	9.	..	..
116 to 120 ..	17ft.	0in. x 7ft. 8in.	2	2	2	4	..	..
121 to 306 ..	14ft.	7in. x 7ft. 7in.	2	6	2	9.	..	..
307 and upwards ..	17ft.	6in. x 7ft. 6in.	..	2	7	..	2	9
Note.—Trucks I-77, 110, 123, 129, 130, 131, 132, 252, 254	17ft.	6in. x 7ft. 6in.	..	2	7	..	2	9
O-Hopper Coal Waggon.								
R-Med. Bogie ..	33ft. 8in. x 7ft. 10in. x 2ft. 6in.	= 12 tons Red Gum or Box, or 11 tons other Wood.						
S-Box ..	27ft. 8in. x 7ft. 8in. x 3ft. 2in.	= 12 tons Red Gum or Box.						
S-Box ..	27ft. 8in. x 7ft. 8in. x 4ft. 3in.	= 15 tons other Wood.						

6 tons is the maximum load for Red Gum and Box, bogie trucks' excepted.

NOTE.—In short firewood, a margin of 2 inches additional in height is to be allowed, and in long firewood (5 feet lengths and upwards) a margin of 3 inches additional in height is to be allowed, in consequence of the necessary inequality of the loading. Consignors must load trucks to the full carrying capacity as shown above, as the full load will be charged for whether they do so or not. In all cases where the dead weight exceeds the measurement, the former must be charged.

Station-masters at forwarding stations will see that these measurements are adhered to before trucks are allowed to leave their stations.

Catch Points on Eastern System.

Station.	From—	To—	No.	Remarks.
Flinders-street West	Tramway	Tramway Line "A"	2 sets	1 for each road.
"	"	No. 1 road, Port Melbourne Platform	2 "	"
St. Kilda	Goods Sheds road	Up Main Line	3 "	"
"	Goods Siding	Shed Sidings on Crossover to Main Up Line	1 "	"
"	Engine road	"	1 "	"
Prince's-bridge ..	Siding H	No. 2 Road	1 "	"
South Yarra	Transfer Sidings	Siding	1 "	"
"	Main Down Gippsland Line, near New Junction	"	1 "	"
Hawksburn	Old Gippsland Line	Up Brighton Line	1 "	"
"	Dock west end of station	"	1 "	"
Toorak	Halfway between Hawksburn and Toorak, on Down Line	"	1 "	"
Armadale	Dock west end of station	"	1 "	"
Caulfield	Siding "A"	Main Down Line	1 "	"
"	Siding "B"	Up Mordialloo Line	2 "	1 for each road.
Windsor	Sidings	"	1 "	"
Brighton Beach ..	No. 2 Road	Main Up Line	1 "	"
Bloomfield	Sale end of siding	"	1 "	"
Yarragon	Timber siding	Main Line, Up end	1 "	"
Traralgon	No. 2 Road	Heyfield Line	1 "	"

Catch Points at Wildwood's Siding.

Catch Points are placed at Wildwood's Siding (between Sunbury and Lancefield Junction) on the Down Melbourne and Echuca Line. They are weighted for the Siding.

Under instructions

GENERAL

On 29th Dec accordance with The yard is d South and Stati will be worked near the Wilson The points in the Station and respectively. Engine-driven Signalman. The signal ar signals, worked Disc signals, discs," and mus Disc signals, they have been usual signal fro

"Down Dist: the Down Hom "Down Hom on Up side of li Distant for Sta

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The le The ri "Starting Si the No. 2 Good The to The b

"Starting S with a single a "Starting S New South W: safety points in The l L The r S:

"Up Startin Signal, fixed b "Up Home is a bracket p Signal-box. The t The b The a

Starting fro Main Line an Starting fro fixed near No. Starting fro Starting fro A Disc Sign

"Down St: erected on tl from South S "Down St: safety points, "Up Distr side of New t

Albury Station Yard (New South Wales).

GENERAL INSTRUCTIONS FOR WORKING THE INTERLOCKING OF POINTS AND SIGNALS.

On 29th December, 1887, at Noon, the points and signals in above Station Yard will be worked in accordance with the following instructions and diagram issued:—

The yard is divided into three sections, viz., North, Station, and South. The points and signals for the South and Station sections will be interlocked; the points in the North section will not be interlocked, but will be worked by hand, as at present. The signals for the North section will be worked by levers, fixed near the Wilson-street crossing.

The points in or leading on to Main Line, and shown within small circles on diagram, also all signals for the Station and South sections, are connected and interlocked from the Station and South Signal-boxes respectively.

Engine-drivers must be careful not to run through any points connected until set in the proper position by Signalman.

The signal arms and lights on signal posts will work to "Danger" and "Caution" only, except the distant signals, worked from the north and south ends of yard, which will work to "Danger" and "All clear" only.

Disc signals, which are not connected to points but worked by separate levers, are called "independent discs," and must be treated as starting signals.

Disc signals, which work with points, are intended to show the position in which the points lie, and when they have been reversed by Signalman for shunting purposes. Engine-drivers must, in addition, receive the usual signal from Guard or Shunter before proceeding.

DESCRIPTION OF SIGNALS.

NORTH SECTION OF YARD (NOT INTERLOCKED).

"Down Distant Signal" is a 40ft. post, with one arm erected on Down side of line, about 610 yards from the Down Home, and 740 yards from the centre of Wilson-street Level-crossing.

"Down Home Signal" is the top arm, 20ft. high, in a post with two arms, erected on the top of cutting on Up side of line, about 130 yards from the centre of Wilson-street Level-crossing. (The lower arm is Down Distant for Station-box.)

STATION SECTION (INTERLOCKED).

"Down Distant Signal" is the lower arm, 15ft. high, in a post with two arms, erected on top of cutting on Up side of line, about 702 yards from the Station Down Home, and 824 yards from Signal-box. (The top arm is "Down Home" for north end of yard.)

"Down Home Signal" is a bracket signal post with two arms, erected on Down side of Main Line, 122 yards from centre of Signal-box. As Engine-drivers approach the signal—

The left-hand arm, 25ft. high, is the "Down Home to Through Line."

The right-hand arm, 27ft. high, is the "Down Home to Platform."

"Starting Signals" from Nos. 1 and 2 Goods Roads is a post with two arms, erected on the Up side of the No. 2 Goods Road, 121 yards from Signal-box.

The top arm, 25ft. high, is "Starting Signal from No. 1 Goods Road to Platform Road."

The bottom arm, 20ft. high, is "Starting Signal from No. 2 Goods Road to Carriage Dock."

"Starting Signal from Victorian Goods Shed Sidings to Victorian Goods Lines" is a 21ft. signal post with a single arm, erected 10 yards from the safety point in siding, and 72 yards from Signal-box.

"Starting Signal from Victorian Goods Line to Victorian Goods Shed Sidings" and "Up Starting from New South Wales Through Line to Main Line," is a bracket post with two arms, erected two yards from the safety points in Victorian Goods Line, and 101 yards from Signal-box. As Drivers approach the Signal—

The left-hand arm, 27ft. 6in. high, is the "New South Wales Up Starting Signal from Through Line to Main Line."

The right-hand arm, 25ft. high, is the "Starting Signal from Victorian Goods Line to Goods Shed Sidings."

"Up Starting Signal from New South Wales Platform Road to Main Line" is No. 10 Independent Disc Signal, fixed between the Platform Road and Through Road, 23 yards from Signal-box.

"Up Home Signals for New South Wales Lines," also "Down Home Signal for Victorian Goods Line," is a bracket post with three arms erected at south end of Station, on east side of line, 308 yards from Signal-box. As Drivers approach the Signal—

The top arm, 30ft. high, in left-hand post is "Up Home for New South Wales Platform Road."

The bottom arm, 25ft. high, "Up Home for New South Wales Through Line."

