

SOMERSAULT

MARCH 2014

Vol 37, No 2

SIGNALLING RECORD SOCIETY OF VICTORIA INC



SOCIETY CONTACT INFORMATION

Published by the Signalling Record Society Victoria Inc (A0024029F)

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MINUTES OF 2013 ANNUAL GENERAL MEETING HELD FRIDAY 15 MARCH, 2013, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: – Wilfrid Brook, Brett Cleak, Graeme Cleak, Glenn Cumming, John Dennis, Graeme Dunn, Michael Formaini, Ray Gomerski, Judy Gordon, Bill Johnston, David Jones, Chris King, Keith Lambert, David Langley, Steve Malpass, Andrew McLean, Tom Murray, Trevor Penn, Colin Rutledge, Brian Sherry, Peter Silva and David Stosser.

Apologies: – Jon Churchward, Steven Dunne, Chris Gordon, Reg Lloyd, Bruce McCurry, Greg O'Flynn, Laurie Savage, Rod Smith, Stuart Turnbull, Andrew Waugh, Andrew Wheatland and Bob Whitehead.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:02 hours.

Minutes of the 2012 Annual General Meeting: - Accepted as read. David Stosser / Bill Johnston. Carried.

Business Arising: – Nil.

President's Report: – The President's Report was not available and was deferred.

Treasurer's Report: – Treasurer Peter Silva advised that the audit had not been completed. The Treasurer made a short statement with a brief explanation of the results. The presentation of the Treasurer's Report for the year ended 31 December 2012 was deferred.

Auditor's Report: – In the absence of The Auditor, Jon Churchward, the presentation of the Auditor's Report was deferred.

Tours Report: – The Tours Officer, Glenn Cumming, presented his report.

I am pleased to report that one signal box tour was conducted during 2012.

The tour for the year was the annual Showday Tour / Cupday Tour etc, this year held on Saturday

(Front Cover) German light signals show the same indications using several different aspects. The major station at Koeln uses the Hp aspect form. This type of German railway signal is roughly a combination of a NSW double light signal, and a Victorian speed signal. The upper section, showing green over yellow here, is the home signal (Hauptsignal), and the lower, showing two green lights and a white light, is the distant signal (Vorsignal). Green over yellow in the home signal is indication Hp2 'clear with medium speed' - indicating that the route is set for a turnout with a 40 km/h speed restriction (but, unlike Victoria, not that the next signal is clear). The two diagonal green lights in the distant signal (indication Vr1) means 'Expect clear' (in the next signal). The white light associated with the distant means that the next home signal is closer to this signal than usual. When at danger, two red lights in a horizontal line are displayed in these signals (as shown in the signal on the right). The rule when this signal was installed was that a signal showing a single red light could be passed by shunting movements, and a signal showing two red lights required all movements to stop (this rule has since been changed). As this signal could not display a single red light, the two (unlit) diagonal lights on the home signal head can display indication Sh1 'Shunting permitted' - somewhat similar to a calling on. The three heads on the left of the post are out of place due to the need to have a low post - their normal arrangement can be seen on the post on the right. The topmost head, showing the letter 'L' is a route indicator (Richtungsanzeiger). The middle, with three unlit lights in a triangle, is a Zs1 substitution signal (Ersatzsignal). This is illuminated if the main signal cannot be cleared (e.g. a lamp has blown) and authorises the train to proceed through the interlocking at up to 40 km/h and indicates that the points are detected correctly. The lower green circle is not controlled by the signalling system. It is a 'Starting order signal' and when illuminated indicates that the station work is completed and the train may depart. It is operated by the platform staff, and is equivalent to the green paddle waved to despatch trains. The white/red/white plate on the post underneath the signal heads indicates that trains may pass this signal at stop only if the Zs1 substitution signal is displayed, or on the written authority of the signaller. The number plate (O61) indicates that this post is the exit signal for the station from Track 6 in the direction of decreasing kilometreages. On the right is a suspended shunting signal. This is showing a single white light which indicates that the signal is currently not in use and is to be ignored. German signalling is an interesting comparison to the British and US derived signalling we are used to in Australia. Interested readers are directed to the web site <http://www.sh1.org/> (Photo Andrew Waugh)

22nd September 2012. The locations visited this year were Werribee, Newport, the decrepit West Footscray, Sunshine and St Albans. As was to be expected, this tour was well attended and this justified the effort required to arrange this tour.

Thanks must go to the people who contributed advice and assisted with the organising of the tour this year. Thanks also to all members & friends who participated & helped to ensure the success of the tour.

Special thanks must go to the officers of the various railway operating & engineering companies who allow the SRSV to visit areas not normally open to the general public. Their assistance is very much appreciated. Without their co – operation, SRSV tours would not occur. This year, the SRSV appreciated the co – operation and assistance of Bill Uren and Keith Lambert at Metro Trains Melbourne. My thanks to these gentlemen for their assistance.

The Tours Officer always welcomes suggestions & comments regarding the conduct of SRSV tours, especially ideas for future tours.

Glenn Cumming Tours Officer. Peter Silva / Colin Rutledge Carried.

Membership Report: – The Membership Officer, Glenn Cumming, tabled the Membership Report.

Type	2012	2011	Movement
V	70	71	-1
K	32	32	–
N	1	1	–
KL	2	2	–
VH	3	3	–
Total	108	109	-1

Analysis of Movement

Additions: – Dave Clark (V), Non – Renewals: – Jon West (V), Final Departures: – Alan Cohn (V)

Glenn Cumming, Membership Officer. Andrew McLean / Steve Malpass. Carried.

Editorial Report: – In the absence of the Editor, Andrew Waugh, the President tabled the Editor's Report for 2012.

I would like to first thank everyone who contributed to the production of "Somersault" this year.

I have had great support from members supplying information about current schemes and who proof read material and suggested many improvements.

Six issues of "Somersault" were prepared for publication this year, but some issues were a little late. Apart from the usual lack of time to prepare the content, delays are being caused by the sheer amount of alterations that are occurring in the network at the moment. As the Chinese curse goes, may you live in interesting times.

I would like to make the usual plea for more feature articles – even short ones. These can be historical, or cover modern techniques and practices.

Andrew Waugh Editor. David Langley / Colin Rutledge. Carried.

Contributions to "Somersault" were discussed with a request to assist the Editor wherever possible.

Archives Report: – No report was received.

Market Street Report: – Bill Johnston presented the Market Street Project Report for 2012.

The Market Street Project continues to make slow progress.

Work is now based at the Puffing Billy Railway S & T Workshops at Emerald VIC. Signal arm carriers continue to be restored and more arm carriers have now been stripped and painted.

Access to East Block at Newport is now restricted with the result that no work has been carried out on the main truss and formal assessment of this asset is yet to be done.

Additional assistance for this project is required.

Bill Johnston Market Street Sub – Committee Bill Johnston / Peter Silva. Carried.

Elections: – The Vice-President, Bill Johnston, chaired the meeting for the election of the new Committee.

No written nominations were received.

The following verbal nominations were received at the meeting: –

President: – David Langley, nominated by David Stosser and seconded by Chris King.

Vice President: – Bill Johnston, nominated by Colin Rutledge and seconded by Brian Sherry.

Secretary: – Glenn Cumming, nominated by David Stosser and seconded by Wilfrid Brook.

Treasurer: – Peter Silva, nominated by Chris King and seconded by Bill Johnston.

Committeeman: – Wilfrid Brook nominated by Chris King and seconded by Steve Malpass.

Committeeman: – Steve Malpass nominated by Peter Silva and seconded by Chris King.

There being no further nominations, all nominees were declared duly elected to the position.

General Business: – Appointment of Auditor. This appointment was referred to the Committee.

The Secretary advised of recent changes to the legislation governing incorporated associations.

Meeting adjourned @ 20:32 hours.

The March 2013 Annual General Meeting was followed by the March 2013 Ordinary Meeting.

MINUTES OF THE RESUMED 2013 ANNUAL GENERAL MEETING
HELD FRIDAY 17 MAY, 2013,
AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: – Brett Cleak, Graeme Cleak, Glenn Cumming, Graeme Dunn, Steven Dunne, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, David Jones, Keith Lambert, David Langley, Andrew McLean, Colin Rutledge, Brian Sherry, Peter Silva, Rod Smith, David Stosser, Andrew Wheatland and Ray Williams.

Apologies: – Wilfrid Brook, Jon Churchward, Chris King, Steve Malpass, Bruce McCurry, Tom Murray, Greg O'Flynn, Laurie Savage, Stuart Turnbull, Andrew Waugh and Bob Whitehead.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:07 hours.

President's Report: – The President, David Langley, presented the President's Report to the meeting.

It is with pleasure that I present my report for the year 2012. As I have said before if a society measures its performance or success on – say – attendees at meetings then we are right up there. From a membership of around 100 we regularly get 20 odd to meetings and our tours are always well supported.

