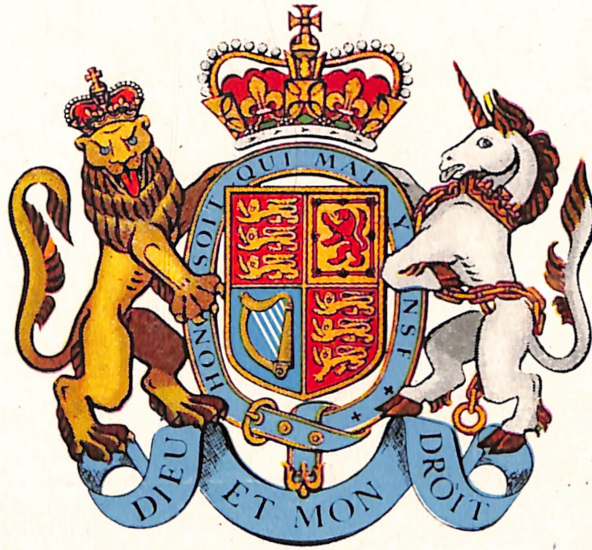


VICTORIAN



RAILWAYS

COUNTRY TOUR

by

ROYAL TRAIN

of

Her Majesty Queen Elizabeth II

and

*His Royal Highness
The Duke of Edinburgh*

3 — 6 March, 1954

Office of Chief Traffic Manager,
Room 73, 'Phone 1302,
Spencer Street, Melbourne.
15th February, 1954.

S. 5000/54

G. ROGERS,
Chief Traffic Manager.

MARSHALLING OF THE ROYAL TRAIN

1. The Royal Train will consist of the following rolling stock and will be hauled, except where otherwise stated, by two "B" class locomotives coupled :

CE Van, No. 34.
DINING CAR.
AS Car, No. 14.
AS Car, No. 15.
AS Car, No. 16.
DINING CAR.
"GOULBURN."
No. 5 STATE CAR.
No. 4 STATE CAR.

Load : 9 490 tons.

2. The Royal Train will be marshalled in the order shown below :—

WEDNESDAY, 3RD MARCH, 1954.

MELBOURNE—SALE—

Locos, No. 4 State Car, No. 5 State Car, Goulburn, Diner, AS, AS, AS, Diner, CE.

SALE—HERNE'S OAK—

Locos, CE, Diner, AS, AS, AS, Diner, Goulburn, No. 5 State Car, No. 4 State Car.

HERNE'S OAK—YALLOURN—

Loco, No. 4 State Car, No. 5 State Car, Goulburn, Diner, AS, AS, AS, Diner, CE.

YALLOURN—HERNE'S OAK—MELBOURNE—

Locos, CE, Diner AS, AS, AS, Diner, Goulburn, No. 5 State Car, No. 4 State Car.

THURSDAY, 4TH MARCH, 1954.

MELBOURNE—GOORAMBAT—

Locos, No. 4 State Car, No. 5 State Car, Goulburn, Diner, AS, AS, AS, Diner, CE.

FRIDAY, 5TH MARCH, 1954.

GOORAMBAT—MANGALORE—

Locos, CE, Diner, AS, AS, AS, Diner, Goulburn, No. 5 State Car, No. 4 State Car.

MANGALORE—ECHUCA (CIVIC HALL PLATFORM)—

Locos, No. 4 State Car, No. 5 State Car, Goulburn, Diner, AS, AS, AS, Diner, CE.

ECHUCA (CIVIC HALL PLATFORM)—WAUBRA JUNCTION—

Locos, CE, Diner, AS, AS, AS, Diner, Goulburn, No. 5 State Car, No. 4 State Car.

WAUBRA JUNCTION—BALLARAT RACECOURSE PLATFORM—

Engine, No. 4 State Car, No. 5 State Car, Goulburn, Diner, AS, AS, AS, Diner, CE.

SATURDAY, 6TH MARCH, 1954.

BALLARAT RACECOURSE PLATFORM—GEELONG—WARBURTON—

Locos, CE, Diner, AS, AS, AS, Diner, Goulburn, No. 5 State Car, No. 4 State Car.

(NOTE—Train to be reversed on Loop after arrival at Geelong.)

(Return from Warburton will be notified separately.)

MELBOURNE—SALE.

WEDNESDAY, 3RD MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional	DOWN.	ROYAL TRAIN.
—	—	MELBOURNE—	a.m.
—	—	Spencer Steeet ... dep.	6 35 (No. 8 Platform)—Pick up.
—	1	Flinders Street	6 45 (No. 1 Centre Platform)—Pick up. Pre 6.45 Ringwood. Via Local Line.
6½	6½	Caulfield	7 1* Pre 6.43 Dandenong.
9½	3	Oakleigh	*
18½	9	Dandenong	7 19*
22½	4	Hallam	*
24½	2	Narre Warren	7 28*
27	2½	Berwick	7 33*—4 Pass. wait (due 7.26 a.m.)
28½	1½	Beaconsfield	7 37*
31	2½	Officer	7 40*
35½	4½	Pakenham	7 46*
40	4½	Nar-Nar-Goon	7 53*
43½	3½	Tynong	7 58*
45½	2½	Garfield	*
48½	2½	Bunyip	8 8*
51	2½	Longwarry	8 13*
56½	5½	Drouin	8 21*
61½	4½	Warragul	arr. ... dep. 8 28*
65½	4½	Darnum	8 34*
69	3½	Yarragon	8 38*
74	5	Trafalgar	8 49*
80½	6½	Moe	arr. 8 59* dep. 9 12—12 Pass. (due 9.9 a.m.)
85½	5	Herne's Oak	9 20*
89	3½	Morwell	9 26*
91½	2½	Maryvale ... ..	...
97½	6½	Traralgon	arr. ... dep. 9 40*
101½	4	Loy Yang	*
106	4½	Flynn	9 52*
111½	5½	Rosedale	9 59*
119½	8½	Kilmany	10 10*
123½	4	Fulham	10 16*
127½	4½	SALE	arr. 10 30

SALE—YALLOURN—MELBOURNE.