The arm, 25ft. high, in right-hand post is "Down Home Signal for Victorian Goods Line."

Starting from No. 1 Goods Siding to Carriage Dock is No. 28 Independent Disc Signal, fixed between Main Line and No. 1 Goods Siding.

Starting from New South Wales Through Line to Engine Sidings is No. 29 Independent Disc Signal, fixed near No. 14 Points in through Line.

Starting from Turntable Road is No. 30 Independent Disc Signal.

Starting from No. 1 Engine Siding is No. 31 Independent Disc Signal.

A Disc Signal is fixed to and works with No. 16 points.

SOUTH SECTION (INTERLOCKED).

"Down Starting Signal from New South Wales Platform Road" is a 19ft. signal post with one arm erected on the Up side of New South Wales Line, 70 yards from south end of platform, and 201 yards from South Signal-box.

"Down Starting from New South Wales Through Line" is an Independent Disc Signal, fixed near No. 11 safety points, 122 yards from South Signal-box.

"Up Distant Signal, New South Wales Line," is a 21ft. signal post with one arm, erected on Down side of New South Wales Line, 500 yards from the Up Home, and 615 yards from South Signal-box.

"Up Home Signal for New South Wales Line," also "Down Home Signals for Victorian Line," is the bracket signal post with four arms, erected at the south end of yard, 11 yards from the outside facing points in the Victorian Line, and 115 yards from South Signal-box. As Drivers approach the Signal—

The top arm in right-hand post, 32ft. high, is the New South Wales Line "Up Home to Platform Road." (Controlled from Station-box.)

The lower arm in right-hand post, 27ft. high, is the New South Wales Line "Up Home to Through Line." (Controlled from Station-box.)

The top arm in left-hand post, 29ft. high, is the Victorian Line "Down Home to Passenger Platform." (Controlled from Station-box.)

The lower arm in left-hand post, 24ft. high, is the Victorian Line "Down Home to Goods Lines." (Controlled from Station-box.)

"Down Distant Signal for Victorian Line" is an 18ft. post with one arm, erected on Down side of Victorian Line, 500 yards from the Up Home and 615 yards from South Signal-box.

"Up Starting from Victorian Passenger Line" is a 23ft. signal post with one arm, erected on Down side of Victorian Passenger Line, and 165 yards from South Signal-box.

"Up Starting from Victorian Goods Line to Victorian Main Line" is a 13ft. signal post with one arm, erected on Up side of Victorian Goods Lines, 34 yards from South Signal-box.

Disc Signals are fixed to and worked with Nos. 13 and 15 points.

Code of Whistles to be given.

STATION SIGNAL-BOX.

NEW SOUTH WALES ENGINES.

To and from Main Line and Platform Road ...	...	...	...	---
To and from Main Line and Through Line ...	...	...	...	---
To and from No. 1 Engine Road and Through Line ...	...	...	...	---
To and from Turntable and Through Line ...	...	...	...	---
To and from No. 1 Goods Siding and Platform Road ...	...	...	...	---
To and from No. 1 Goods Siding and Carriage Dock ...	...	...	...	---
From No. 2 Goods Siding to Carriage Dock ...	...	...	...	---
Main Crossover ...	...	...	...	---

VICTORIAN ENGINES.

To and from Victorian Goods Line and Goods Shed Siding	---
--	-----	-----

SOUTH SIGNAL-BOX.

NEW SOUTH WALES ENGINES.

To and from New South Wales Main Line and Platform Road ...	...	---
To and from New South Wales Main Line and Through Line ...	...	---

VICTORIAN ENGINES.

To and from Victorian Main Line and Platform Road ...	...	---
To and from Victorian Main Line and Goods Lines ...	...	---
To and from Victorian Main Line and Goods Line Loop ...	...	---
To and from Victorian Main Line and Engine Loop ...	...	---

--- Signifies long whistle.

— " short "

Instructions for Working Westinghouse Brake.

TO DRIVERS.

1. Drivers must see—(a) that the top or steam cylinder is sparingly lubricated with oil; (b) that the air cylinder is lubricated with a small quantity of petroleum (tallow or oil must not be used in the air cylinder, as they destroy the hose pipe); (c) that the air pump is constantly run, but never faster than is necessary to maintain the required pressure in train pipe, say, for stopping trains 55 lbs., and for express trains 65 lbs.

2. If a Driver finds the air pressure in his train too high, he can easily reduce it by applying the Brake with full power, and then releasing it.

3. Drivers when coming on to a train, or when carriages are being attached, must have the air pump working and the Brake regulator in the Neutral position; this will enable them to accumulate a high pressure of air in the main reservoir, and so obtain an excess of air without increasing the pressure in the working reservoirs of the engine and tender. When the coupling-up is completed, the Driver must let the accumulated air pass into the train, and immediately replace the handle in the Neutral position; the Driver will then see by the reduction of air in the gauge if the Guard has tested the Brake.

4. The Driver and that the p

5. Great loss allowing the superior pressure of air in the been made by

6. To apply soon as the ga

7. The Brake further reduced be fully opened

8. Long train discharged fro

9. The Brake and avoid jerk

10. In release ten seconds, a

11. To prevent dead stop.

12. Delays remaining on in to release the extra pressure of 20lbs. in the sufficient to drive in their main

13. After a Hand Brake on be on when the

14. Delays detention from when detaching already advise any Brakes w

15. If vehicle on those whic

16. It is most and triple valv

17. Firemen employed on es competent to v

1. Before le attached, the Brake pipe ar the pressure in

2. If the Brake made by opening occasion to apply train is brought must in all cas

3. Guards n engine being ch be again tested

4. Guards w Brake is in use

5. The Guard the train is in Guard must us

6. When a t Brake in use," journal; but i particulars, an

4. The Driver must, before starting, ascertain from the Head Guard how many vehicles are fitted, and that the pipe of the Westinghouse Brake is connected ready for working.

5. Great loss of time would be caused by Drivers shutting the steam off the donkey pump, and so allowing the train pressure to drop, by leakage in the train pipe, until the triple valve is lowered by the superior pressure in the reservoir, and thus applying the Brakes. The Brake is applied by a *decrease* of air in the main pipe, and if the decrease is made by leakage it acts the same as if the decrease had been made by allowing air to escape by way of the regulator.

6. To apply the Brakes lightly, the regulator valve on the engine must be partially opened, and as soon as the gauge shows a reduction of from 5 to 8 lbs. this valve must be *gently* closed.

7. The Brakes are fully applied when the pressure shown in the gauge is reduced by 25lbs.; any further reduction would be waste of air. In cases of emergency, however, the Driver's valve must be fully opened to let all the air in the Brake pipe escape.

8. Long trains require more careful handling than short ones, and a greater quantity of air must be discharged from the Brake pipe.

9. The Brake should be applied in good time, so that a moderate application may stop the train, and avoid jerks and skidding of the wheels.

10. In releasing the Brake, the regulator handle must be moved back against the stop for about ten seconds, and then placed in the second position, *where it must remain while the train is running.*

11. To prevent a rebound, the Driver should release the Brakes in proper time before coming to a dead stop.

12. Delays will be caused by Drivers not releasing all the Brakes in the train, some of the blocks remaining on in consequence of not keeping the Brake regulator in the extreme back position long enough to release the Brakes properly. The regulator should be brought back smartly, so that the force of the extra pressure can instantly release the blocks from the wheels of the whole train. An extra pressure of 20lbs. in the main reservoir will give a great force upon the pistons of the triple valves, and is sufficient to drive them up. Delays will occur if Drivers neglect to keep this amount of extra pressure in their main reservoirs.

13. After a train has been reduced to a very slow rate of speed, it must be finally stopped by a Hand Brake on engine or tender (except in cases of emergency), and the Westinghouse Brake must not be on when the train stops. This also applies to stopping trains at water cranes.