We have had the usual six meetings for the year with the February meeting being in the form of an after work visit, this time to Puffing Billy where the signalling equipment at Menzies Creek, Emerald, Nobelius Siding and Lakeside was inspected and thoroughly tested. March was the AGM, July saw the President screen some images from his collection on NSW and Victoria and in September Bob Taaffe screened images of an Irish nature whilst the year was completed in November with the annual screening of slides from the Stephen McLean collection. However by a long shot the best attended meeting was in May where a packed house listened to Chris Gordon and Brett Cleak give a talk outlining the technology surrounding Computer Based Interlocking and the various derivations thereof. All meetings concluded with members gathering around the tea pot or coffee cup where much informal informative conversation ensued.

The visit in September to Werribee, Newport, West Footscray, Sunshine, and St. Albans went off without any trouble which again highlights the professionalism displayed by our tour organiser.

"Somersault" appeared once again six times this year and it remains a credit to Andrew that the standard remains at its high level. The work that he puts into it each time is to his credit and I only hope that help from members with any contributions will enable the work load of the Editor to be eased. To that end I issue my annual challenge to all of you to see if you can't contribute something in the coming year even if it is just a photo or two. It is not necessary to write lengthy captions for them just provide basic details and a date and the rest will be done. It's not a difficult task and I am sure that all of you have some images of interest which you are itching to see in print, especially something modern allowing us to showcase the changing scene around the place.

So with those few words it just behoves me to thank the various members of the executive – Secretary Glenn for keeping the meetings minuted and the correspondence in check, not to mention organising the annual tour to run like clockwork and most importantly the provision of the supper after the meeting, Vice President Bill for organising the syllabus items as well as standing in for me as required, Treasurer Peter (and our auditor Jon Churchward) for keeping an eye on the finances of the society and maintaining records of same, and committee-men Wilfrid and Steve for their opinions at our on-line committee meetings, all very valuable contributions.

I wish to thank Keith Lambert and his fellow comrades in the Safeworking Office for their assistance in our tours. Without co-operation from their end our tours would be non-existent, I for one am grateful that in this day and age we are permitted still to visit locations not normally open to the public. Keith, please pass on my thanks to the others involved.

And finally I wish to thank the members for their continued support both at meetings and on tours. I hope you have all got something out of being a member of the SRSV in 2012.

I move this report.

David Langley / Graeme Dunn. Carried.

Treasurer's Report: – The Treasurer, Peter Silva, presented the Profit and Loss Statement and the Balance Sheet for the year ended 31 December 2012.

The SRSV recorded a small surplus for the year.

Peter spoke to the statements and explained the details of the statements and noted variations when compared with the previous year.

Motion: That the Treasurer's report is received and adopted.

Peter Silva / Bill Johnston. Carried.

There were no questions and no further discussion.

Auditor's Report: – In the absence of The Auditor, Jon Churchward, the Secretary tabled the Auditor's Report.

Motion: That the Auditor's Report be accepted.

Peter Silva / Keith Lambert. Carried.

There were no questions and no further discussion.

General Business: – Nil.

Meeting closed @ 20:16 hrs.

The May 2013 Annual General Meeting was followed by the May 2013 Ordinary Meeting.

**MINUTES OF MEETING HELD FRIDAY 28 FEBRUARY, 2014,
AT THE
VICTORIAN TELECOMMUNICATIONS MUSEUM,
HAWTHORN TELEPHONE EXCHANGE, HAWTHORN**

Present: – Wilfrid Brook, Brett Cleak, Glenn Cumming, Graeme Dunn, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, Keith Lambert, David Langley, Steve Malpass, Rod Smith, David Stosser, Andrew Waugh, Rob Weiss, Andrew Wheatland and Chris Wurr.

Apologies: – Greg O'Flynn, Laurie Savage and Peter Silva.

Visitors: – Jim Gordon, Joe Stosser and Patrick Kethers.

The President, Mr. David Langley, took the chair & opened the meeting @ 18:30 hours, and welcomed everybody to the Victorian Telecommunications Museum.

General Business: – The February 2014 meeting consisted entirely of a visit to the Victorian Telecommunications Museum at Hawthorn Telephone Exchange in Hawthorn.

Members enjoyed a guided tour of inspection of the communication facilities at the Victorian Telecommunications Museum.

The opportunity was taken to inspect a wide variety of historic telecommunication equipment on display and learn about the development of telecommunications in Australia. Many of the items on display were in operating condition and were able to be demonstrated.

No other business was transacted during the meeting.

At the conclusion of the visit, the President thanked the Victorian Telecommunications Museum for their hospitality, especially VTM members Murray and Richard for their assistance during the evening.

Meeting closed at approximately 21:00 hours.

The next meeting will be on Friday 21 March, 2014 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

SIGNALLING ALTERATIONS

The following alterations were published in WN 2/14 to WN 6/14 and ETRB A circulars. The alterations have been edited to conserve space. Dates in parenthesis are the dates of publication, which may not be the date of the alteration.

- 12.01.2014 Sydenham (SW 14/14, WN 2)**
On Sunday, 12.1., the following alterations took place:
* Alteration to the operation of SDM733 when in the 'Stopping' mode for the activation of Melton Highway level crossing.
* Removal of the approach clearing of SDM717 when the route is set towards Platform 3. The aspect sequence will now be: SDM719 G/R, SDM717 Y/G, SDM735 R/Y, SDM733 R/R. Note the approach clearing of SDM717 is retained when the route is set towards a platform and the signal at the departure end of the platform is at stop.
* Removal of the stopping selection for the Up line for the Ruth St pedestrian crossing at Keilor Plains.
- (14.01.2014) Sunshine - Bungaree (SW 9/14, WN 2)**
Operating Procedure 67 (Sunshine - Bungaree) was reissued to reflect the changes at Deer Park West. SW 5/14 was cancelled.
- (14.01.2014) Tandarra - Mitiamo (SW 239/13, WN 2)**
Diagram 64/13 (Tandarra - Mitiamo) replaced 22/13 due to the commissioning of boom barriers at Tandarra.
- 18.01.2014 Franklin Street (SWP 1/14, WN 6)**
Commencing Saturday, 18.1., Metro Trains Inner Group Operating Procedure 13 (Gauntlet Track Failure of Signals) is cancelled.
- 18.01.2014 Sunshine - Deer Park West (SW 6/14, WN 2)**
On Saturday, 18.1., signal heads will be fitted to the new signals at 14.313 km, 15.248 km, 15.935 km, 17.070 km, 17.934 km, 19.913 km & 20.403 km on the Down line, and at 14.182 km, 15.054 km, 17.070 km, 18.706 km, 19.913 km, & 20.952 km on the Up line. The signal heads will be de-energised and turned away from the line.
- 19.01.2014 Book of Rules - Section 36 (RFR Rules) (SW 4/14, WN 2)**
On Sunday, 19.1., version 3 of the RFR Rules (Book of Rules Section 36) came into service. SW 127/13 (Version 2) was cancelled. The changes relate to updates to cover the new RFR lines. Rule 1 was

amended to include the RFR lines between Southern Cross and South Kensington, Rule 6.3 was update to include the axle counter sections at South Kensington and between Sunshine and Ardeer, Rule 11.1(b) was updated to include the RRL Corridor, and Rule 14.1 (TPWS) was updated to reflect the relocation of the signs at Sunshine.

20.01.2014 Tottenham Yard (SW 12/14, 13/14 & 15/14, WN 3)

On Monday, 20.1., Up Home 2G and Down Home 3G on the Independent Goods Lines were abolished. The hand operated trailing points in the Up and Down Independent Goods Lines were secured normal.

Operating Procedure 21 (West Footscray, Tottenham Gravitation Yards) and 22 (West Footscray - Sunshine, Independent Lines, Operation of Passenger Trains) were reissued. SW 19/12 and SW 4/09 were cancelled. Diagram 113/13 (West Footscray - Tottenham) replaced 95/13.

20.01.2014 Riddles Creek (SW 11/14, WN 3)

On Monday, 20.1., both platforms were extended 36 metres at the Up end to a total length of 160 metres. Amend Diagram 36/11 (Riddles Creek - Woodend).

20.01.2014 Macedon (SW 11/14, WN 3)

On Monday, 20.1., both platforms were extended 38 metres at the Up end to a total length of 160 metres. Amend Diagram 36/11 (Riddles Creek - Woodend).

20.01.2014 Kangaroo Flat (SW 11/14, WN 3)

On Monday, 20.1., both platforms were extended 36 metres at the Down end to a total length of 160 metres. Amend Diagram 46/11 (Ravenswood - Golden Square).

(21.01.2014) Ardeer - Rockbank (SW 14/14, WN 3)

Diagram 2/14 (Ardeer - Rockbank) replaced 78/13 due to the changes described in SW 3/14.

21.01.2014 Speed Loop - Yelta (SW 16/14, WN 4)

From Tuesday, 21.1., the line between Speed Loop and Yelta will be closed until further notice. Baulks were provided at the Up location board at 247.260 km.