WEDNESDAY, 3RD MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional	UP.	ROYAL TRAIN.
127½	—	SALE dep.	p.m. 12 20 Her Majesty and His Royal Highness entrain.
123½	4¼	Fulham	*
119½	4	Kilmany	12 33*—21 Pass. (due 11.52 a.m.)
111½	8½	Rosedale	1 15*
106	5½	Flynn	1 25*
101½	4½	Loy Yang	*
97½	4	TRARALGON	1 40 —RECEPTION.
91½	6½	Maryvale	2 10
89	2¼	Morwell	2 24*
85½	3¾	Herne's Oak arr.	2 30—No. 2 Road. Detach "B" class locos. "B" class Loco drop on.
		DOWN.	2 "B" class locos, coupled (Light)
		Herne's Oak dep.	p.m. 2 40
		arr.	2 50
87½	2¼	YALLOURN	—RECEPTION.
		UP.	
85½	2¼	Herne's Oak	4 5
80½	5	Moe	4 14*
74	6½	Trafalgar	4 24*
69	5	Yarragon	4 32*
65½	3½	Darnum	4 42*
		arr.	4 46*
61½	4¼	WARRAGUL	4 55 —RECEPTION.
56½	4¾	Drouin	5 25
51	5½	Longwarry	5 32*
48½	2½	Bunyip	5 39*
45½	2¾	Garfield	5 44*
43½	2½	Tynong	5 49*
40	3¾	Nar-Nar-Goon	5 54*
35½	4½	Pakenham	5 59*
31	4¾	Officer	6 6*—41 Pass. (due 5.42 p.m.).
28½	2¾	Beaconsfield	6 12*
27	1½	Berwick	6 15*
24½	2½	Narre Warren	6 19*
22½	2	Hallam	6 23*
18½	4	Dandenong	*
9½	9	Oakleigh	6 32*—Pre 6.22 p.m. ex Dandenong.
6½	3	Caulfield	6 43*—Pre 6.37 p.m. ex Oakleigh.
			6 49*—Through line.
		MELBOURNE—	7 5 (No. 1 Centre Platform)— Her Majesty and His Royal Highness detrain.
	6½	Flinders Street	7 10
	1	Spencer Street	7 15 (No. 8 Platform)—Set down.

MELBOURNE—BENALLA—GOORAMBAT.

THURSDAY, 4TH MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional	DOWN.	ROYAL TRAIN.
—	—	MELBOURNE— Spencer Street dep.	p.m. 5 50 (No. 1 Platform) Her Majesty and His Royal Highness entrain. —Pre 5.42 p.m. Broadmeadows.
1	1	North Melbourne	*
5	4	Essendon	6 1*
10½	5½	Broadmeadows	6 10*
13½	3	Somerton	*
16½	2¾	Craigieburn	6 17*
20½	4½	Donnybrook	6 23*
26	5¼	Beveridge	6 29*
29½	3½	Walla	6 34*
33½	3¾	Heathcote Junction	6 39*
34½	1	Wandong	*
39½	5¼	Kilmore East	6 47*
46½	7¼	Broadford	6 55*
56	9¼	Tallarook	7 5*
61½	5¼	SEYMOUR	7 20* (5 m.p.h. through platform.) —74 Pass. wait.
68	6¾	Mangalore	7 32*
72	4	Avenel	7 37*
75½	3¾	Monea	*
79½	3½	Locksley	7 45*
84½	5½	Longwood	7 50*
89	4¼	Creighton	7 54*
93½	4¾	Euroa	7 59*
98½	5	Balmattum	8 9*
105½	6½	Violet Town	8 20*
113½	8½	Baddaginnie	8 30*
121½	7½	Benalla	arr. ... dep. 8 40*
131½	10½	GOORAMBAT	arr. 9 15

**GOORAMBAT—BENALLA—MANGALORE—ECHUCA
CIVIC HALL PLATFORM.**

FRIDAY, 5TH MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional.	UP.	ROYAL TRAIN.
131 $\frac{1}{4}$	—	GOORAMBAT	a.m. 9 25—2 D.R.C. cancelled.
121 $\frac{1}{4}$	10 $\frac{1}{2}$	BENALLA	10 0—Her Majesty and His Royal Highness detrain. dep. 10 5—Pre No. 38 altered.
113 $\frac{3}{4}$	7 $\frac{1}{2}$	Baddaginnie	10 14*
105 $\frac{1}{2}$	8 $\frac{1}{2}$	Violet Town	10 22*
98 $\frac{1}{2}$	6 $\frac{1}{2}$	Balmattum	10 28*
93 $\frac{1}{2}$	5	Euroa	10 35*
89	4 $\frac{3}{4}$	Creighton	10 39*
84 $\frac{3}{4}$	4 $\frac{1}{4}$	Longwood	10 43*—33 Pass. (due 10.34 a.m.).
79 $\frac{1}{2}$	5 $\frac{1}{2}$	Locksley	10 48*
75 $\frac{3}{4}$	3 $\frac{1}{2}$	Monea	*
72	3 $\frac{1}{4}$	Avenel	10 56*
68	4	MANGALORE	arr. 11 2*—Reverse Locos. dep. 11 17
		DOWN.	
74	6	Tabilk	11 26*
78 $\frac{1}{2}$	4 $\frac{1}{2}$	Nagambie	11 32*
84 $\frac{3}{4}$	6 $\frac{1}{4}$	Wahring	11 40*
91 $\frac{1}{2}$	7	Murchison East	11 49*
98	6 $\frac{1}{2}$	Arcadia	11 58*
102 $\frac{1}{2}$	4 $\frac{1}{2}$	Goulburn River Bridge	arr. 12 4*—Detach leading Loco; re-attach on Down side of Bridge. dep. 12 12
103 $\frac{1}{2}$	1	Toolamba	arr. ... dep. 12 14*
110	6 $\frac{3}{4}$	TATURA	arr. 12 25—Her Majesty and His Royal Highness entrain. dep. 12 50
113	3	Byrneside	*
117 $\frac{1}{4}$	4 $\frac{3}{4}$	Merrigum	1 0*
124	6 $\frac{1}{2}$	Kyabram	1 15*
130 $\frac{1}{2}$	6 $\frac{3}{4}$	Tongala	1 32*
135	4 $\frac{1}{4}$	Koyuga (See Note)	1 40*
139 $\frac{1}{2}$	4 $\frac{1}{4}$	Kanyapella	*
145	5 $\frac{1}{2}$	Echuca	1 55*
145 $\frac{1}{4}$	4	ECHUCA CIVIC HALL PLATFORM	arr. 2 0—RECEPTION.