14. Delays may arise from connecting portions of trains carrying different pressures; and to avoid detention from this cause Drivers must be careful not to leave more than *50lbs. pressure* in a train when detaching at *junctions or termini*. The Driver who intends to couple-up at such places should, as already advised, carry a high pressure, say 70lbs., in the main reservoir, for the purpose of releasing any Brakes which may happen to be on.

15. If vehicles having different air pressures be coupled together, the Brakes will apply themselves on those which have the highest pressure.

16. It is most important that Drivers should let the water out of their *main reservoirs*, drip cups, and triple valves at least once a week.

17. Firemen will be held responsible that they learn the use of the Westinghouse Brake, when employed on engines so fitted; and no Fireman will be promoted until he has proved that he is perfectly competent to work it properly. *James Andrew Wilson L.R. is competent to work*

TO GUARDS.

1. Before leaving a terminus, after adding to a train on the journey or on another engine being attached, the *rear Guard must ascertain* whether the couplings are connected and the cocks in the Brake pipe are all open throughout the train, by applying the Brakes from his van, by his reducing the *pressure in the gauge* 20lbs., and seeing that they are released from the engine.

2. If the Brake is not in use on the whole train, or if the van is not the last vehicle, the test must be made by opening the cock in the Brake pipe of the last vehicle connected. Guards, when they have occasion to apply the Brake from their vans, must open the tap and allow the air to escape until the train is brought to a standstill; but they should only use the Brake in cases of emergency. Guards must in all cases screw the **HAND BRAKES CLEAR OFF** before starting.

3. *Guards must on no account start a train until they have tested the Brake; and in the event of the engine being changed, or vehicles attached or detached at any Station during the journey, the Brake must be again tested before resuming the journey.*

4. Guards working vans having a pipe only must use the Hand Brake, whether the Westinghouse Brake is in use on the other portion of the train or not.

5. The Guard in charge of a train must inform the Driver how many vehicles are fitted, and whether the train is in working order. Should it happen that only the front part of a train is in use, the rear Guard must use his Hand Brake with great care, to prevent jerking or rebound.

6. When a train is run and this Brake in use, the Guard must enter in his journal "Westinghouse Brake in use," and if the Brake has acted properly, this will be all that is necessary to say in the journal; but in the event of its not working properly, he must make a special report, giving full particulars, and add to his journal "See Special Report."

7. Guards must not use the Brake except in case of emergency, such as violent oscillation, carriages on fire, or anything likely to cause danger to the train, when the Brake must be instantly applied, and the train brought to a standstill as quickly as possible; and the Driver must at once shut off steam and reduce speed.

GENERAL.

1. *Before detaching the engine or any carriages, the Brakes must be fully released on the whole train.* Neglecting this precaution, or setting the Brakes by opening a tap when the engine is away, may cause serious inconvenience in shunting.

2. The pipes and joints must be kept tight, and when leaks are discovered they must be corrected, if serious, before the vehicle is again used.

3. Should the Brake of any vehicle stick on, it can be released by opening the release valve attached to the cylinder. These valves must be *held open* until the air has escaped.

4. Should it be desirable to throw the Brake of any vehicle out of operation without affecting the others, the small cock leading from the main pipe to the triple valve must be closed. When this cock is open, the handle stands straight along the branch pipe.

5. The Brake pipe has a tap at each end of every vehicle, all of which taps should be open when the hose couplings are connected, except the one at the end of the train.

6. These taps must always be opened *after* connecting the hose couplings, and *closed before separating them.* It is important to observe that these taps are open when the handles stand across or away from the line of pipe, and closed when parallel to or alongside the pipe.

7. Care must be taken—(a) that the Brake connexions are perfect, and properly adjusted for the wear of the blocks and wheels; (b) that the Brake cylinders are perfect, and lubricated occasionally with mineral oil; and (c) that the couplings and other parts are tight.

8. **Carriage Examiners** must see that the cocks under each carriage are in their proper position before the train starts, so as to prevent delay on the journey.

9. **Shunters**, in all cases, after connecting the couplings, must open the cocks at the ends of the carriages *except the last*, so as to complete the Brake throughout the train. *Before uncoupling*, the pipe-taps *must be shut*, but before doing so Shunters must satisfy themselves that the Driver has taken the Brake off, and that the Hand Brake at the rear of the train has been applied.

10. It will be the duty of each Station-master, Inspector, or person starting a train where it commences its journey, to see the air-pipes are connected between each vehicle, as well as seeing the train is properly coupled-up in every other respect.

11. The performance of this duty by the Station-master, Inspector, or other person, will not in any way relieve the Guards of their responsibility of seeing every coupling properly made, and the Brake in working order.

12. Shunters, Couplers, &c., before uncoupling the engine from train must see that the cock on end of vehicle next to engine is closed, and a signal given to the Driver to apply the Brake fully on engine. This exhausts the air from hose-pipes. The cock on pipe of engine is then to be closed, and couplings separated.

13. Porters and others crossing over the buffers between carriages must not step on hook of the hose coupling, or on the air-pipe. Station-masters must also caution their Staff as to this.

14. Engine-drivers and Guards are not to depend entirely upon the action and power of the Brake; but when approaching terminal stations or junctions *the speed must not be greater than that which has been usual with trains worked by ordinary Hand Brakes.* Drivers and Guards must also have their trains well under control, so that they can be brought to a standstill with the Hand Brakes if necessary.

15. Shunters and others in running off carriages into sidings must not use the Westinghouse Brake, and must shunt the vehicles in such a manner as to be able to stop them by hand before reaching any carriages that may be standing on the Sidings or before striking the buffer stops.

16. On any occasion when this Brake, from any cause, gets out of order and cannot be used, the Guard will report the same to the Inspector, and will be held responsible that the Brake pipe is not coupled on to the engine, and the Driver informed that the Brake on the carriages cannot be used.

17. Delays and inconveniences may be caused by persons tampering with and altering the taps of the Brake. Station-masters and Inspectors must give this matter particular attention, and see that each member of the Staff properly understands when and how to turn off or put on these cocks; and that no person except those properly authorized are allowed to interfere in any way with the cocks or fittings of the Brake.

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Instructions for Working the Automatic Vacuum Brake.

TO DRIVERS.

1. The amount of Brake power at command depends upon the height of vacuum maintained.
2. When the vacuum is suddenly destroyed, the Brakes are applied with full force.
3. Before starting, see that your gauge indicates at least 18 inches of vacuum. This is obtained by admitting steam to the small ejector by means of the steam cock placed for that purpose.
4. *To apply the Brake*, move the lever on the combination ejector towards position marked "ON." *In ordinary running* this lever must stand at "RUNNING POSITION."
To release the Brake rapidly, move the lever to position marked "OFF," the effect of this being to bring both large and small ejector into play. The Brakes will also release themselves when the lever is placed in "RUNNING POSITION."
5. On inclines, destroy sufficient vacuum only to keep the speed of the train well under control.
6. Move the lever to position Brake "ON" when it is required to uncouple between engine and train.
7. The Fireman must see to coupling and uncoupling of the Brake between engine and train.

TO GUARDS.

1. The Hand Brake should always be used at terminal stations, and should be kept on so long as the train is not attached to the Engine.
2. The Continuous Brake should never be used by the Guard except in cases of emergency.
3. The Guard may form an opinion as to the ability of the Driver to stop at the proper place without an application of the Van Hand Brake by looking at the Vacuum Gauge in the Van.
4. To apply the Vacuum Automatic Brake in case of emergency press down the lever on Van valve. This admits air throughout the train pipe. This valve opens automatically when the Brake is applied with full force by the Driver, and ensures rapid action.
5. See that all pipes between carriages are properly coupled together, and that the couplings on the end coaches are placed upon the dummies.
6. See by your gauge that a vacuum of 18 inches is maintained. Report otherwise to Driver.