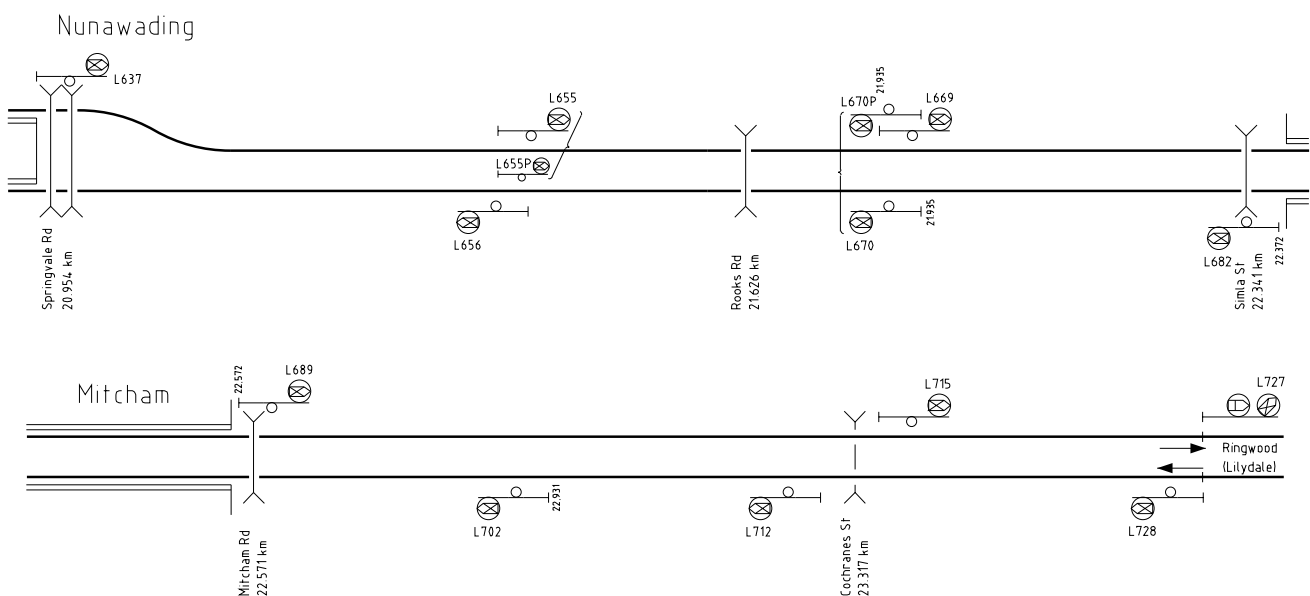
25.01.2014 Mitcham (SW 381/13, WN 50)

Between Friday, 3.1., and Saturday, 25.1., the line between 21.445 km and 22.976 was deviated. The level crossings at Rooks Rd (21.828 km) and Mitcham Rd (22.571 km) were replaced by overline bridges. A new overline bridge was provided at Simla St (22.341 km).

The existing Mitcham station was replaced by a new station with two 160 metre platforms located at 22.472 km. The signal panel and crossover were abolished. Homes 18, 22, 24, & 26, Dwarf 20, Automatics L665, L672, & L696, Crossover 19 and Points 15 were abolished.

New Automatics L669, L670 (with repeating signal L670P), L682, L689, & L702 were provided. All these signals are tilt masts. L715 was replaced by a new tilt mast. L656 was replaced by a new tilt mast located 30 metres in the Up direction. The 'B' head on L712 was converted to a fixed marker light.

Diagram 81/13 (Blackburn - Ringwood) replaced 57/13.



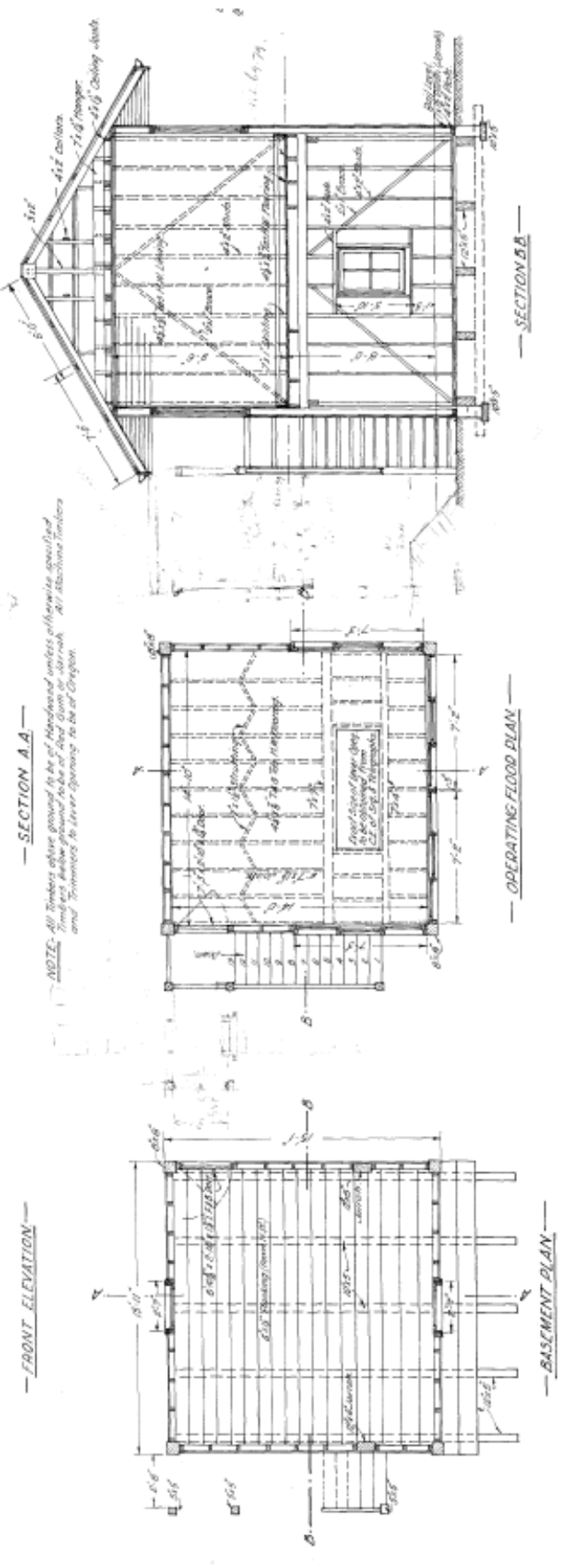
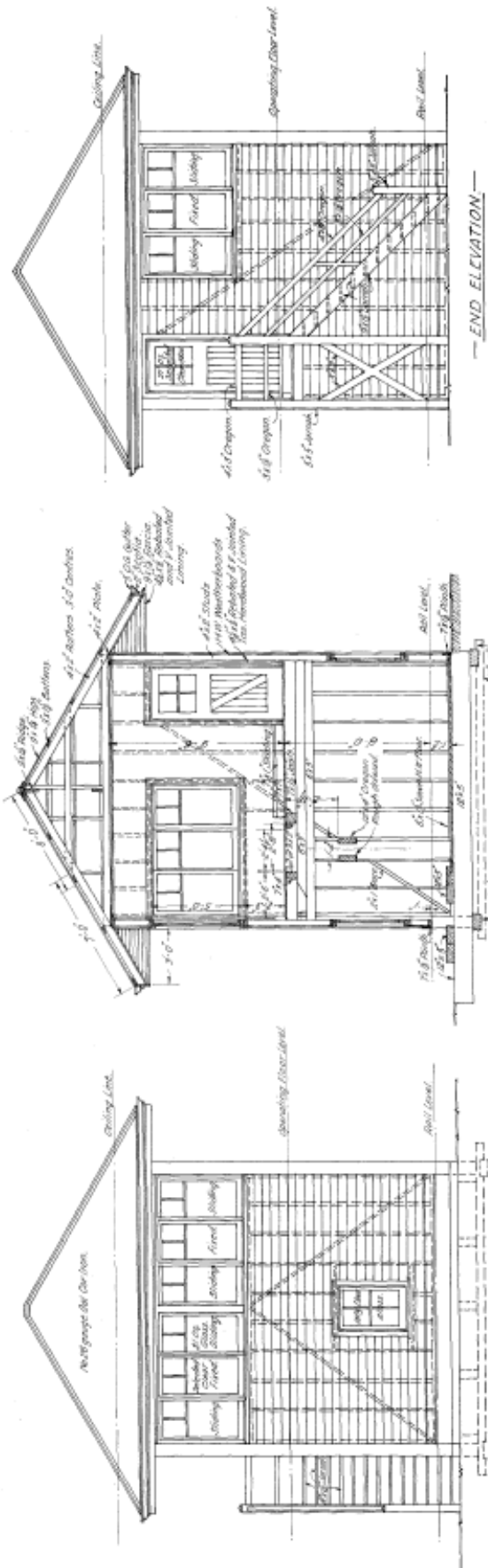
Nunawading - Mitcham 2014