Koyuga is to be manned as an Intermediate Block Post for the running of No. 5 Rail Motor and the Royal Train.

**ECHUCA CIVIC HALL PLATFORM — BENDIGO —
CASTLEMAINE — MARYBOROUGH — BALLARAT
RACECOURSE PLATFORM.**

FRIDAY, 5TH MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional.	UP.	ROYAL TRAIN.
(Via Bendigo)			p.m.
156	—	ECHUCA CIVIC HALL PLATFORM	dep. 2 20
155 $\frac{1}{4}$		Echuca	2 25*
146 $\frac{1}{4}$	9	Strathallan	*
138 $\frac{1}{4}$	7 $\frac{1}{2}$	ROCHESTER	arr. 2 50 —RECEPTION. dep. 3 5
128 $\frac{1}{2}$	10 $\frac{1}{2}$	Elmore	3 21*
124 $\frac{1}{2}$	3 $\frac{3}{4}$	Avonmore	*
118	6 $\frac{3}{4}$	Goornong	3 35*
115 $\frac{1}{4}$	2 $\frac{1}{2}$	Wellsford	*
112	3 $\frac{1}{4}$	Bagshot	*
108	4	Huntly	*
105 $\frac{1}{2}$	2 $\frac{1}{2}$	Epsom	*
102	3 $\frac{1}{2}$	North Bendigo Junction	4 0*
100 $\frac{3}{4}$	1 $\frac{1}{2}$	BENDIGO	arr. 4 5 (No. 1 Platform). —RECEPTION. dep. 5 20—Pre No. 94 Pass. altered.
99 $\frac{1}{4}$	1 $\frac{1}{2}$	Golden Square	*
97 $\frac{1}{2}$	1 $\frac{1}{2}$	Kangaroo Flat	5 26*
90 $\frac{1}{2}$	7 $\frac{1}{2}$	Ravenswood	*
82 $\frac{1}{2}$	7 $\frac{1}{2}$	Harcourt	5 46*
78	4 $\frac{3}{4}$	CASTLEMAINE DOWN.	arr. 5 55 (No. 1 Platform Road). —RECEPTION. dep. 6 15 (No. 2 Platform Road).
79	1	Maldon Junction	*
80 $\frac{1}{2}$	1 $\frac{1}{4}$	Campbell	*
84 $\frac{1}{2}$	3 $\frac{3}{4}$	Guildford	6 31*—20 D.R.C. altered (due 6.0 p.m.).
88 $\frac{1}{2}$	4	Strangway	*
92 $\frac{1}{2}$	3 $\frac{3}{4}$	Newstead	6 45*
95 $\frac{1}{2}$	3	Joyce's Creek	*
100 $\frac{1}{2}$	5 $\frac{1}{2}$	Moolort	6 59*
107 $\frac{1}{2}$	6 $\frac{1}{4}$	Carisbrook	7 10* arr. 7 20
112	4 $\frac{1}{2}$	MARYBOROUGH	—RECEPTION.
(Via Ballarat)		UP.	
116 $\frac{1}{2}$	—		dep. 7 40
111 $\frac{1}{2}$	4 $\frac{3}{4}$	Daisy Hill	*
107 $\frac{1}{2}$	4	Talbot	7 56*
96 $\frac{1}{2}$	10 $\frac{3}{4}$	Clunes	8 20*
93	3 $\frac{3}{4}$	Tourello	*
86 $\frac{1}{2}$	6 $\frac{1}{2}$	North Creswick	*
85 $\frac{1}{2}$	1	Creswick	8 50*
82 $\frac{1}{2}$	3	Bald Hills	*
80 $\frac{1}{2}$	1 $\frac{1}{4}$	Sulky	*
79 $\frac{1}{2}$	1	Waubra Junction	arr. 9 10—Detach "B" class locos. Engine drop on. dep. 9 20
81 $\frac{1}{2}$	1 $\frac{1}{4}$	BALLARAT RACECOURSE PLATFORM	arr. 9 30

2 "B" class locos., coupled (Light)