GENERAL INSTRUCTIONS.

1. To release the Brakes for shunting purposes (the Engine having left the train), pull the cord which is fixed under the body of each carriage. This admits air to the top side of the cylinder, and the Brakes fall off by gravity.
2. Use no oil or grease to the piston rods. No lubrication is required.

The following Instructions are to Drivers using any Continuous Brake.

1. Drivers of trains or engines fitted with Automatic Continuous Brakes are cautioned against placing implicit reliance upon the Continuous Brake for the purpose of stopping at terminal stations, or at roadside stations, when another train is standing on the same line of rails.
2. The time to be gained by coming *into a terminal station* at a high rate of speed is insignificant when the great risk attendant upon such a proceeding is taken into consideration.
3. When approaching terminal stations, and stations where obstructions exist on the same line of rails, Drivers are to work their trains with the Hand Brakes, *excepting in cases of emergency, when the Continuous Brake is to be brought into operation.*
4. In all other cases, the Continuous Brake is to be used, due regard being paid to the momentum of the train, so as to avoid overshooting the platforms.

Notice to Guards and Drivers.

LIST OF INCLINES REFERRED TO IN REGULATIONS 325 AND 404.

LOCALITY.	Mileage.	Journey.		Mean Grade of Incline.	Length of Incline.
		Up.	Down.		
	m. c.				m. c.
FOOTSCRAY TO SANDHURST.					
	From Melbourne.				
Top of Diggersrest Bank	21 00	Up	...	1 in 99	6 00
Top of Jackson's Creek Bank, 4 $\frac{1}{2}$ miles Sandhurst side of Sunbury	28 40	Up	...	1 in 73	3 50
Top of Riddell's Creek Bank, $\frac{1}{2}$ mile Melbourne side of Gisborne	39 40	Up	...	1 in 63	3 63
Summit to Macedon Station	46 30	Up	...	1 in 75	5 44
2 miles 50 chains Melbourne side of Malmesbury ..	60 70	...	Down	1 in 85	2 18
2 miles Melbourne side of Taradale	65 40	...	Down	1 in 61	1 34
Chewton Bank, south end of Elphinstone Tunnel	71 40	...	Down	1 in 66	6 21
Porcupine Cutting	85 30	Up	...	1 in 68	2 60
Big Hill Tunnel, north end	93 40	...	Down	1 in 72	4 00
GEEELONG TO BALLARAT.					
	From Melbourne.				
Moorabool Station	51 60	Up	...	1 in 129	3 58
$\frac{3}{4}$ mile Geelong side of Meredith	74 00	Up	...	1 in 85	9 45
Warrenheip Station	95 60	...	Down	1 in 65	3 73
WARRENHEIP TO GORDONS.					
	From Warrenheip.				
$\frac{3}{4}$ mile Gordons side of Millbrook	11 40	Up	...	1 in 65	1 40
BALLARAT TO MARYBOROUGH.					
	From Ballarat.				
1 mile Ballarat side of Creswick	10 45	Up	...	1 in 48	0 73
$\frac{1}{2}$ mile do. do.	10 70	...	Down	1 in 52	1 18
Australasian Co. Siding	13 70	...	Down	1 in 57	1 70
$\frac{3}{4}$ mile Ballarat side of Clunes	21 75	...	Down	1 in 53	0 61
2 $\frac{1}{2}$ miles Ballarat side of Talbot	31 40	...	Down	1 in 65	0 76
1 mile Ballarat side of Maryborough	40 00	Up	...	1 in 58	1 67
1 mile do. do.	40 00	...	Down	1 in 68	1 51
CRESWICK TO DAYLESFORD.					
	From Ballarat.				
$\frac{1}{2}$ mile Ballarat side of Kingston Station	18 21	...	Down	1 in 47	1 13
$\frac{3}{4}$ mile Ballarat side of Leonard's Hill Station ..	29 25	...	Down	1 in 50	3 42
Do. do. do.	29 25	Up	...	1 in 61	0 40
Leonard's Hill Station	30 8	Up	...	1 in 46	1 35
2 miles on Daylesford side of Leonard's Hill Station	32 4	Up	...	1 in 44	0 77
$\frac{1}{4}$ mile Ballarat side of Daylesford Station	36 19	...	Down	1 in 43	1 21
BALLARAT TO ARARAT.					
	From Ballarat.				
Burnbank-street Gates, 1 $\frac{1}{2}$ mile from Ballarat ...	1 30	Up	...	1 in 81	1 16
Beaufort Bank, 2 $\frac{3}{4}$ miles Ararat side of Beaufort... ..	31 15	Up	...	1 in 68	2 11
Do. do. do. do.	31 15	...	Down	1 in 59	3 19
Dobie's Bridge, 4 miles Ballarat side of Buangor... ..	46 70	Up	...	1 in 61	1 61
Do. do. do. do.	46 70	...	Down	1 in 73	3 31
ARARAT TO STAWELL.					
	From Ballarat.				
1 mile Stawell side of Ararat	57 70	Up	...	1 in 70	0 52
1 mile Ararat side of Stawell	74 70	...	Down	1 in 63	1 32
ARARAT TO PORTLAND.					
	From Portland Pier.				
$\frac{3}{4}$ mile from Portland Pier	0 60	...	Down	1 in 49	0 42
$\frac{1}{4}$ mile Hamilton side of Portland Station	2 00	...	Down	1 in 52	0 40
Myamyn Station	23 60	...	Down	1 in 76	4 22
1 $\frac{1}{2}$ mile Portland side of Condah	29 45	Up	...	1 in 121	0 57

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4 miles 92 ch
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1 mile 29 cha
1 mile 78 cha
2 miles 4 cha
2 miles 61 ch
2 miles 69 ch
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No. 8 Gate, 4

LIST OF INCLINES REFERRED TO IN RULES Nos. 325 AND 404—continued.