- 29.01.2014 Beaufort** (SW 224/13, 229/13, & 17/14, WN 46, 47 & 4)
On Wednesday, 29.1., frangible gates were provided at Goulds Lane (179.514 km) on the Down side of Beaufort. The hand gates are normally secured across the road by chain and padlock. Keys to the gates are supplied to the land owner, service providers, and track force. Amend Diagram 76/11 (Wendouree - Beaufort).
- 09.02.2014 Sandown Park** (SW 40/14, WN 6)
On Sunday, 9.2., Automatics D809 & D810 were fitted with LEDs.
- 10.02.2014 Dandenong** (SW 23/14 & 43/14, WN 4 & 6)
On Monday, 10.2., a number of alterations took effect.
Home DNG735 and Dwarf DNG745 were removed. A buffer light was provided at the Up end of No 4 Road, and a fixed train stop in No 5 Road adjacent to the electric train stopping board. Train stops were provided at Home DNG721 and Dwarf DNG712. Dwarf DNG743 was converted to LED. Points 622, 632, 634, 636, 646, and 656 were provided with auto-normalising.
The alterations in SW 117/12 were cancelled. Data removal for DNG700 led by condition of DNG702. The overlap for the route 719-717 was altered to stop at the replacement tracks for Dwarfs DNG736, DNG746, and DNG756.
Alterations were made to the TPWS circuits, but the TPWS will remain out of service. Shelf type relays were replaced by Q type relays.
Diagram 85/13 (Dandenong - Hallam) replaced 39/12.
- 11.02.2014 Mangalore** (SW 20/14, WN 6)
On Tuesday, 11.2., boom barriers were provided at the passive crossing at O'Conner Rd (109.556 km) on the Tocumwal line. The protection equipment is operated by a level crossing predictor. Trains travelling at more than 50 km/h at the predictor board may increase their speed before arriving at the crossing. RFR predictor boards, healthy state indicators, yellow whistle boards, and remote monitoring equipment was provided.
- 12.02.2014 Warncoort Loop** (SW 23/14, WN 6)
Commencing Wednesday, 12.2., signal masts were provided at 134.785 km, 137.098 km, 138.685 km, and 141.164 km. No signal heads were installed. Amend Diagram 136/12 (Birregurra - Colac).
- 12.02.2014 Mangalore** (SW 21/14, WN 6)
On Wednesday, 12.2., boom barriers were provided at the passive crossing at Aerodrome Rd (113.520 km) on the Tocumwal line. The protection equipment is operated by a level crossing predictor. Trains travelling at more than 50 km/h at the predictor board may increase their speed before arriving at the crossing. RFR predictor boards, healthy state indicators, yellow whistle boards, and remote monitoring equipment was provided.
- 13.02.2014 Wahring** (SW 22/14, WN 6)
On Thursday, 13.2., boom barriers were provided at the passive crossing at Wahring - Euroa Rd (136.148 km). The protection equipment is operated by a level crossing predictor. Trains travelling at more than 50 km/h at the predictor board may increase their speed before arriving at the crossing. RFR predictor boards, healthy state indicators, yellow whistle boards, and remote monitoring equipment was provided.

— V.R. —
 — FLEMINGTON RACECOURSE AND SHOWGROUNDS LINE —
 — EPSOM ROAD —
 — NEW SIGNAL BOX —

NOV. 14. 1924
 SEP. 18. 1924

— Scale —
 — 1" = 10' —
 — 2" = 10' —



NOTE: All timbers shown assumed to be of hardwood unless otherwise specified. Timbers to show upward to be of Red Gum or Warrah. All Machine Timbers and Trusses to have openings to be of Oregon.

BLOODSTOCK AND LIVESTOCK THE FLEMINGTON RACECOURSE LINE, PART 3

First, a note on names. During the period covered by this part, the signal boxes at Ascot Vale Road and Epsom Road continued to be referred to as 'Box G' and 'Box H'. For consistency, I will use the names Ascot Vale Road and Epsom Road at all times. Further, around the end of WWII it appears that the railways commenced to 'Showgrounds' (one word) instead of 'Show Grounds'. The signal box, however, continued to be 'Show Grounds'. I will use 'Show Grounds' up to c1948 and one word thereafter.

Grade separation at Epsom Rd

During 1925 the level crossing at Epsom Road was replaced by an underpass. The MMTB annual report claimed this was to improve services to the Show Grounds and Flemington Racecourse. However, an underlying driver was probably the expected increased patronage resulting from the extension of the electric tramline into the city from Flemington Bridge. The extension was brought into use on 19 July 1925. However, it did not run via Elizabeth St as the Brunswick cable trams were still in use. Instead it ran via Flemington Rd, Peel St and William St (i.e. the present West Coburg route) to a terminus at Collins St.

Work on the grade separation at Epsom Road commenced in early January 1925 when the tramway disc and derail on the 'Newmarket side of the level crossing' were removed. The gatekeeper was instructed that before closing the gates across the road, he was to check that no tram was approaching in either direction. If a tram was approaching it was to be allowed to cross the line before the gates were shut.

Single track working was brought into service across Epsom Road at the beginning of February. The Up line was taken out of use between the crossover near Post R226 and the crossover at Show Grounds platform. The Refuge Siding was baulked at the Down end. Instructions were issued that, as far as possible, only one engine in steam was permitted between Epsom Road and Show Grounds. If two movements were required at one time, the Shunters in Charge were required to ensure the safety of the movements.

On 12 May the line was temporarily closed beyond Epsom Road with temporary buffer stops provided on both the Up and Down lines beyond Post 6. The points in the New Live Stock Race leading to the Down line were spiked to lie for the dead end, and the catch points at the Down end of the Refuge Siding were spiked open. It appears that the tramway crossing was taken out of use on this date.

The lines to the Show Grounds and Flemington Racecourse were reopened on 5 June 1925 over a temporary bridge. This was for the race meeting held on the King's Birthday (public) Holiday on Monday 8 June. The Tramways Board, incidentally, ran a competing service consisting of a frequent service of cable trams from Swanston St that connected with electric trams at Flemington Bridge running to the Racecourse entrance. The current Epsom Road signal box was provided on this date and the original box formally abolished (although I would suspect that it had been removed earlier). The new box was situated closer to the Show Grounds platform than the original box and on the Down side of the line. A 15 lever A pattern frame was provided which contained 7 levers spaces. The locking sketch for the new box was prepared in October 1924 and included levers for working the tramway cross-

ing. Levers 1 & 2 were to be wicket levers, levers 3 & 4 tramway catch levers, and lever 5 a closing lever. These levers were deleted from the locking sketch in January 1925 - when work commenced on the grade separation. Despite the fact that the frame could now be 10 levers long, the frame was not altered and levers 1 to 5 were never installed. With the bringing into use of the new box, the facing points to the Refuge Siding were temporarily secured by an Annett lock with the key kept in a duplicate lock on lever 8. This was probably to avoid the need to run point rodding over the temporary bridge. The locking sketch implies that lever 9 (the future lockbar lever) was provided as a 'dummy' lever at this time.

The line remained open for the Grand National Steeplechase Meeting on July 4, 8, and 11, and the VRC August Race Meeting on 15 August 1925. The temporary bridge and the lines over Epsom Road were then taken out of use on the 16 August 1925 to erect the permanent bridge. Reports in *The Argus* state that the permanent girders for the new bridge were placed on the night of the 16 August. From a safeworking point of view, the arrangements during this closure were the same as during the first closure in May.

The underpass was completed and the lines brought back into use on 16 September 1925, in time for the opening of the Royal Show on 18 September. On this date the points to the Refuge Siding were rodded to the signal box. The Annett lock was removed from lever 8, and lockbar lever 9 was brought into service.

Show Traffic in 1927

The year 1927 is the first for which I have the Circulars describing the service to the Show (C15/27) and the Spring Racing Carnival (C 20/27). There were other racing meetings at Flemington Racecourse during the year, but I do not have the circulars describing the arrangements for these.

In 1927 the Show ran from Thursday, 15 September 1927, until Saturday 24 September, with Thursday, 22 September, being the Show Day.

Goods and livestock for the show were received from Thursday, 8 September, until the morning of 15 September. Exhibits were received at Platform 2 Flemington Racecourse (the second class platform), the dock at Showgrounds, and probably also the main Show Grounds platform. It was not necessary to staff Flemington Racecourse box to discharge or load exhibits at No 5 Platform Road. Goods trains and engines were allowed to proceed to or from Flemington Racecourse via the Loop line (only one engine in steam was permitted on the Down side of Show Grounds at any one time, and the Oic Show Grounds was responsible for ensuring this was carried out). At the Racecourse, Points 26 were reversed and secured. Points 27 and 28U were to be disconnected from the frame and worked by hand levers, while Points 28D were to be spiked reverse. Horses, cattle, sheep and swine were permitted to leave the show after 4 pm on Saturday 24 September, and other exhibits after 5 pm the previous day. Poultry was received later than the rest of the exhibits on Thursday 20 September. On that day, the 1320 Up Dandenong parcels coach ran slightly later and was extended to the 'Show Siding'. Poultry exhibits arriving at Spencer St on that day by other services were loaded into suitable trucks and despatched by steam train to the Show Grounds about 1000, 1400, and 1800 hours. Exhibits received after

1800 hours were despatched to the Show by road. Curiously, the only specific mention of return poultry traffic was a trip to Mordialloc on 24 September comprising No 2 Parcels Coach and double ended motor.