p.m.
9 35
9 45

**BALLARAT RACECOURSE PLATFORM—BALLARAT—
GEELONG—MELBOURNE.**

SATURDAY, 6TH MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional.	UP.	ROYAL TRAIN.
81½	—	BALLARAT RACECOURSE PLATFORM	a.m.
79¾	1¾	Waubra Junction ...	dep. 9 35
74½	5¼	North Ballarat ...	9 45*
			9 56*
			arr. 10 0 (No. 1 Platform).
73¾	4¾	BALLARAT	—RECEPTION.
(Via Geelong)			
99½	—		dep. 11 15—15 D.R.C. (due 10.40 a.m.).
99	1½	Ballarat East ...	* —25 Pass. wait (due 11.4 a.m.).
95½	3½	Warrenheip ...	11 24*
93	2½	Navigator ...	*
90½	2¾	Yendon ...	*
86¾	3½	Lal Lal ...	11 34*
79½	7¼	Elaine ...	11 42*
74	5½	Meredith ...	11 51*—(5 m.p.h. through platform.)
			p.m.
64¾	9¼	Lethbridge ...	12 3*
58¾	6	Bannockburn ...	12 41*
54¾	4	Gheringhap ...	12 47*
51½	3½	Moorabool ...	12 52*
—	—	North Geelong "C" Box	*
46½	4¾	North Geelong "B" Box	1 1*
45	1½	GEELONG	arr. 1 10 (No. 1 Platform).
			—RECEPTION.
43½	1½	North Geelong	dep. 2 25 —(Reverse train.)
41½	1¾	North Shore ...	2 29*—45 Pass. altered (due 2.15 p.m.).
39¾	2	Corio ...	*
35¾	4	Lara ...	2 34*
29½	6½	Little River ...	2 40*
24¾	4¾	Manor ...	2 46*
19¾	5	Werribee ...	2 51*
15¾	4	Drome ...	2 56*
			*
13¾	2	AIRCRAFT SIDING PLATFORM	arr. 3 5—Her Majesty and His Royal Highness visit R.A.A.F. Station, Point Cook.
13	3¼	Laverton ...	dep. 4 35
11½	1¾	Galvin ...	4 37*
10½	1¾	Rock ...	*
9¾	1¾	C.O.R. Platform ...	*
8¾	1	Paisley ...	*
7½	1½	Newport South Junction	4 43*
6½	1¾	Newport ...	4 45*—Pre 4.33 p.m. ex Williamstown Pier.
3½	3	Footscray ...	4 50*
1	2½	North Melbourne	*
—	1	MELBOURNE— Spencer Street	arr. 4 58 (No. 8 Platform).—Set down. dep. 4 59 (thence to Warburton).

MELBOURNE—WARBURTON.

SATURDAY, 6TH MARCH, 1954.

ROYAL TRAIN.

Miles from Melb.	Miles Sectional.	DOWN.	ROYAL TRAIN.
—	—	MELBOURNE— Spencer Street	p.m. 4 59 (No. 8 Platform.) Via North Viaduct.
—	1	Flinders Street	arr. ... (Through No. 2 Road.) dep. 5 4*—Pre 5.0 p.m. Box Hill, 5.5 p.m. Eastmalvern.
1½	1½	Richmond ...	5 8*
5½	4	Camberwell ...	5 18*
9¼	3¾	Box Hill ...	5 26* (5 m.p.h.)
15¼	6	Ringwood ...	5 40* (5 m.p.h.)—4.49 p.m. Lilydale, terminate Ringwood. (due 5.29 p.m.)
16½	1¼	Ringwood East ...	*
18½	2	Croydon ...	5 45* (5 m.p.h.)
20½	2	Mooroolbark ...	5 53*
23½	3	Lilydale ...	arr. ... dep. 6 3* (5 m.p.h.)—5.22 p.m. Lilydale—Ringwood not to run.
27½	4	Mount Evelyn ...	6 15*—14 Pass. wait (due 5.45 p.m.)
30½	3	Wandin ...	6 23*
32½	2	Seville ...	*
34¾	2¼	Killara ...	*
37¼	2½	Woori Yallock ...	*
41	3¾	Launching Place ...	*
42½	1¼	Yarra Junction ...	6 53*
44½	2¼	Wesburn ...	*
45½	1	Millgrove ...	*
47¼	2¼	WARBURTON	arr. 7 10 Her Majesty and His Royal Highness detrain.

(RETURN OF ROYAL TRAIN WARBURTON — MELBOURNE
WILL BE NOTIFIED SEPARATELY.)

SCHEDULES FOR ANCILLARY MOVEMENTS.
MELBOURNE—WARRAGUL—BAIRNSDALE
 WEDNESDAY, 3RD MARCH, 1954.

DOWN.	No. 21 EXPRESS ALTERED	No. 41 PASS. ALTERED
MELBOURNE	a.m.	p.m.
Flinders Street ... dep.	8 35	4 25
Caulfield ...	As per W.T.T. 30/53	As per W.T.T. 30/53
Oakleigh ...		
Dandenong ...		
Hallam ...		
Narre Warren ...		
Berwick ...		
Beaconsfield ...		
Officer ...		
Pakenham ...	arr. ...	5 42
Nar-Nar-Goon ...	dep. ...	—ROYAL TRAIN
Tynong ...		6 10
Garfield ...		6 19
Bunyip ...		6 30
Longwarry ...		6 35
Drouin ...		6 40
		6 45—30 altd. DL.
		6 56
		7 15
WARRAGUL		
Darnum ...		
Yarragon ...		
Trafalgar ...		
Moe ...	arr. PASS.	
Herne's Oak ...	dep. ...	
Morwell ...		
Traralgon ...	arr. 11 15	
Loy Yang ...	dep. 11 18	
Flynn ...		
Rosedale ...		
Kilmany ...	arr. 11 52—ROYAL TRAIN	
	dep. 12 36	
Fulham ...		
Sale ...	arr. 12 50	
Montgomery ...	dep. 1 2	
Stratford Junction ...		
Stratford ...		
Munro ...		
Fernbank ...		
Lindenow ...		
Hillside ...		
BAIRNSDALE	arr. 2 20	

BAIRNSDALE—TRARALGON—MELBOURNE.
 WEDNESDAY, 3RD MARCH, 1954.

