

Melbourne to Shepparton

		Monday to Friday*					Saturday & Sunday		
Service		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
SOUTHERN CROSS	dep	05.55	09.26	12.36	16.07	19.07	09.16	12.36	18.36
North Melbourne		-	-	12.41u	-	19.11u	-	-	-
Essendon		-	-	-	16.20u	-	-	-	-
Broadmeadows		06.16u	09.52u	12.58u	16.33u	19.28u	09.38u	12.58u	18.58u
Craigieburn		06.24u	-	-	-	-	-	-	-
Donnybrook		06.30	10.09	13.10	16.51	19.41	09.51	13.10	-
Wallan		06.39	10.18	13.20	17.01	19.51	10.00	13.20	19.18
Heathcote Junction		06.44	10.23	13.25	-	-	10.05	13.25	-
Wandong		06.47	10.26	13.27	17.07	19.57	10.08	13.27	19.26
Kilmore East		06.53	10.32	13.34	17.13	20.03	10.14	13.34	19.31
Broadford		07.01	10.40	13.42	17.21	20.11	10.22	13.42	19.39
Tallarook		07.11	10.50	13.52	-	-	10.32	13.52	-
SEYMOUR	arr	07.20	10.59	14.01	17.38	20.29	10.41	14.00	19.56
SEYMOUR	dep	07.37	11.04	14.08	17.43	20.34	10.46	14.05	20.01
Nagambie		07.55	11.22	14.26	18.01	20.52	11.04	14.23	20.19
Murchison East		08.12	11.39	14.43	18.18	21.09	11.21	14.40	20.36
Mooroopna		08.39	12.06	15.10	18.45	21.36	11.48	15.07	21.03
SHEPPARTON	arr	08.49	12.15	15.20	18.55	21.46	11.58	15.17	21.13

Melton Train Timetable To Southern Cross

United States

Melton Train Timetable To Southern Cross:

Glenroy mini book , [The Midland & Great Northern Joint Railway](#) Arthur John Francis Wrottesley,1981 *The Midland & Great Northern Joint Railway to Poppyland* Rob Shorland-Ball,2023-04-20 A fresh view through the eyes of a teacher geographer and railway social historian an impassioned perspective on the life and times of a network Steam World M the railway business entrepreneurs saw a growing market for their patchwork The M GNJR grew eastwards to Norwich Great Yarmouth Lowestoft and attracted passengers from the Midlands and London The M GNJR grew then withered as cars buses overseas travel offered new holiday options Closure came on 28 February 1959 but North Norfolk Railway the Poppy Line has survived as a heritage line so the Joint is not forgotten A book that draws attention to this fascinating and mostly lost system has to be a good thing Best of British Magazine [The Railway Magazine](#) ,2002 *Railway Season* David St John Thomas,2014-01-16 Celebrate the days when trains were trains individual expresses had their own character serving their passengers in style in restaurant car and connecting services ran over picturesque branch lines that were a very part of the countryside they served Railway Season by David St John Thomas whose Country Railway sold an astonishing 170 000 copies captures all our railway yesterdays with panache This is indeed a railway book like no other a portfolio of word portraits by an enthusiast who knows his subject intimately and is never at a loss for a telling example From his imaginary but life like Day in the life of a country terminus to the ground breaking stuff of the natural history of railways and from the colourful history of excursions to a poignant reminder of what traffic used to be like on peak Summer Saturdays an evocation of watching trains and a reminder of Christmases past the book rolls irresistibly along and that only mentions a fraction of the chapters Though this is not specifically a book about the country side inevitably it looms large since even intercity trains run through it as demonstrated in the chapter A country journey like no other which also emphasizes the author s West Country background But whatever your interest in railways and wherever your favourite part of the countryside there is much here for you The chapter on railways for pleasure perhaps sums it all up **The Railway Gazette** ,1953 *Railway Gazette. [Weekly]* ,1939 *The Leicester Gap* Michael A. Vanns,2018-06-30 An analysis of the history and legacy of Victorian operating practices and how their replacement ended an era in British railway history Until 1987 there was still a busy stretch of British main line railway where traditional Victorian operating practices were used to control the movements of both express passenger and a variety of freight trains At the heart of the former Midland Railway main line from St Pancras to Sheffield the 45 mile section between Irchester in Northamptonshire and Loughborough in Nottinghamshire was equipped with semaphore signals worked from twenty three mechanical signalboxes It was the last main line in the country where this once standard arrangement remained virtually unchanged since the days of steam This pocket of mechanical signalling was christened The Leicester Gap because Leicester was to be the site of a new power signalbox the last in a chain of just five that would control the whole of the Midland Main Line into the twenty first century From 1984 when resignalling

work started to 1987 when it was completed the author photographed as many trains passing through the Leicester Gap as he could This book is the result of those efforts This is a high class work well produced and with copious good illustration It will be of particular interest to students of signalling but will also appeal to the general railway enthusiast Wessex Transport Society

Railway Gazette ,1953 **United States Code Annotated** United States,1943 **The Railway Dictionary**

Alan Arthur Jackson,2000 The Railway Dictionary is an authoritative and wide ranging reference work to guide both enthusiast and professional alike through the often puzzling and bewildering language which has developed during the last 200 years **Ottley's Bibliography of British Railway History. Second Supplement 12957-19605** ,1998 *The East Midlands* P. Howard Anderson,1986 **Modern Railways** ,1963 **The Nottingham and Melton Railway, a Guide**

Colin Aldworth,1992 **Rail Extracts from the Melton to Oakham Canal** David Tew,1984

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