No. of Incline.	Length of Incline.	LOCALITY.	Mileage.	Journey.		Mean Grade of Incline.	Length of Incline.
				Up.	Down.		
		LUBECK TO RUPANYUP.					
		2 miles 73 chains Rupanyup side of Jackson ...	m. c. From Lubeck. 8 6	...	Down	1 in 147	m. c. 0 17
		1 mile 54 chains do. do. ...	6 67	Up	...	1 in 462	0 14
		MURTOA TO WARRACKNABEAL.					
		2 miles 17 chains Warracknabeal side of Murtoa	2 17	...	Down	1 in 88	0 4
99	6 00	2 miles 74 chains do. do. Coromby	8 16	...	Down	1 in 93	0 12
		4 miles 57 chains do. do. do.	9 79	Up	...	1 in 66	0 2
73	3 50	4 miles 92 chains do. do. Minyip	17 63	...	Down	1 in 89	0 20
		6 miles 32 chains do. side of Sheep Hills	27 46	Up	...	1 in 99	0 34
63	3 63	6 miles 34 chains do. do. do.	27 48	...	Down	1 in 100	0 34
75	5 44						
85	2 18						
61	1 34						
66	6 21						
68	2 60						
72	4 00						
		HORSHAM TO NORADJUHA.					
		2 miles 6 chains Natimuk side of Horsham ...	2 6	...	Down	1 in 94	0 9
		8 miles 76 chains do. do. ...	8 76	...	Down	1 in 75	0 20
		13 miles 44 chains do. do. ...	13 44	Up	...	1 in 50	0 17
		37 chains Noradjuha side of Natimuk ...	14 12	Up	...	1 in 50	0 19
		78 chains do. do. ...	14 53	...	Down	1 in 50	0 13
		1 mile 29 chains do. do. ...	15 4	...	Down	1 in 88	0 16
129	3 58	1 mile 78 chains do. do. ...	15 53	Up	...	1 in 62	0 21
85	9 45	2 miles 4 chains do. do. ...	15 59	...	Down	1 in 90	0 13
65	3 73	2 miles 61 chains do. do. ...	16 36	Up	...	1 in 91	0 9
		2 miles 69 chains do. do. ...	16 44	Up	...	1 in 96	0 8
		2 miles 79 chains do. do. ...	20 10	Up	...	1 in 91	0 9
65	1 40						
		NORTH-EASTERN LINE.					
		1 mile Melbourne side of Broadmeadows ...	9 40	Up	...	1 in 61	2 66
		Beveridge Station ...	25 70	Up	...	1 in 70	1 55
48	0 73	1 mile Melbourne side of Wandong, top of range	33 10	Up	...	1 in 64	1 41
52	1 18	Do. do. do. do. ...	33 10	...	Down	1 in 63	1 29
57	1 70	5½ miles Melbourne side of Tallarook do. ...	50 62	Up	...	1 in 50	1 03
53	0 61	Do. do. do. do. ...	50 62	...	Down	1 in 58	1 20
65	0 76	¾ mile Melbourne side of Tallarook ...	55 30	...	Down	1 in 62	0 38
58	1 67	1¾ mile Avenel side of Mangalore ...	69 55	Up	...	1 in 93	1 35
68	1 51	¼ mile Barnawartha side of Chiltern ...	170 10	Up	...	1 in 88	1 12
		TATURA TO ECHUCA.					
47	1 13	11 chains Echuca side of Tatura ...	6 71	...	Down	1 in 122	0 9
50	3 42						
61	0 40						
46	1 35						
		GIPPSLAND LINE.					
		1¼ mile Melbourne side of Drouin ...	55 00	Up	...	1 in 64	3 06
		3 miles Melbourne side of Warragul ...	58 00	Up	...	1 in 50	1 02
44	0 77	Do. do. do. ...	58 00	...	Down	1 in 50	1 12
43	1 21	5¾ miles Melbourne side of Morwell, Haunted Hill	83 00	Up	...	1 in 50	2 13
		Do. do. do. do. ...	83 00	...	Down	1 in 62	3 27
		1 mile Melbourne side of Traralgon ...	96 20	...	Down	1 in 50	0 63
81	1 16	1¼ mile Sale side of Traralgon ...	98 45	Up	...	1 in 50	0 42
68	2 11						
59	3 19						
61	1 61						
73	3 31						
		TRARALGON TO HEYFIELD.					
		½ mile Heyfield side of Traralgon Junction ...	1 40	Up	...	1 in 50	0 40
		¾ mile Traralgon side of Heyfield ...	22 40	...	Down	1 in 55	0 43
		WANGARATTA TO BEECHWORTH.					
70	0 52	1 mile Wangaratta side of Beechworth ...	24 20	Up	...	1 in 37	6 50
63	1 32						
		EVERTON TO MYRTLEFORD.					
		1 mile Myrtleford side of Murrungee ...	9 65	Up	...	1 in 44	1 67
		Do. do. do. ...	9 65	...	Down	1 in 48	1 62
49	0 42						
52	0 40						
76	4 22						
21	0 57						
		BRANXHOLME TO CASTERTON.					
		No. 8 Gate, 4 miles Branxholme side of Merino ...	14 00	...	Down	1 in 59	3 01

LIST OF INCLINES REFERRED TO IN RULES Nos. 325 AND 404—continued.

LOCALITY.	Mileage.	Journey.		Mean Grade of Incline.	Length of Incline.	NA Names
		Up.	Down.			
	m. c.				m. c.	
GEEELONG TO COLAC.						
	From Geelong.					
South end of Geelong Tunnel	0 50	Up	...	1 in 50	0 32	Ponting, R.
1½ mile Geelong side of Pettavel road, at German-town	9 50	Up	...	1 in 61	1 43	Hirst, J. Spence, J. Phillips, C. Eleigh, J. Bowman, R. Spencer, C. Anderson, J. Bowman, J. Godfrey, M. Syme, R. Lawley, S. Wilson, J. Clark, W.
GEEELONG TO QUEENSCLIFF.						
	From Geelong.					
South end of Geelong Tunnel	0 50	Up	...	1 in 50	0 32	
4 miles Geelong side of Drysdale	8 40	Up	...	1 in 52	1 27	
SANDHURST TO INGLEWOOD.						
	From Sandhurst.					
½ mile Sandhurst side of Eaglehawk	4 30	...	Down	1 in 54	0 35	
INGLEWOOD TO KORONG VALE.						
	From Inglewood.					
1½ mile Korong Vale side of Inglewood	1 55	Up	...	1 in 84	1 28	Campbell, J.
KORONG VALE TO WYCHEPROOF.						
	From Charlton.					
1½ mile Wycheproof side of Charlton	1 60	Up	...	1 in 81	1 30	Butler, J. Brady, P. Lowe, J.
1 mile Korong Vale side of Barakee	6 20	...	Down	1 in 50	0 39	McNamara, Crowley, J. Davern, J. Osborne, W. Wrangham, McGregor, T. Brown, J. Cappi, S.
EAGLEHAWK TO KERANG.						
	From Eaglehawk.					
1 mile Eaglehawk side of Sebastian	9 20	...	Down	1 in 70	0 57	
1½ mile Eaglehawk side of Raywood	12 15	...	Down	1 in 78	0 74	
CARLSRUHE TO DAYLESFORD.						
	From Carlsruhe.					
Fernhill Bank, 1½ mile Carlsruhe side of Trentham	9 00	Up	...	1 in 67	1 78	Millane, P.
Bullarto Station	16 60	...	Down	1 in 54	4 17	Jones, G. McNamara,
LANCEFIELD JUNCTION TO LANCEFIELD.						
	From Lancefield Junc.					
1½ mile Lancefield Junction side of Romsey	8 60	Up	...	1 in 82	3 43	Brunning, C.
1 mile do. do. Lancefield	13 60	...	Down	1 in 84	0 48	
CASTLEMAINE TO DUNOLLY.						
	From Castlemaine.					
1½ mile Castlemaine side of Moolort	21 35	...	Down	1 in 63	1 18	Backhouse, J. Richmond, J.
¾ mile do. do. Carisbrook	28 45	...	Down	1 in 50	0 42	Ross, R. Darcy, N. Scott, R. Norris, T.
DUNOLLY TO ST. ARNAUD.						
	From Dunolly.					
2¾ miles St. Arnaud side of Goldsboro'	6 60	Up	...	1 in 71	2 32	Reid, G. W. (
2¼ miles do. do. Carapooee	29 00	Up	...	1 in 61	1 62	
MARYBOROUGH TO AVOCA.						
	From Maryborough.					
¾ mile Avoca side of Maryborough	0 50	Up	...	1 in 43	0 27	McPherson,
HORSHAM TO DIMBOOLA.						
	From Horsham.					
3½ miles Horsham side of Dimboola	17 65	...	Down	1 in 50	0 52	Burton, W. . Malcolm, D.
HAWTHORN TO LILYDALE.						
	From Melbourne.					
1 mile Lilydale side of Camberwell	5 76	Up	...	1 in 40	0 22	Jack, D.
¾ mile Lilydale side of Box Hill	9 68	...	Down	1 in 64	0 33	
¾ mile Lilydale side of Blackburn	11 38	Up	...	1 in 40	0 51	Bowden, J.
1 mile Melbourne side of Lilydale	22 28	...	Down	1 in 40	1 00	
CASTLEMAINE AND MALDON LINE.						
	From Maldon Junction					
2m. 38c. Maldon side of Maldon Junction	2 38	Up	...	1 in 47	1 44	Bowman, R. Anderson, J. Spencer, C. J.
2 miles Castlemaine side of Maldon	8 60	Up	...	1 in 49	2 30	Darcy, N. Scott, R. Davern, J. Backhouse, J.