UP.	No. 30 PASS. ALTERED	No. 32 PASS. ALTERED
BAIRNSDALE		p.m.
Hillside ... dep.		3 10
Lindenow ...		3 29
Fernbank ...		3 41
Munro ...		
Stratford ...		4 2
Stratford Junction ...		*
Montgomery ...		*
Sale ...	arr. 4 20	
Fulham ...	dep. 4 35	
Kilmany ...		
Rosedale ...		
Flynn ...		
Loy Yang ...		
TRARALGON	arr. 5 25	
Morwell ...	dep. 5 28	5 50
Herne's Oak ...		6 5
Moe ...		*
Trafalgar ...		6 1
Yarragon ...		6 9* Express
Darnum ...		6 17*
Warragul ...		6 22*
Drouin ...	arr. 6 30	7 3—41 altd.
Longwarry ...	dep. 6 33	7 20
Bunyip ...		6 41*—41 DL
Garfield ...		7 30
Tynong ...		6 49*
Nar-Nar-Goon ...		7 39
Pakenham ...		7 45
Officer ...		7 52
Beaconsfield ...		
Berwick ...		
Narre Warren ...		
Hallam ...		
Dandenong ...	arr. 7 2*	8 0-53 altd. DL (S.5002 54)
	dep. 7 8*	8 8
Oakleigh ...		8 8
Caulfield ...		8 16
MELBOURNE		8 25
Flinders Street ...	arr. 8 25	8 25
		8 31
		8 36
		8 50*
		*
		9 2
		9 16*
		9 25

MELBOURNE—BENALLA—GOORAMBAT—WODONGA—ALBURY.

DOWN.	THURSDAY, 4th MARCH, 1954.	FRIDAY, 5th MARCH, 1954.
	G. 1 EXPRESS 2 "B" Class Locos.	No. 33 PASS. ALTERED
MELBOURNE	p.m.	a.m.
Spencer Street ... dep.	1 25 (No.10 Platform)	7 55
North Melbourne ...	*	As per W.T.T. 64/53
Essendon ...	1 38*	...
Broadmeadows ...	1 48*	...
Somerton ...	*	...
Craigieburn ...	1 55*	...
Donnybrook ...	2 1*	...
Beveridge ...	2 8*	...
Wallan ...	2 12*	...
Heathcote Junction ...	2 17*	...
Wandong ...	*	...
Kilmore East ...	2 24*	...
Broadford ...	2 31*	...
Tallarook ...	2 40*	...
Seymour ...	arr. ...	...
Mangalore ...	dep. 2 53*	...
Avenel ...	3 4*	...
Monea ...	3 9*	...
Locksley ...	3 17*	10 26
Longwood ...	arr. ...	10 34
Creighton ...	dep. 3 22*	—ROYAL TRAIN
Euroa ...	arr. 3 26*	10 46
Balmattum ...	arr. ...	10 53
Violet Town ...	dep. 3 31*	11 4
Baddaginnie ...	arr. ...	—38 altd.
Benalla ...	dep. 3 38*	11 15
Goorambat ...	arr. ...	—G.2
Winton ...	dep. 3 44*	11 25
Glenrowan ...	arr. ...	11 36
Wangaratta ...	arr. ...	...
Bowser ...	arr. ...	11 49
Springhurst ...	dep. 3 55* —72 wait	p.m.
Chiltern ...	3 55*	12 0
Barnawartha ...	arr. ...	12 7
Somerton ...	arr. ...	...
Broadmeadows ...	arr. ...	...
Essendon ...	arr. ...	...
North Melbourne ...	arr. ...	...
MELBOURNE	arr. ...	...
Spencer Street ...	arr. ...	...
Wodonga ...	dep. ...	12 17
ALBURY ...	arr. ...	12 32
...	...	12 45
...	...	1 5
...	...	1 30
...	...	1 44
...	...	1 54
...	...	2 14
...	...	2 19
...	...	2 35
...	...	—72 altd. (S. 5002/54)

ALBURY—WODONGA—GOORAMBAT—BENALLA—BROADMEADOWS—MELBOURNE

FRIDAY, 5TH MARCH, 1954.

UP.	No. 38 ALBURY EXPRESS ALTERED	G. 2 EXPRESS
ALBURY ... dep.	a.m. 8 40	a.m. ...
Wodonga ...	arr. ...	...
Barnawartha ...	8 50	...
Chiltern ...	9 7	...
Springhurst ...	9 16	...
Bowser ...	9 29	...
Wangaratta ...	arr. 9 48	...
Glenrowan ...	dep. 9 58	...
Winton ...	10 12*	...
Goorambat ... dep.	...	10 10 (2 "K" Class)
Benalla ...	arr. 10 30	10 45 Change Engines
Baddaginnie ...	dep. 10 35—Fol. ROYAL TRAIN	10 55 (2 "B" Class)
Violet Town ...	arr. ...	11 4*
Balmattum ...	dep. ...	11 12*
Euroa ...	arr. ...	11 20*
Creighton ...	dep. ...	—33 altd.
Longwood ...	arr. ...	11 28
Locksley ...	dep. ...	...
Monea ...	arr. ...	11 34*
Avenel ...	dep. 11 12	11 42*
Mangalore ...	arr. ...	11 46*
Seymour ...	dep. 11 22*	...
Tallarook ...	arr. ...	12 1*
Broadford ...	dep. 11 26	12 6*
Kilmore East ...	arr. ...	...
Wandong ...	dep. 12 2	12 2½*
Heathcote Junction ...	arr. 12 11	12 32*
Wallan ...	dep. 12 19*	12 42*
Beveridge ...	arr. ...	12 5½*
Donnybrook ...	dep. 12 30*	1 2*—Pre 18 D.R.C.
Craigieburn ...	arr. ...	1 6*
Somerton ...	dep. 12 40*	1 10*
Broadmeadows ...	arr. ...	1 15*
Essendon ...	dep. ...	1 19*
North Melbourne ...	arr. ...	1 26*
MELBOURNE	dep. ...	Via Goods Line to Sunshine (See page 14)
Spencer Street ...	arr. 1 35	...

**BROADMEADOWS — SUNSHINE — NEWPORT —
GEELONG — BALLARAT — BALLARAT RACECOURSE
PLATFORM.**

FRIDAY, 5TH MARCH, 1954.