The electric service for show patrons ran from the Main Departure (No 1) Platform at Spencer-street and the journey each way was 10 minutes. For the duration of the Show, the Sydney and Albury Expresses were banished to arrive at No 9 Platform and the East-West Express to No 10 Platform.

For the first 4 days, and the last day, trains to the Show commenced at 0900 and ran every 10 minutes until 1500 (they could run more frequently, or later, if required). The first return journey was at 0920 and then trains ran as required up to the last train at 1740. The service was similar on the middle four days, except that the first outbound service was at 0845 and it was explicitly noted that spare trains were to be put into running as traffic warranted them.

The backbone of the service was four seven car electric trains that were temporarily stabled at Spencer St. Additional trains were drawn from the Flinders St yard. On the first two days of the Show, the three car unit (T-T-M) was detached from each seven car train when it first arrived at the Show Grounds. The unit was stabled in the Refuge Siding and the service maintained by the 4 car blocks (M-T-T-M). If necessary, these four car trains were built back up to seven car trains for the return traffic in the afternoon. On the first day of the Show, an additional two trains were rostered on from Flinders St yard mid afternoon so that six trains provided the service for the return traffic. On Friday, only one additional train was added for the return traffic. Seven car trains were used on the remaining days of the show: Saturday & Sunday used 6 for the forward (i.e. morning) traffic and 8 for the return (i.e. afternoon) traffic; Monday used 4 forward and 7 return; Tuesday 5 and 8; Wednesday 6 and 10; Thursday - Show Day - 9 and 13; Friday 4 and 6; and Saturday 5 and 7. The additional trains from Flinders Street yard were run empty to Kensington via the high level lines where they reversed to return to Spencer St. To speed up the reversal, drop on Drivers and Guards were used at Kensington. All show trains, loaded or empty, ran via the low level lines.

All trains were combined first and second class. Sliding door (Tait) sets were used (no doubt to speed turnarounds at Spencer St and Show Grounds), and, if necessary, the Tait sets normally used on the Dandenong - Williamstown service were temporarily replaced by swing door trains to release the necessary sets. The staff were specially instructed that all the windows on the platform side were to be open at all times (weather permitting) to prevent breakages due to the crush of people.

Electric power was switched on to the overhead on Wednesday, 14 September, and the overhead equipment at the Show Siding, and all roads leading thereto were to be tested by the two electric motors of the Heidelberg Stock Special. A stand-by steam train consisting of an engine and race service van was to be sent to the Show Siding on Thursday, 15 September. The engine was also used to clean the rails to ensure proper operation of the track circuits, and after running to the Racecourse, ran back to Newmarket. At the end of each day the engine returned to North Melbourne after the departure of the last Up Passenger, and a fresh engine was sent out each morning by 0900. The service van, however, remained at the Show Grounds until 24 September.

Stock was still handled at Newmarket during the Show - the saleyards did not close down for the Show. However,

shunting was concentrated at night. Goods trains or switching engines could not work at Newmarket while Show trains were running, nor could livestock be sent out after 0830 until the passenger traffic had ceased. The Metropolitan Superintendent could make an exception to this, but he had to first make arrangements for the shunting at Newmarket to be supervised by a Block and Signal Inspector. The Through Siding at Newmarket Cattle Siding had to be kept clear of vehicles while the Show traffic was in progress, however it could be used for the movement of stock trucks if the verbal approval of the Assistant to the Metropolitan Superintendent was obtained. At Ascot Vale Road signal box, no movements could be made from Refuge Siding, or to or from the Cattle Sidings, unless the Block and Signal Inspector was in attendance, and permission had to be first obtained from the Assistant to the Metropolitan Superintendent. Up NE Goods trains were not allowed to pass Essendon after 0930 until the passenger traffic had ceased, unless permission was granted by the Signaller at Newmarket Junction. The Signaller at Newmarket Junction was to consult with the Signaller at Kensington before giving this permission.

The Block and Signal Inspector, No 1 District, was to supervise arrangements between Melbourne and Flemington Racecourse, and provided a Block and Signal Inspector for the Flemington Racecourse line. The line B&SI was to see that the proper measures for safeworking had been taken before the first Down passenger train entered the line. A relieving signaller and block recorder (if required) was provided for Epsom Rd signal box, and any additional signallers required for use between Newmarket and Show Grounds Platform. Epsom Road signal box was to be staffed to work the signals from 10 September to 28 September (including Sundays 11 September and 25 September). No mention was made of staffing Show Grounds signal box and it is likely that the points at this end of the platform remained hand worked with the signals out of use. Four gatemen were rostered at Ascot Vale Road. A police constable (foot) was to be in attendance at Ascot Road crossing each day that passenger traffic was being run between 1300 and 1800. When taking up duty, the signallers were instructed to test their signals at the first opportunity. The test was to consist of ensuring that the signal cleared when the lever was reversed, ensuring that the signal went back to danger when a train passed it, and, while the train was still in the section, checking the signal could not be recleared by reversing the lever again. Train Register Books were kept at Newmarket Junction and Epsom Road signal boxes showing the name, description, and number of each train; the time each train passed, and particulars of any delays or other matters relating to the traffic or the signals. The actual time of any train stopping at or starting from a signal had to be "carefully noted" and registered. All trains were to be signalled by electric bell between Spencer St and Show Grounds. Telephones were provided between the Show Grounds Rostrum and Epsom Road, and between Epsom Road and Newmarket.

The Signal Supervisor was responsible for arranging the proper track sections and signals being switched in in accordance with the requirements of the passenger traffic. The Up signals (but not the Down signals) between Racecourse and Show Grounds Platform were to be "blocked out" each day. Exactly what this means is unclear, but it possibly means that they were lit but covered. The Chief Engineer of Signals and Telegraphs was responsible for arranging the conversion of Home R201 to an Automatic signal. At Newmarket, the catch points in the Up line were disconnected from the frame and se-

cured closed. All points on the Racecourse line, and all points leading from the sidings onto the running lines, and all scotch blocks at Ascot Vale Rd and Epsom Rd signal boxes were to properly secured before the passenger traffic commenced. The interlocked points at Ascot Vale Rd and Epsom Rd signal boxes were connected to the interlocking frame while passenger traffic was running each day, and disconnected for shunting afterwards.

Spring Racing Carnival in 1927

In 1927 the Spring racing carnival at Flemington Racecourse consisted of four meetings: Derby Day on Saturday, 29 October; Cup Day on Tuesday, 1 November; Oaks Day on Thursday, 3 November, and Steeple(chase) Day on Saturday, 5 November. On each day six races were run, the first being at 1300, and the last at 1700.

The basic train service on each day was similar. All trains ran non-stop between Spencer St and Flemington Racecourse. Forward traffic, carrying punters to the racecourse, commenced at as soon as required after 0900 on Cup Day and at 1030 on the other three days. Services ran as required until 1400, and then at 1415, 1425, and 1435 on Cup Day, and at 1415 and 1430 on the other three days. These trains returned empty cars to Spencer Street. Trains for the return of race patrons were arranged as required; the SM at Flemington Racecourse was to post notices at the Racecourse (in the morning) stating the time the first special would return to Melbourne. Irrespective of this, a train was to leave the Racecourse (except Cup day) at 1605 (not later) to connect with the 1630 Adelaide, 1630 Eastern, and 1645 Port Fairy. On Cup Day, the Melbourne Cup was run at 1530 and trains were to return at 1545 (after the race), 1605, and 1630 to give connections with various country trains. These Cup Day trains were to have "preference over all other trains to Melbourne".

On Derby and Cup Days separate first and second class trains were run. However, the sets used were a mixture of first and second class carriages - on the 'first' class trains some passengers had to travel in second class carriages (and vice versa). At Spencer St, first class trains left from the Main Departure (No 1 Platform), and second class trains from No 2 Platform. At Flemington Racecourse first class trains arrived on the Down line to the first class platform, and second class trains on the Loop line to the second class platform. On Oaks and Steeple Days the trains took both first and second class passengers, in their proper classes of course. On these days the trains used No 1 Platform at Spencer Street, and at Flemington Racecourse the first class platform.