Names and Addresses of Officers.

NAMES, ADDRESSES, AND DISTRICTS OF INSPECTORS OF WORKS AND PERMANENT WAY.

can ade of cline.	Length of Incline.	m. c.	Names.		Addresses.		Districts.	
			<i>Inspectors of Permanent Way.</i>					
n 50	0 32		Ponting, R. F. ...	Spencer-street and Ascot Vale ...			Melbourne to Williamstown and Essendon, including Racecourse Branch and Coburg Line	
n 61	1 43		Hirst, J. ...	Sunbury ...			Sunbury to Carlsruhe, and the Lancefield Line	
			Spence, J. ...	Daylesford ...			Carlsruhe to North Creswick	
			Phillips, C. ...	Sandhurst ...			Carlsruhe to Sandhurst	
n 50	0 32		Eleigh, J. ...	Do. ...			Sandhurst to Echuca	
n 52	1 27		Bowman, R. ...	Maryborough ...			Castlemaine to Dunolly and Maldon	
			Spencer, C. T. ...	Do. ...			Ballarat to Avoca, and Ballarat Racecourse Line	
			Anderson, J. ...	St. Arnaud ...			Dunolly to Donald	
			Bowman, J. ...	Portland ...			Hamilton to Portland and Casterton	
n 54	0 35		Godfrey, M. ...	Inglewood ...			Sandhurst to Korong Vale and to Wedderburn	
			Syme, R. ...	Korong Vale ...			Korong Vale to Wycheproof and Boort	
			Lawley, S. ...	Eaglehawk ...			Eaglehawk to Kerang	
			Wilson, J. ...	Geelong ...			Newport to Lethbridge; W'mstown Racecourse Line	
n 84	1 28		Clark, W. ...	Ballarat East ...			Lethbridge to Ballarat and Ballan; Lal Lal Racecourse Line	
			Campbell, J. ...	Ballarat ...			Ballarat to Scarsdale and Ararat and Ballarat Cattle Yards Line	
n 81	1 30		Butler, J. ...	Stawell ...			Ararat to Lubeck and Rupanyup	
n 50	0 39		Brady, P. ...	Horsham ...			Jung Jung to Dimboola	
			Lowe, J. ...	Serviceton ...			Dimboola to Serviceton	
			McNamara, J. ...	Murtoa ...			Lubeck to Jung Jung, and Murtoa to Warracknabeal	
			Crowley, J. ...	Hamilton ...			Ararat to Hamilton	
			Davern, J. ...	Heyfield ...			Heyfield to Maffra	
n 70	0 57		Osborne, W. ...	Essendon ...			Essendon to Tallarook	
n 78	0 74		Wrangham, T. ...	Benalla ...			Avenel to Wangaratta	
			McGregor, T. ...	Wangaratta ...			Wangaratta to the Murray and Wahgunyah	
			Brown, J. ...	Murchison ...			Mangalore to Numurkah and Tatura	
			Cappi, S. ...	Beechworth ...			Beechworth Junction to Beechworth, and Everton to Myrtleford	
n 67	1 78		Millane, P. J. ...	Tungamah ...			Benalla to Yarrawonga	
n 54	4 17		Jones, G. ...	Tallarook ...			Tallarook to Yea, and Tallarook to Avenel	
			McNamara, J. ...	Flinders-street and Glenisle, Bridge-street west, Albert Park			Flinders-street to St. Kilda, Brighton, Hawthorn, Port Melbourne; South Yarra to Caulfield and Pic Nic Point Line	
n 82	3 43		Brunning, C. ...	Flinders-street, and Ralston-street east, St. Kilda			Flinders-street to St. Kilda, Brighton, Hawthorn, Port Melbourne; South Yarra to Caulfield and Pic Nic Point Line	
n 84	0 48		Backhouse, T. ...	Hawthorn ...			Hawthorn to Lilydale	
			Richmond, J. ...	Geelong ...			Geelong to Colac and Queenscliff; Geelong Racecourse Line	
n 63	1 18		Ross, R. ...	Colac ...			Colac to Terang	
n 50	0 42		Darcy, N. ...	Oakleigh ...			Caulfield to Warragul; Caulfield to Frankston	
			Scott, R. ...	Sale ...			Warragul to Sale and Mirboo	
			Norris, T. ...	Footscray (Main Line) ...			Footscray Junction to Sunbury and to Bacchus Marsh	
n 71	2 32		<i>Inspectors of Works.</i>					
n 61	1 62		Reid, G. W. (Actg.) ...	Spencer-street and Pascoe-street, Williamstown			Melbourne to Williamstown and Essendon, including Melbourne and Williamstown Racecourse Lines, South Suburban Lines, and Coburg Lines	
n 43	0 27		McPherson, J. ...	Castlemaine ...			Footscray Junction to Castlemaine; Footscray Junction to Bacchus Marsh, Lancefield, and Daylesford; also Daylesford to North Creswick	
n 50	0 52		Burton, W. A. ...	Sandhurst ...			Castlemaine to Echuca; Sandhurst to Wycheproof, Boort, Kerang, and Wedderburn	
n 40	0 22		Malcolm, D. ...	Geelong ...			Newport to Ballarat, Ballarat Cattle Yards, and Scarsdale; Geelong to Terang and Queenscliff; Warrenheip to Ballan; Geelong and Lal Lal Racecourse Lines	
n 64	0 33		Jack, D. ...	Ararat ...			Ballarat to Serviceton and Warracknabeal; Ararat to Portland and Casterton; and Lubeck to Rupanyup	
n 40	0 51		Bowden, J. ...	Seymour ...			Essendon to the Murray, Tatura, Numurkah, Wahgunyah, Beechworth and Myrtleford; Yarrawonga and Yea	
n 40	1 00		Bowman, R. ...	Maryborough ...			Castlemaine to Dunolly and Maldon	
n 47	1 44		Anderson, J. ...	St. Arnaud ...			Dunolly to Donald	
n 49	2 30		Spencer, C. T. ...	Maryborough ...			Ballarat to Avoca	
			Darcy, N. ...	Oakleigh ...			Caulfield to Warragul, Caulfield to Frankston	
			Scott, R. ...	Sale ...			Warragul to Sale and Mirboo	
			Davern, J. ...	Heyfield ...			Heyfield to Maffra	
			Backhouse, T. ...	Hawthorn ...			Hawthorn to Lilydale	

ADDRESSES OF OFFICERS.

JOHN LUNT, Engineer for Existing Lines, 15 Avenue, Windsor.
 F. RENNICK, Chief Assistant Engineer for Existing Lines, Canterbury Station.
 W. TODD, Superintending Inspector of Permanent Way, Essendon.
 E. PHILPOTT, Signal Engineer, care of Station-master, South Yarra Station; or No. 10 Kensington-road, South Yarra.
 J. MONAMARA, Superintending Inspector of Permanent Way, Flinders-street, and Glenislie, Bridport-street west, Albert Park.