UP	G. 2 EXPRESS 2 "B" Class Locos.	
BROADMEADOWS dep.	p.m. 1 26*	...
Albion	1 46*	...
Sunshine	1 50*—Via Loop Line (see note)	...
Newport	arr. ...	...
DOWN	B. 1 EXPRESS	
Newport South Junction	dep. 2 5*	...
Laverton	2 7*	...
Werribee	2 13*	...
Manor	2 20*	...
Little River	2 24*—50 wait	...
Lara	2 28*	...
Corio	2 34*	...
North Geelong	2 38*	...
GEELONG	2 44*	...
"	arr. 2 50	Reverse
North Geelong	dep. 3 5	Locos.
Moorabool	3 9*	...
Gheringhap	3 17*	...
Bannockburn	3 22*	...
Lethbridge	3 29*	...
Meredith	3 37*	...
Elaine	3 54*	...
Elaine	arr. ...	...
Lal Lal	—24DRC wait	...
Warrenheip	dep. 4 1*	...
Ballarat East	4 12*	...
Ballarat	4 23*	...
North Ballarat	*	...
Waubra Junction	arr. 4 30—Change engines	...
BALLARAT RACECOURSE PLATFORM	dep. 5 15 (2 "K" class)	...
	*	...
	5 28*—16 Mxd. (dep. Creswick 5.34)	...
	arr. 5 40	...

Note—Metropolitan Superintendent will arrange for a Block and Signal Inspector to see that points and scotch block at McKenzie and Holland's siding are securely locked and everything is in order for running of G.2. Express between Sunshine and Newport.

BENDIGO — MELBOURNE.

FRIDAY, 5TH MARCH, 1954.

UP.	No. 94 PASS. ALTERED	
BENDIGO dep.	p.m. (instead of 5.20) 5 50—Fol. ROYAL TRAIN	...
Golden Square	5 54	...
Kangaroo Flat	5 58	...
Ravenswood	6 11	...
Harcourt	6 24	...
Castlemaine	arr. 6 30	...
	dep. 6 33	...
Chewton	6 39	...
Elphinstone	6 49	...
Taradale	6 54	...
Malmsbury	7 2	...
Redesdale Junction	§	...
Kyneton	7 15	...
Carlsruhe	††	...
Woodend	7 29	...
Macedon	7 37	...
Gisborne	7 42	...
Riddell	7 49	...
Clarkefield	7 55	...
Sunbury	8 5	...
Digger's Rest	8 10	...
Sydenham	8 19	...
St. Albans	††	...
Sunshine	8 39—Pre Parcels Coach	...
West Footscray	††	...
Footscray	8 47—Pre 8.34 p.m. ex Williamstown	...
North Melbourne	*	...
MELBOURNE		
Spencer Street	arr. 9 0	...

BALLARAT RACECOURSE PLATFORM—BALLARAT— MELBOURNE.

SATURDAY, 6TH MARCH, 1954

UP.	B2 EXPRESS
	a.m.
BALLARAT RACECOURSE PLATFORM	dep. 11 0—(2 "K" class)
Waubra Junction	11 10*
North Ballarat	11 20*
Ballarat	arr. 11 25—Change engines (2 "B" class)
	dep. 11 40
Ballarat East	*
Warrenheip	11 50*
Dunnstown	*
Bungaree	11 58*
	p.m.
Wallace	*
Millbrook	*
Gordon	12 8*
Bradshaw	*
Ballan	12 16*
Ingliston	12 21*
Rowsley	*
Bacchus Marsh	12 39*
Parwan	12 44*
Melton	12 52*
Rockbank	1 1*
Deer Park	*
Ardeer	*
Sunshine	1 18*—Fol. 1.7 ex St. Albans
Footscray	1 28*—Fol. 48 Pass.
North Melbourne	*
MELBOURNE— Spencer Street	arr. 1 40 (No. 1 Platform)

MARYBOROUGH—CASTLEMAINE.

FRIDAY, 5TH MARCH, 1954

UP.	20 DIESEL RAIL CAR ALTERED
	p.m.
MARYBOROUGH	dep. 5 10 (instead of 4.40)
Carisbrook	5 17
Moolort	5 30
Joyce's Creek	*
Newstead	5 44
Strangway	§
Guildford	arr. 6 0 —ROYAL TRAIN
	dep. 6 33
Campbell	§
Maldon Junction	*
CASTLEMAINE	arr. 6 55

MELBOURNE—GEELONG.

SATURDAY, 6TH MARCH, 1954

DOWN	45 PASSENGER ALTERED
	p.m.
MELBOURNE—	
Spencer Street	dep. 12 55 (instead 12.15)
North Melbourne	*
Footscray	1 3*
Newport	1 10
Newport South Junction	1 12*
Paisley	§
C.O.R. Platform	*
Rock	1 18*—48 wait
Galvin	§
Laverton	1 24
Aircraft Siding Platform	§
Drome ... ..	...
Werribee	1 35
Manor	*
Little River	1 50
Lara	1 59
Corio	2 6
North Shore	2 10
	arr. 2 15
North Geelong	dep. 2 26 —ROYAL TRAIN DL.
GEELONG	arr. 2 30

INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF THE ROYAL TRAIN WHEN HER MAJESTY AND HIS ROYAL HIGHNESS ARE BEING CONVEYED BY RAIL.

1. **The Chief Traffic Manager will be in charge of and travel on the Royal train throughout and no alterations are to be made to the arrangements shown herein, nor are any movements of the Royal train at stations or shunting in connection therewith to be arranged or commenced without his authority.**
2. Stationmasters and other responsible officers and employes must take early steps to ensure that the special arrangements and instructions are thoroughly understood by each employe concerned under their supervision.
3. Officers-in-charge at all stations on the route of the Royal train must be on duty at least one hour prior to the time at which the Royal train is due and remain on duty until the train has arrived at the station in advance. Rosters are to be arranged accordingly. Every station in charge of a Caretaker or Voluntary Caretaker and every unattended station and siding will be manned for the passage of the Royal train by a competent male employe of the Way and Works Branch qualified in Safe Working.
4. **Engine Head Signals.**—The Royal train will be distinguished by the engine numbers, which will be displayed by electric light during darkness and will be wired to all concerned. The engine head light and two marker lights must be displayed between the hours of sunset and sunrise. The Royal train will also be distinguishable during daylight by the decorations on the engine.
5. **Tail Signals.**—The Regulation White Disc by day and Red Tail Light and Red Side Lights by night must be carried on the rear of the last vehicle on the Royal train.
6. **Telephone Communication.**—Telephone communication will be provided on the Royal train.