Train composition was complicated due to the two classes, and the forward and return traffic. On Derby Day, eleven eight coach trains were used for the forward traffic (seven for first class, and four for second class), and fourteen trains for the return traffic (the circular does not specify if the extra three trains were first or second class). All sets were composed of sliding door coaches. The eleven trains used for forward traffic did not come 'on' at the same time - the first departed Flinders St yard at 0933 and the last at 1130 - thus giving an increasing level of service with a maximum intensity from around midday. As with Show traffic, the empty cars coming on for the forward traffic ran to Kensington where they reversed to run to Spencer St. The three extra trains for the return traffic ran empty to Flemington Racecourse and were timetabled to arrive there between 1519 and 1545.

On Cup Day, no less than sixteen eight coach trains were used for the forward traffic (nine first class and seven second class), with an additional train for the return traf-

fic. As the running time between Spencer St and Flemington Racecourse was 10 minute each way, each train would complete a run in 22 minutes assuming the turnaround at each end took one minute. With seventeen trains running, this would mean a headway of 78 seconds! Four of the trains were left stabled at Spencer Street after Derby Day. The other sixteen trains came on at Flinders Street yard between 0817 and 1131. Thirteen of them reversed at Kensington, but three (on at 0952, 1003, and 1011) ran empty to Flemington Racecourse where they reversed. The extra train for the return traffic ran empty to Flemington Racecourse and arrived at 1522.

Oaks Day required 7 seven coach trains for the forward traffic, with an additional six for the return traffic. Again four sets were available at Spencer Street, with the additional three coming on late in the morning (at 1049, 1100, and 1130). The four sets at Spencer Street had been returned to Flinders Street yard after Cup Day to be reduced to 7 car trains, and were returned to Spencer St the day before Oaks Day. The additional return trains ran empty direct to Flemington Racecourse arriving between 1550 and 1600.

Steeplechase Day required nine seven coach trains for the forward traffic, with an additional five for the return traffic. Four sets were again stabled at Spencer Street, with the additional five coming on at 1007, 1044, 1100, 1115, and 1119. The additional return train ran direct to Flemington Racecourse and arrived there between 1519 and 1617.

Traffic ceased for a period between the forward and return traffic, and trains were temporarily stabled at various locations near Flemington Racecourse. Trains were stabled as the forward traffic tapered off and sets were not required back at Spencer Street. The Supervising Officer notified the SM at the Racecourse of the number of first and second class trains required for the return traffic, and the Yard Foreman at the Racecourse had to place the required number of trains in the sidings having direct access to the first and second class platforms. In addition to the stabling roads at Flemington Racecourse, and probably the Refuge Siding and Siding A at Show Grounds, trains were also stabled on the Loop line. When it had been decided to take trains out of running, the Racecourse SM notified the signalman at Show Grounds signal box to run all Down trains (including second class trains) via the Down line. The signalman at the Racecourse signal box then wrote out and telephoned a message to the Show Grounds box requesting permission for the first train to shunt onto the Loop. When the signalman at Show Grounds signal box was satisfied that the Loop was clear, and after securing the 'lever of the signal leading to the Loop line' by means of a sleeve, wrote out and sent permission. (Note that this actually wasn't possible - as the lever working the signal to the Loop line also worked the signal leading to the Down line. Probably the control lever was sleeved.) The first train was then drawn into the Loop and stopped just clear of the points to the Crane Siding at Show Grounds - it was noted that the Crane Siding was not wired and trains could not pass Points 8 at the end of the Loop. Once the 'Driver or Motorman' had been instructed not to move the train, other trains could be shunted into the Loop Siding. If this all was not sufficient, any excess trains could be stabled on the Down line near Ascot Vale Road. The trains were worked on the Up line to Ascot Vale Road signal box and there shunted onto the Down line under the supervision of the Block and Signal Inspector. The Racecourse SM had to inform the Inspector that the last Down train with passengers had arrived at the Racecourse before the trains could be shunted,

and the Inspector had to inform the SM when the Up line was clear again.

Not all race patrons returned from the Racecourse platform, some apparently walked to Newmarket station and caught a train from there. The SM Flemington Racecourse was required to keep in close touch with Newmarket and when a number of passengers were waiting at Newmarket, an empty or lightly loaded train was to be immediately sent from the Racecourse with instructions to stop at Newmarket to pick them up.

As returning traffic tapered off, trains were taken out of service. The Superintendent of Melbourne Yards was to be notified of the disc number of the first train not required and this train was to be directed to a vacant platform at Spencer St. Trains that could not be conveniently stored at Spencer Street were to be returned to Kensington where they were to be shunted to return to Flinders Street yard. If the Block & Signal Inspector at Kensington could not cross them without causing delays to traffic, the empty trains were to be sent to Ascot Vale Road signal box to be shunted there.

On the day of each meeting, a horse special ran to Mordialloc to convey race horses and passengers to Flemington Racecourse. The special was hauled by an electric locomotive and consisted of horse boxes and one ABC car. It picked up horses at Mordialloc, Mentone, Caulfield, and Flinders St, and arrived at the Racecourse at 0950 on Cup Day (well after the start of passenger traffic), and 1040 on the other three days. The horses were discharged at the second class platform. The special, including locomotive, was to be stabled at the Racecourse until the finish of the races. The horses were reloaded from the second class platform "as soon as the bulk of the second class passenger traffic is over", but efforts were to be made to dock the special by 1820 on Cup Day, and 1800 on the other three days. The special returned to Mordialloc after the meeting, as arranged by the SM Racecourse.

A three coach test train tested each electrified track and crossover on the Flemington Racecourse line on the Thursday before Derby Day. The signal boxes and signalling on the line were switched in for this test. On each race day, a parcels coach ran to the Racecourse and return before passenger traffic commenced. This was to clean the rail contacts on the Up and Down lines, and to place the ticket checkers at Flemington Racecourse. A race service van was picked up by the Down Horse Special on Derby Day and taken to Flemington Racecourse. It remained there (on the unwired Engine Track?) until after conclusion of race traffic on Oaks Day when it was returned to Flinders Street as it was required at Williamstown Racecourse the following day. It was returned to Flemington Racecourse by the Horse Special on Steeplechase Day, and sent back to Flinders Street that evening. It was specially noted that the first Down train, taking employees out to the Racecourse, was not to be stopped at any point between Spencer Street and Flemington Racecourse for setting down employees, and the last Up train with employees after the race traffic was over, was only to stop at Kensington to set down employees. Employees were required to walk to and from their points of duty.

The general operation of the signalling was similar to that for Show traffic, which has already been given. All signal boxes were staffed (Ascot Vale Road, Epsom Road, Show Grounds Box, and Flemington Racecourse Box). At Epsom Road signal box, Crossover 12 was disconnected from the frame and 'bolted' for the straight road with each plunger specially secured.

Show traffic

Traffic returns for the Show survive from 1923 to 1934 and show that the Department's share of the traffic fell throughout this period. In 1923, the Railways carried 214,164 passengers to the Show, 71% of the attendees. After the opening of the electric tram service from the city in 1926, the railways share diminished, and by 1930 the trains were only carrying around 60% of the Show attendance. As patronage at the Show was also falling during this period, the passengers carried fell to just 127,638 in 1930. With the start of the depression, the railways share of the traffic fell to under 50% - just 115788 passengers in 1931.

Minor alterations

Late 1929 seemed to be a time for minor changes on the Racecourse line.

On 27 August, Engine Road F was abolished at Flemington Racecourse together with Ground Disc Post 65. Engine Road G, on the Show Grounds side of the station, was probably retained for stabling purposes. At the same time the hand worked crossovers between Nos 2, 3, and 4 Roads at the Down end of the yard were abolished, although the hand worked crossovers between the platform roads and the adjacent road remained in use to shunt any steam engines working to the Racecourse. In mid November Ground Disc 69A at Flemington Racecourse was renumbered 69B.

Diagram 21/29 was issued in mid November 1929 and this showed a number of alterations on the Flemington Racecourse line, but it is not clear when these were provided.

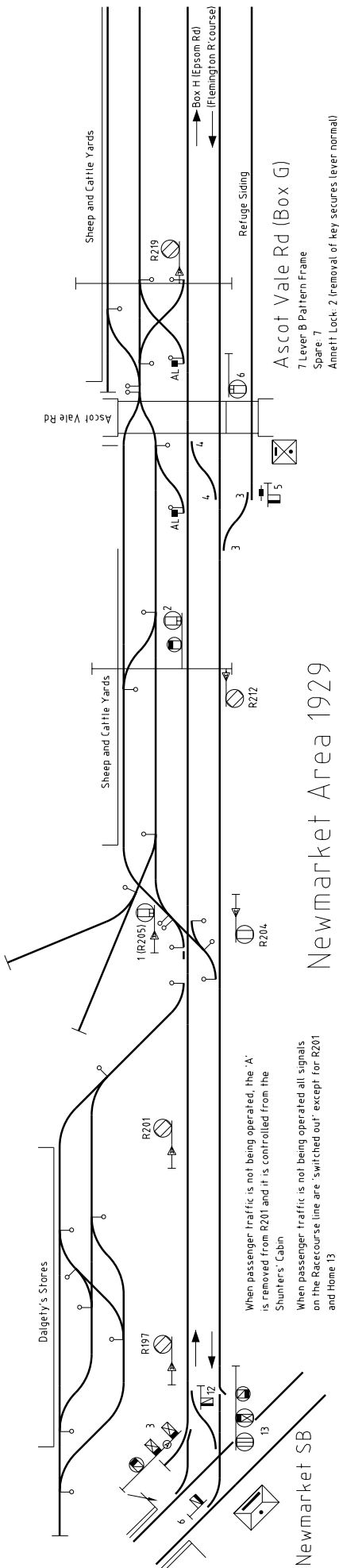
By this time, Ascot Vale Road signal box had gained control of Down Automatic R205. The control was exercised by lever 1, and the Down Home was now worked by lever 2 and had consequently been renumbered. It appears that this alteration took place in June 1921 as a lever lock was added to lever 2 at this time.