THE FOLLOWING INSPECTORS AND SIGNAL FITTERS AND ADJUSTERS HAVE CHARGE OF ALL CONNECTIONS IN THEIR RESPECTIVE DISTRICTS, AND ARE TO BE COMMUNICATED WITH AT ONCE IN CASE OF ACCIDENT, VIZ. :-

Names.	Districts.	Departmental Addresses.	Private Addresses.
James McClure ...	Inspector of Signals, all lines ...	Hawksburn Station ...	15 Surrey - road, Hawksburn
T. Parry ...	Inspector of Interlocking, all lines	Hawksburn Station ...	26 Motherwell-st., Hawksburn
D. W. Sim ...	Foreman Fitter, all lines ...	Care of Station-master, Newmarket	Clyde Villa, Railway-place east, Newmarket
W. Cowie ...	Foreman Gas-fitter, all lines ...	Care of Station-master, South Melbourne	Taradale Cottage, Lyell-st., South Melbourne
Henry T. Walker...	Signal Fitter, South Suburban Lines	Care of Station-master, Richmond	Balmain-st., South Richmond
R. Bond ...	Signal Fitter, South Suburban Lines	Care of Station-master, Richmond	Wangaratta-street, Richmond (near station)
Chas. Crook ...	Signal Fitter, North Suburban Lines	No. 1 Signal-box, Spencer-street	Corner of Spencer and Dryburgh sts., West Melbourne
Thos. Payton ...	Signal Fitter, North Suburban Lines	No. 1 Signal-box, Spencer-street	Corner of Queensberry and Lothian sts., Hotham
Thos. F. Duncan ...	Signal Fitter, between Tallarook and Wodonga	Care of Station-master, Seymour	
Thos. Kerr ...	Signal Fitter, Geelong, North Geelong, Queenscliff Junction, Warrenheip, Ballarat, and Scarsdale Junction	Care of Station-master, Ballarat	
Rudd, Jas. ...	Signal and Block Inspector, S. S., Gippsland, and North-Eastern Lines	Flinder's-street Station ...	5 White - street, Richmond
Richmond, J. ...	Signal and Block Inspector, North Suburban, Western, and Northern Lines	Yard Inspector's office, Spencer-street	North-street, Ascot Vale, and Spencer-street

NAMES, ADDRESSES, AND DISTRICTS OF DISTRICT TRAFFIC SUPERINTENDENTS.

Names.	Addresses.	Districts.
Moore, W. A. ...	North Melbourne and Moonee Ponds	All North Suburban Stations extending to Coburg, Broadmeadows, Werribee, and Williamstown respectively; also to Bacchus Marsh, to Lancefield, and to Chewton on the Sandhurst Line. Melbourne Yards, Spencer-street excepted.
Stephens, C. ...	Sandhurst ...	Castlemaine, and all stations on down side; also from Echuca to Tatura.
Kibble, W. M. ...	Geelong ...	Little River to Dobies; Geelong to Queenscliff and Terang; Warrenheip to Ballan; Ballarat to Scarsdale and the Racecourse Junction.
Pollard, E. F. ...	Stawell ...	Ararat and all stations on down side.
Moule, W. W. ...	Maryborough ...	Maldon Line, Maldon Junction to the Racecourse Station; Creswick to Tylden; also the Avoca and Donald Lines.
Syder, Jas. ...	Seymour ...	Somerton, and all stations on down side, except stations from Tatura to Echuca allotted to Mr Stephens.
Gill, G. E. ...	Flinders-street Station and East Richmond	Flinders-street to Sandringham, St. Kilda, and Port Melbourne.
O'Connor, W. C.	Prince's-bridge Station and South Yarra	Gippsland Line, Hawksburn to Sale and branches; Frankston and Lilydale Lines (Richmond Station excepted).

R. I
 Nam
 A. Thomp
 H. Lewis
 R. B. Sew
 NAME
 Nan
 W. Stint
 G. Smail
 T. Hulse
 S. Rake
 J. Stone
 G. Hodgk
 J. Upton
 J. Brown
 F. Glenis
 T. Tatter
 W. McK
 W. Tinda
 J. Stokes
 A. Coope
 A.
 E.

ADDRESSES OF OFFICERS.

R. H. FRANCIS, Traffic Manager, Yarravale, South Yarra Railway Station.

NAMES, ADDRESSES, AND DISTRICTS OF LOCOMOTIVE INSPECTORS.

Names.	Addresses.	Districts.
A. Thompson ...	Flinders-street Station ...	All South Suburban Lines; Gippsland Line and Branches
H. Lewis ...	Spencer-street Station, West Melbourne	Melbourne and Echuca Line, from Melbourne to Castlemaine, Bacchus Marsh, Lancefield, and Daylesford Lines; North-Eastern Line and all Branches; Melbourne to Yendon, Camperdown, and Queenscliff Lines; Melbourne to North Williamstown, Coburg, and Flemington Racecourse Lines; Williamstown Racecourse Line; Geelong Racecourse Line and Meat Siding
R. B. Sewell ...	Sandhurst Station ...	Melbourne and Echuca Line, from Castlemaine to Echuca, Wycheproof, Kerang, and Boort; Maldon Line; Castlemaine to Avoca, Donald, and Yendon; Ballan Line; Scarsdale Line; Ballarat to Serviceton; Portland; Casterton, Rupanyup, and Warracknabeal Lines; and Ballarat Racecourse Line

NAMES, ADDRESSES, AND DISTRICTS OF LOCOMOTIVE FOREMEN, FITTERS, AND DRIVERS IN CHARGE OF LOCOMOTIVE DEPOTS.

Names.	Addresses.	Districts.
W. Stinton ...	Williamstown Station ...	Williamstown and Piers
G. Smail ...	Port Melbourne Station ...	Port Melbourne and Piers
T. Hulse ...	Spencer-street Station, Melbourne	Melbourne, Little River, Woodend, Wandong, Bacchus Marsh, Lancefield, and Daylesford Lines; Flinders-street Tramway and Flemington, and Williamstown Racecourse Lines
S. Rake ...	Sandhurst Station ...	Echuca, Wycheproof, Kerang, and Boort to Sandhurst and Woodend
J. Stone ...	Ballarat Station ...	Ballarat to Clunes, Beaufort, Meredith, Scarsdale, Ballan, Creswick and Daylesford; Ballarat and Lal Lal Racecourse Lines
G. Hodgkins ...	Benalla Station ...	Euroa to Albury, Beechworth, Myrtleford, Yarravong, and Wahgunyah Lines
J. Upton ...	Maryborough Station ...	Castlemaine to Donald, Maldon, Avoca, and Clunes
J. Brown ...	Geelong Station ...	Little River to Meredith, Camperdown, Queenscliff, and Geelong Racecourse Lines
F. Glenister ...	Stawell Station ...	Beaufort to Serviceton, Portland, Casterton, Rupanyup, and Warracknabeal Lines
T. Tattersall ...	Ararat Station ...	
W. McKenna ...	Seymour Station ...	Wandong to Seymour, Goulburn Valley, and Yea Lines
W. Tindall ...	Sale Station ...	Warragul to Sale, Maffra, and Mirboo Lines
J. Stokes ...	Spencer-street Station, Melbourne	Melbourne to Little River, Sunbury, Wandong, Williamstown
A. Coope ...	Spencer-street Station, Melbourne	Melbourne to Little River, Sunbury, Wandong, Williamstown

ADDRESSES OF OFFICERS.

A. D. SMITH, Acting Locomotive Superintendent, Melbourne Club, Collins-street, Melbourne.

E. JACKS, Chief Locomotive Inspector, corner of Speight and Jacks streets, Newport.

Distinguishing Head and Tail Signals to be carried by Trains passing Richmond, and on the Port Melbourne and St. Kilda Lines.

SOUTH SUBURBAN LINES.

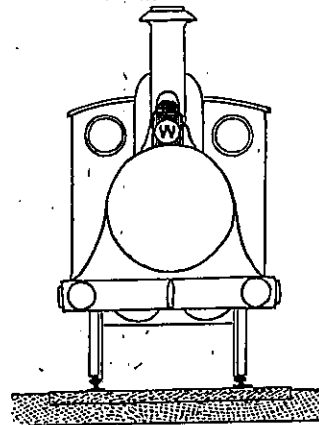
Explanation of Letters on Diagrams.—For W read "WHITE," for R "RED."

HEAD SIGNALS.

All engines running from Flinders-street Station towards or past Richmond, and all engines running to Flinders-street from South Yarra or Richmond, to carry at night one White light at bottom of funnel, on top of smoke-box; and by day one head lamp or one round White disc in same position,

Thus:

Flinders-street.