A Selector telephone will be carried in the van for use in case of emergency. An Electrical Fitter thoroughly familiar with the locations of all line wires will accompany the Royal train and arrange for the Selector telephone to be connected with the Selector telephone line if necessary.

7. SIGNALLING OF ROYAL TRAIN :—

- (a) The Royal train must be dealt with as an Express passenger and signalled accordingly.
- (b) **Double Line Block System.**—Permission must not be given for the Royal train to approach from the Signal-box in the rear until the "Train Arrival" Signal has been received from the Signal-box in advance for the previous train passing over the line upon which the Royal train will run.

Where the Outer Home Signal is less than half a mile from the Outer Home Signal at the Signal-box in advance, permission must not be given for the Royal train to approach from the Signal-box in the rear until permission has been obtained for it to proceed to the Signal-box in advance.

The "Train Arrival" signal for the Royal train must not be sent to the Signal-box in the rear until a telephone message has been received from Signal-box in advance that the Royal train has passed that Signal-box and is continuing on its journey.

- (c) **Electric Staff System.**—Permission must not be given for the Royal train to approach from the Signal-box in the rear unless the section in advance is clear and permission has not been given for a train to enter such section in advance.

As far as practicable, an electric staff required for the Royal train must be obtained in accordance with the instructions contained in section (iii), clause (c), Rule 3, Appendix VII, Book of Rules and Regulations.

The "Train Arrival" Signal for the Royal train must not be sent to the Signal-box in the rear until the Royal train has proceeded at least a quarter of a mile beyond the Home Signal and is continuing its journey.

- (d) **Three-position Automatic Signalling or Track Block Signalling.**—The Signalman must not permit the Royal train to proceed until he has ascertained by telephone that the preceding train on the line over which the Royal train will run has passed the Signal-box in advance and is continuing its journey.

A train must not be permitted to follow the Royal train until the Signalman has ascertained by telephone that the Royal train has passed the Signal-box in advance and is continuing on its journey.

- (e) **Train Staff and Ticket System.**—When running on a line worked under the Train Staff and Ticket System the Driver of the Royal train must, unless otherwise arranged by the Chief Traffic Manager, be in possession of the Train Staff.

7. SIGNALLING OF ROYAL TRAIN—continued—

- (f) **Automatic and Track Control System of Train Signalling on Single Lines, pages 459-483 of the General Appendix (Newport South Junction-North Geelong).**—Before placing the Departure Signal at an Attended Station to Proceed for the Royal train, the Signalman must confer with the Signalman at the next manned station in advance and obtain his permission for the Royal train to enter the Single Line Section. The Signalman at the station in advance must not give permission for the Royal train to approach from the station in the rear until he has a clear section in advance for the Royal train to proceed and arrangements have been made for the opposing signals to be kept at the "Stop" position.

Another train must not cross the Royal train at an Unattended Crossing Loop.

The Train Controller must keep in touch with the Signalman at Attended Stations to ensure that the above instructions are strictly observed.

- (g) When routing the Royal train between Signal-boxes in the Three-position Automatic Signal areas or where Track Block System of signalling is in force, and when applying for Line Clear for the Royal train at all Block and Electric Staff Stations, the Signalman must inform the Signalman in advance by telephone message that the Signal is for the Royal train. Signalmen must exercise care in this regard so that there will be no doubt in regard to the train.

- (h) **Single Line Crossing Stations.**—On a single line, should it be necessary for a train travelling in the opposite direction to cross the Royal train, such train travelling in the opposite direction must arrive at the Crossing Station and be clear of the line on which the Royal train will run 10 minutes before the Royal train is due to pass the Signal-box in the rear and where the electric staff system is in force the "Is Line Clear?" signal for the Royal train must not be acknowledged until the train in the opposite direction has arrived in the station yard and is clear of the line over which the Royal train will pass.

The Officer-in-Charge must verbally inform the Driver of the standing train of the circumstances and instruct him not to allow the engine to move. The Officer-in-Charge must see that the train is clear of the line over which the Royal train will pass and that the hand brake in the van is hard on and properly secured.

8. **Junction Stations.**—At Junctions, a train which cannot be permitted to have precedence over the Royal train must not be allowed to approach from a conflicting direction until after the Royal train has passed. Signalmen at Junction Stations and at stations adjoining a Junction Station must confer with each other and with the Train Controller and arrange accordingly.

9. Shunting Operations:—

Except where otherwise directed, all shunting operations must be suspended ten (10) minutes before the Royal train is due to leave the Signal-box in the rear and until it has passed.

10. **Security of facing points.**—Except at the locations shown hereunder, all facing points over which the Royal train will run must be securely spiked or clipped for its passage and it will be the **personal responsibility of the Officer-in-Charge** to satisfy himself that this has been done.

Exceptions.—Flinders Street and all stations to Dandenong and Box Hill inclusive, Warragul, Spencer Street and all stations to Essendon and Newport inclusive, Bendigo, Maryborough, Ballarat and Geelong.

11. **Lever Sleeves.**—The instructions regarding the use of lever sleeves must be strictly observed and, in addition, when an interlocked Signal governing facing points is placed at Proceed for the Royal train the lever must be sleeved in that position until the whole of the train has passed over the facing points governed by such Signal. At non-interlocked stations, the Signalman concerned must be particularly careful not to restore the Signals to Stop until the train has passed clear of the facing points.

12. **Trains travelling on adjoining lines.**—Trains running in the same or opposite direction on a line adjacent to that on which the Royal train will run must be dealt with as follows :—

- (a) Trains other than a passenger or rail motor train must not be allowed to travel through a section at the same time as the Royal train. They should be brought to a stand at the Signal-box controlling the entrance to the section through which the Royal train is expected to pass in sufficient time to allow Guards carrying out instructions contained in clause 13, and so remain until the Royal train has passed through the section.