A second alteration by November 1929 was the provision of calling-on lights on Down Home 2 (Ascot Vale Road signal box), Down Home 6 (Epsom Road signal box), and Down Home 2 (Show Grounds signal box). Curiously, calling-on signals were not provided for any of the Up Homes. In each case the calling-on signal was worked by the same lever that worked the Home signal(s) and which signal cleared was electrically selected. Where the calling-on was below a junction home (at Epsom Road and Show Grounds signal boxes) it appears that the calling-on only applied to the main line (this is certainly the case today with Down Home 6 at Epsom Road signal box). Like mechanical call-on signals, these lights showed a green light when cleared and were dark at other times.

Around this time it was also noted that the discs on Dwarf 5 (Ascot Vale Road signal box) and Dwarf 6 (Showgrounds signal box) were normally removed and were only replaced for special traffic.

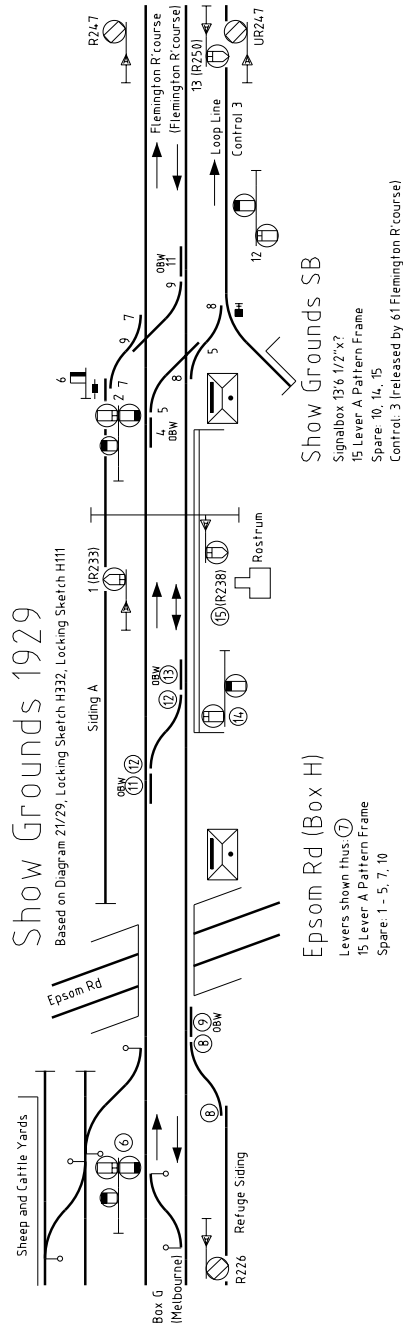
Working special traffic from Flinders Street

The special traffic to and from Flemington Racecourse and the Show Grounds had always been conducted from Spencer Street. The mid thirties saw these trains extended to originate and terminate at Flinders Street. It is believed that the pending extension of the electric tram service to operate from Elizabeth Street was the impetus for this change. Even when the city terminus of the electric trams was the corner of Williams and Collins Streets, the trams were a significant competitor for the Show traffic, and, as



Show Grounds 1929

Based on Diagram 21/29, Locking Sketch H332, Locking Sketch H111



Epsom Rd (Box H)

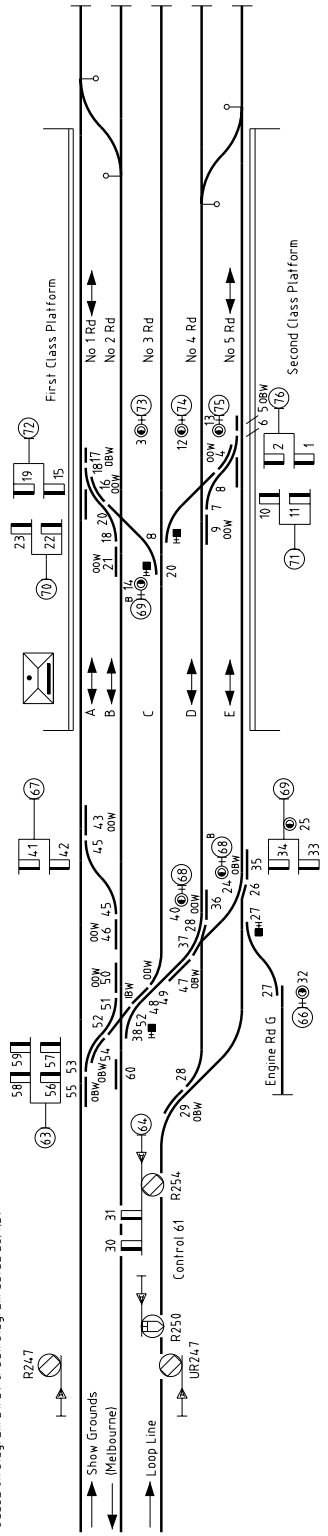
Levers shown thus (7)
15 Lever A Pattern Frame
Spare: 1 - 5, 7, 10

Show Grounds SB

Signalbox 13 6 1/2 x 7
15 Lever A Pattern Frame
Spare: 10, 14, 15
Control: 3 (released by 61 Flemington Racecourse)

Flemington Racecourse 1929

Based on Diagram 21/29 & Box Diagram dated 26.4.29



already mentioned, the VR percentage of the traffic had fallen to around 50% of Show patronage by the thirties. This could be expected to further decrease with tram services operating from the heart of the city.

On the last day of the VRC Autumn Meeting (10 March 1934) the return traffic was brought through to Flinders Street instead of terminating at Spencer Street. It is not clear if this was a trial, or if it was the result of some incident at Spencer Street. Irrespective, both the forward and return traffic to the meeting at Williamstown Racecourse on 30 June 1934 was conducted from Flinders Street. This was clearly a trial as the Commissioners announced to the press that the 'special fast race train services from Flinders Street' which had been run to Williamstown Racecourse would be continued to serve the Grand National meeting at Flemington Racecourse on 7 July 1934. Trains were to depart from Platform 10 East at Flinders Street and pick up at No 14 platform Spencer Street, and then run non-stop to the Racecourse. Return traffic was also extended to Flinders Street. Of course, you could not please everyone and *The Argus* published a complaint the following Tuesday: "Sir,-Why is the racegoer always singled out on which to make experiments? For nearly 50 years I have been in the habit on Williamstown and Flemington race days of going to Spencer street, buying my ticket, and stepping into the train for a comfortable ride right on to the racecourse. On Saturday I had to walk through what seemed like a mile of tunnels, and jostled here and there by busy travellers at Flinders street who were rushing to catch their suburban trains. What could be worse? Have the railway's given up catering for the public comforts? In future the 'open road' for me." It would appear from the traffic returns that the remaining meetings at Flemington on 11 and 14 July, 18 August, and 6 October operated from Flinders Street. However, the 1934 Spring Racing carnival still operated out of Spencer Street. This appears to be the last time that the special traffic to Flemington Racecourse operated out of Spencer Street, and all race meetings in 1935 operated from Flinders Street, including the Spring Racing Carnival.

For the 1934 Show, the forward traffic originated at Spencer Street but the return traffic ran through to Flinders Street. In 1934, incidentally, the Show was held in October due to the Centenary celebrations and the visit of HRH the Duke of Gloucester. In 1935, however, both the forward and return Show traffic was conducted from Flinders Street.

Electric trams began running in Elizabeth Street in 1935. The North Melbourne line was the first to be converted, with electric services being extended from the Abbotsford St to a temporary terminus in Victoria St outside the market on 24 September. North Melbourne services were extended down Elizabeth St to Flinders St on 17 November 1935 (just missing the Spring Racing Carnival). Electric services were extended up Elizabeth St to the Haymarket on 29 December 1935. From that day the Maribryong services were routed through North Melbourne, the Essendon services along Flemington Rd and Elizabeth St, and the West Coburg services remained in Peel and William Streets (and they run on these routes today).