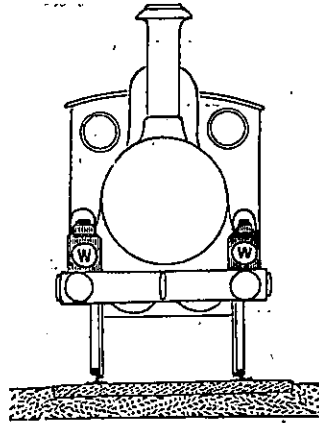


All trains or past Rich from South the ordinary

All engines to and from Prince's-bridge Station, south face of platform, to carry at night two White lights, one over each buffer; and by day two head lamps or two round White discs in same positions,

Thus:

Prince's-bridge—South Face.

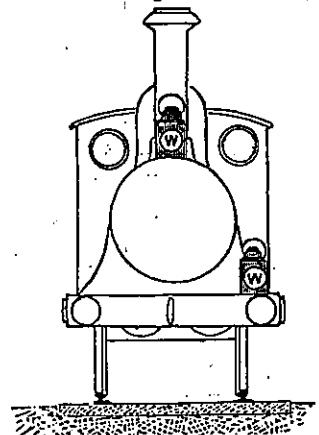


All train: face of plat rear of van day one add position,

All engines to and from Prince's-bridge Station, north face of platform, to carry at night one White light over left-hand buffer, and another White light at bottom of funnel on top of smoke-box; and by day two head lamps or two round White discs in same positions,

Thus:

Prince's-bridge—North Face.



All train: face of plat rear of van day one add same positio

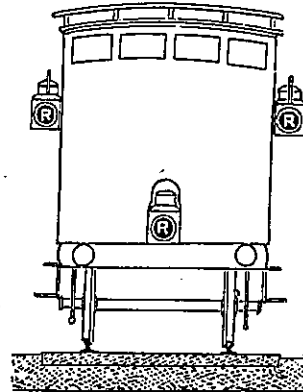
SOUTH SUBURBAN LINES—*continued.*

TAIL SIGNALS.

All trains running *from* Flinders-street Station towards or past Richmond, and all trains running *to* Flinders-street from South Yarra or Richmond, to carry by day and night the ordinary tail lamp,

Thus:

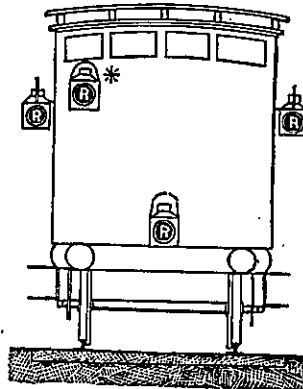
Flinders-street.



All trains to and from Prince's-bridge Station, south face of platform, to carry at night an extra Red light at rear of van, on left-hand side, near top of van; and by day one additional lamp or one round White disc in same position,

Thus:

Prince's-bridge—South Face.

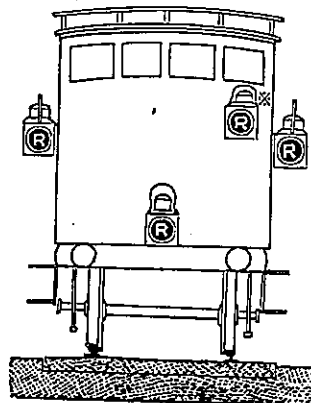


* Distinguishing lamp or disc.

All trains to and from Prince's-bridge Station, north face of platform, to carry at night an extra Red light at rear of van, on right-hand side, near top of van; and by day one additional tail lamp or one round White disc in same position,

Thus:

Prince's-bridge—North Face.



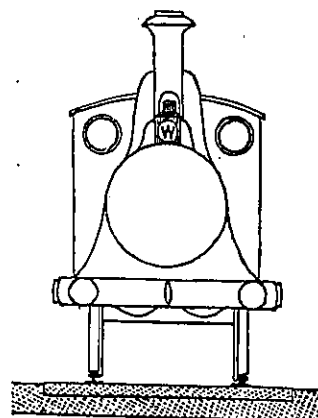
* Distinguishing lamp or disc.

PORT MELBOURNE AND ST. KILDA LINES.

HEAD SIGNALS.

All engines to and from Flinders-street and Port Melbourne to carry at night one White light at bottom of funnel, on top of smoke-box; and by day one head lamp or one round White disc in same position, } Thus:

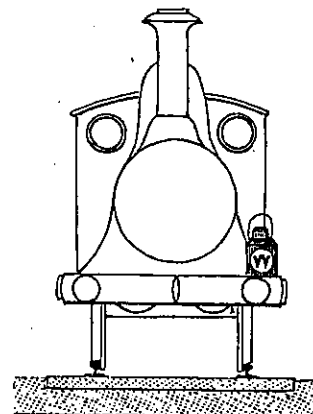
Port Melbourne.



All trains carry at night hand side lamp or one

All engines to and from Flinders-street and St. Kilda to carry at night one White light on the left-hand buffer; and by day one head lamp or one round White disc in same position, } Thus:

St. Kilda.



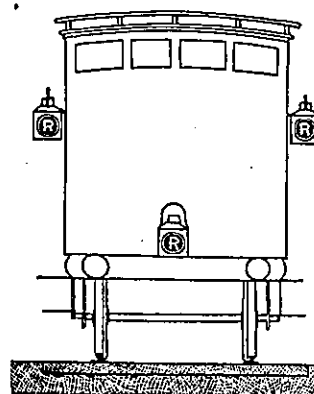
Special train Red lamp at as at present

* This signal Tail Signals.

TAIL SIGNALS.

All trains to and from Flinders-street and Port Melbourne to carry by day and night the ordinary tail lamp, } Thus:

Port Melbourne.



The terms which it is travelling Engines run The "Van" Engines travel The diagram

PORT MELBOURNE AND ST. KILDA LINES—*continued.*

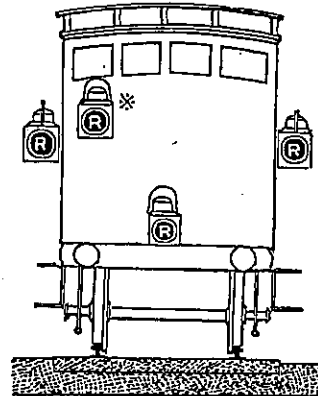
TAIL SIGNALS—*continued.*

All trains to and from Flinders-street and St. Kilda to carry at night an extra Red light on rear of van at left-hand side near the top; and by day one additional tail lamp or one round White disc in same position,

} Thus:

* Distinguishing lamp or disc.

St. Kilda.

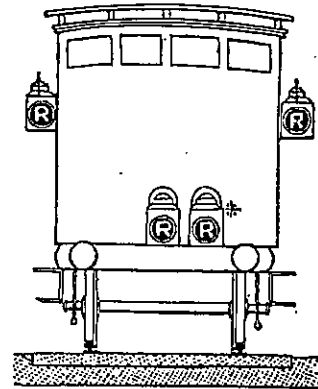


For Special Train on all S. S. Lines.

Special trains following to be intimated by an additional Red lamp at rear of van at night; and by Red disc by day, as at present,

} Thus:

* This signal denotes a Special following, and must be in addition to any other Tail Signals.



NOTES.

The terms "right-hand" and "left-hand," refer to the right-hand and left-hand side of the train in the direction which it is travelling.

Engines running alone to exhibit the same Tail Signals, except side lights, as vans or vehicles at rear of trains.

The "Van" in the above directions and diagrams means the last vehicle in the rear.

Engines travelling tender foremost shall exhibit the same Signals as when running funnel foremost.

The diagrams at side illustrate the position of lights and discs as set forth herein.

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