Where practicable, Goods trains on double or single lines are to be side-tracked to a road remote from the line on which the Royal train is to run at least 10 minutes before the Royal train is expected to pass the Signal-box in the rear.

- (b) Passenger and Rail Motor trains may be allowed to travel through sections at the same time as the Royal train but if running in the same direction they must travel at such speed as will avoid running alongside the Royal train for a longer period than is absolutely necessary.
- (c) When passing the Royal train on an opposing line, Passenger trains must run at a speed not exceeding 30 m.p.h.
13. **Guards to examine loads of vehicles on trains.**—Guards of all trains which the Royal train may pass must, at the last stopping place, specially examine all vehicles on their trains and see that nothing is projecting or out of order.
All swing doors on the side adjoining the line on which the Royal train will pass must be properly closed and secured before the passage of the Royal train. The Guard must immediately advise the Signaller when this has been done. The Signaller must not permit the Royal train to pass the train in question until this intimation has been received.
14. District Superintendents are to arrange wherever practicable for all trucks and other vehicles to be cleared from lines immediately adjoining the line on which the Royal train will pass, and to see that at any place at which it is necessary to hold vehicles and a Traffic Branch employe is not in charge, arrangements are made for them to be clear and secured and that no loading is allowed to project.
15. Officers-in-Charge must closely examine trains and trucks and other vehicles on a line adjoining the line on which the Royal train will run and satisfy themselves that clearances are correct, that all doors of vehicles which cannot be cleared from sidings adjoining the running line are clear and properly secured, that all tarpaulins and lashings are properly secured, and that no loading is projecting before allowing the Royal train to pass.
16. Officers-in-Charge must arrange that loading and unloading operations are suspended 10 minutes before the Royal train is expected to leave the Signal-box in the rear and until it has passed.
17. Officers-in-Charge must arrange for all animals (except those in stock trucking yards which must be properly secured) to be removed from railway premises. All gates, except those to be used by the Royal Party, giving access to yards and sidings must be locked 30 minutes before the Royal train is due.
18. Platforms at country stations at which the Royal train is not scheduled to stop must be cleared of all persons except railway and police staffs on duty 15 minutes before the Royal train is due and be kept clear until it has passed. This instruction will not apply at Seymour where Special arrangements will be made for the admission of a limited number of people.
At Suburban stations, intending passengers may be allowed to enter any platform other than that adjoining the line on which the Royal train will run.
19. **Platform Equipment, Water Column Jibs, Crane Jibs, etc.**—Special care must be taken to see that all movable platform equipment and water column and crane jibs are secured in a safe position and that any other matter requiring particular attention has been fully attended to. Barrows, or other similar vehicles must not be taken across the line on which the Royal train will run within 10 minutes of the time at which the Royal train is expected to pass.
20. **Level Crossings.**—At crossings equipped with interlocked or hand-operated gates, members of the Police or Military Forces will be in attendance in addition to the railway staff.
All open public road crossings will be staffed by railway employes, and members of the Police or Military Forces will also be in attendance.
All occupation and foot crossings will be staffed by railway employes.
At all hand-worked gates where a male gatekeeper is employed he must be on duty for the passage of the Royal train.
All level crossing gates with the exception of interlocked gates must be secured against public traffic 30 minutes before the Royal train is due to pass.
At interlocked gates traffic may be permitted to pass through up to 15 minutes before the Royal train is due.
At all open public road crossings and occupation crossings traffic over the line will be stopped 30 minutes before the Royal train is due to pass.
At all footcrossings traffic over the line will be stopped 10 minutes before the Royal train is due to pass.

21. **Kangaroo Flat-Ravenswood Tunnel** :—
- (a) Arrangements will be made for the lines through the Kangaroo Flat-Ravenswood tunnel to be inspected by a competent man or men provided with hand signals and detonators prior to the passage of the Royal train to see that everything is in order.
- (b) A competent man, provided with the necessary hand signals, will be placed at each end of the tunnel at least one hour before the Royal train is due to pass, so as to prevent any unauthorised person being upon the railway in or near the tunnel and he will remain until the train has passed.
- (c) No train must pass the Royal train in the tunnel.
22. **Fog Signalmen.**—In the event of a fog arising at any station, the usual fog-signalling arrangements must be carried out.
23. **Uncoupling vehicles of the Royal train.**—Before any vehicles of the Royal train are uncoupled, the Guard must be in attendance at the point where the uncoupling is being done and satisfy himself that the operation is performed in a proper manner and that the flexible telephone connection between the vehicles is first disconnected. In the case of an engine being uncoupled the disconnection of the flexible telephone connection will be attended to by the engine crew concerned.
24. No trolley, tricycle or other track machine or any other equipment is to be permitted on the line within 30 minutes of the time the Royal train is due to pass.
25. Block and Signal Inspectors placed at specified points are to arrange for the Royal train to have a clear run throughout the journey.
26. The Guard of the Royal train will travel in the van on all occasions. The Conductor allotted to No. 4 State Car will hold a Guard's certificate and when No. 4 State Car is the trailing vehicle, he must act in accordance with the instructions contained on pages 252–253, of the General Appendix.
27. No one other than members of the Royal Party and holders of special passes will be permitted to travel by the Royal train.

IT IS A GREAT HONOUR FOR THE VICTORIAN RAILWAYS TO BE PERMITTED
TO CONVEY HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS THE
DUKE OF EDINBURGH ON THIS ROYAL TOUR. IT ALSO IMPOSES A GREAT
RESPONSIBILITY TO ENSURE THE SAFETY AND PUNCTUAL RUNNING OF
THE TRAIN.
LET US ALL SHOW WE ARE WORTHY OF THE TRUST REPOSED IN US.

THE END.