Race traffic in the mid '30s

A listing of traffic for the Spring Racing Carnival between 1900 and 1947 exists and provides an interesting insight into the development of special traffic on the Racecourse line. Cup Day traffic grew rapidly in the first part of the century, increasing from around 25,000 race patrons in 1900 to a peak of 51,000 in 1911. This retreated a little in the

following two years to around 46,000, and then fell during WWI, reaching the lowest point in 1916 of 32,000. Traffic then increased, and during the '20s averaged around 50,000 per year (ranging from 45,000 to 55,000, probably depending on the weather). This fell in the early '30s to around 30,000 before recovering in the late '30s to between 45,000 and 50,000. Patronage fluctuated wildly during WWII - from a low of 31,000 in 1942 to an all-time high of 65558 in 1943! Patronage at the other three Spring Racing Carnival meetings was each roughly one third of Cup Day, with Derby Day about one third higher than the other two days.

Further information about the service is known for the '30s. In 1935, for example, fifteen race meetings were held: 1 January, 2 March, 6 March, 9 March, 6 May, 1 June, 3 June, 6 July, 13 July, 17 August, 5 October, 2 November, 5 November, 7 November, and 9 November. A typical race meeting attracted around 10,000 patrons, although five only had around 6,000 patrons. The race trains had only just begun to run from Flinders Street, and it is interesting to trace the change in relative patronage between Spencer Street and Flinders Street. For the first two race meetings in 1935, patronage was higher at Spencer Street. But by the third meeting, Flinders Street was marginally more popular, and subsequently the preference for Flinders Street increased. By 1936, more than twice as many patrons travelled from Flinders Street than Spencer Street. During 1935, more second class passengers travelled that first class, of course. At some race meetings first class passenger amounted to only one third of the total passengers. Members of the VRC could travel for free, but the numbers taking advantage of this were negligible - around 200 each race meeting. The greatest number of members was on Melbourne Cup day, and even on that day only 275 travelled to the course on the trains. Even in 1935 most VRC members probably travelled by car to the racecourse! The revenue from the passenger traffic for each meeting ranged from £363 to £4442 (for the Melbourne Cup), but it was mostly less than £1000. Around 24 horses were carried to the course for each meeting (ranging from 13 on two meetings to 29 on one meeting).

Passenger traffic without signalling

The signalling on the Flemington Racecourse line was not always brought into use for special traffic. An example was the Dog Show at the Show Grounds on 1 June 1929. A special train conveyed passengers and exhibits to the show and it ran one return trip in the morning, and a second in the evening. The train was formed as M-T-T-CM with the parcels coach trailing on the Down journey. The normal signalling was not brought into service, and the safeworking depended heavily on the Block and Signal Inspector. The Inspector had to patrol the line between Newmarket and Show Grounds to check that the running lines were clear and that all points in the running line, safety points in the sidings, and scotch blocks were secure. After walking from Newmarket to the Show Grounds, the Inspector informed the signaller at Newmarket that the line was clear and the special could depart. He remained at the points leading to the Show Grounds platform, and when the train approached had to ensure that they were properly held for the train to enter the platform. The drivers were specially reminded that these points were to be held by hand and had to traverse them at no more than 10 mph. Before the departure of the return trip, the Inspector had to check that the crossover was set and secured for the Up line. The Up trains had to approach Newmarket cautiously, and the signaller was instructed not to put back the lever working the Up Home

from the Racecourse line until the train had passed clear of the catch points. A speed of 10 mph was not exceeded between Newmarket station and the Show Grounds platform during darkness.

Further changes at Ascot Vale Road

On 17 October 1934 the facing crossover between the Down main line and the Cattle Sidings on the Up side of Ascot Vale Road was rodded to the frame at Ascot Vale Road signal box and worked by lever 7. The crossover continued to be secured by an Annett lock during passenger traffic. The seven lever frame was now completely full.

In mid July 1935 a new facing crossover was provided between the Up and Down lines between Posts R219 and R226 on the Down side of Ascot Vale Road. The points of this crossover were worked by hand, and during passenger traffic were secured with the hand operated plungers and padlocks. Signals R219 and R226 electrically detected the facing points normal and the plungers in. The crossover was not available for electric traction. At the same time the crossover in the Cattle Yards sidings, near Down Home 2, was removed.

Newmarket Cattle Yards

At the beginning of September 1935 permission was granted for Down shunting movements from Newmarket to proceed wrong direction on the Up line to the Cattle Yards. The Yard Foreman had to grant permission for the move and was responsible for ensuring its safety. He had to check that the Up line between Newmarket and R204 was clear and that R204 was at stop. R204 was henceforward permanently in use to protect these movements. During special (passenger) traffic it was an automatic signal. At other times the 'A' indication was removed (i.e. it was converted to a Home signal) and it was controlled from the Shunter's Cabin.

A calling-on light signal was provided on Post R204 on 18 March 1940. The circuits have not been sighted, but presumably the calling-on was only available when the signal was a Home signal and controlled by the Shunter's Cabin.

The levers controlling R201 and R204 were moved from the Shunter's Cabin to the Yard Foreman's Office on 17 October 1947.

Horse Loading Platform

Around 1937 a 'horse loading platform' was provided on the Refuge Siding on the Down side of Ascot Vale Road. The date comes from the Track and Bonding Plan which was updated to show the new platform in January 1937 - however the platform could have been provided earlier and was only added when the drawing had to be updated. Access to the platform was by a ramp and gates to Ascot Vale Road. It is not known precisely why this platform was provided, but the most likely reason was to serve the nearby Ascot Racecourse. Another possibility was to serve the numerous racing stables in the area.

Military Traffic

During WWII the Showgrounds and part of Flemington Racecourse were taken over by the army as army camps. Military trains were run from both the Show Grounds platform and Flemington Racecourse. An early example were the special trains to transport the 2nd AIF from 'Flemington Show Grounds' to Seymour on 6 November

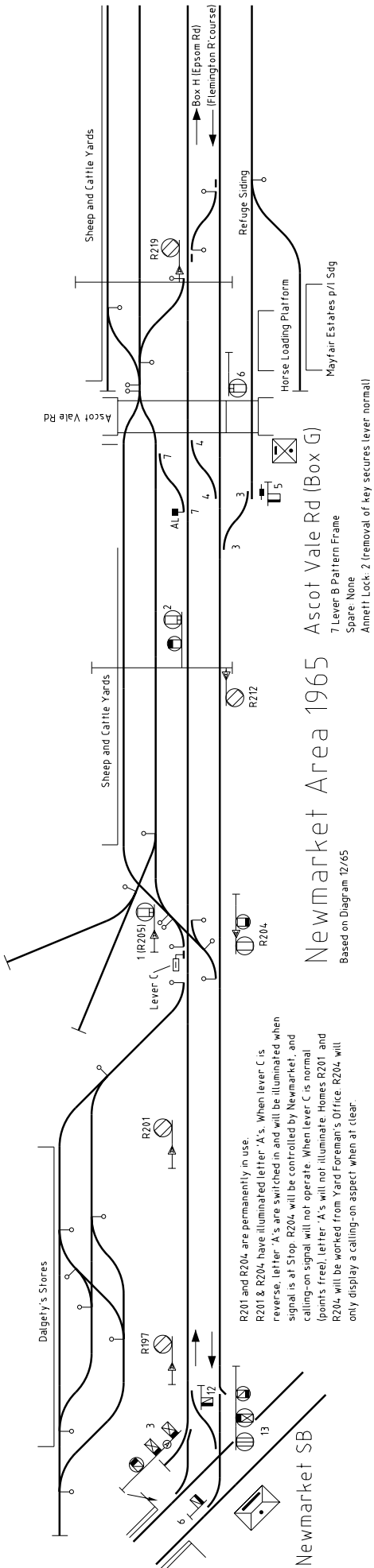
1939 (600 soldiers in 10 bogie carriages and Z van), 8 November (600 soldiers in 10 bogies and Z van), 9 November (800 soldiers in 12 bogies and Z van), 10 November (750 soldiers in 12 bogies and Z van), and 11 November (600 soldiers in 10 bogies and Z van). In each case the train ran empty cars from Spencer Street to the Show Grounds platform where the A2 ran around and hauled the train back to the Goods Arrival Road at Kensington. The train engine (a C class) then dropped on and hauled the train to Seymour. Race traffic was being run on 9 November and 11 November, and the normal signalling was available on those days. On the other three days it appears that the signalling was not in operation and a Block and Signal Inspector was required to accompany the loaded train from the Show Grounds to Kensington and to see that all precautions were taken for its running.

Wartime Racing

Although no Shows were held between 1941 and 1945, racing did not cease at Flemington during the war. In fact, more meetings than normal were held as the Victorian Amateur Turf Club's (VATC) course at Caulfield and the Williamstown Racing Club's course at Williamstown had both been taken over by the military and their meetings were transferred to Flemington. The table on this page shows the race meetings held at Flemington during 1941. The table also shows the passenger carried to each meeting, and the number of train sets and trips run for the forward and return traffic. One interesting feature is that although more trains were provided for the return traffic than the forward traffic, fewer trips were run. This makes sense; patrons would arrive at the course over a lengthy

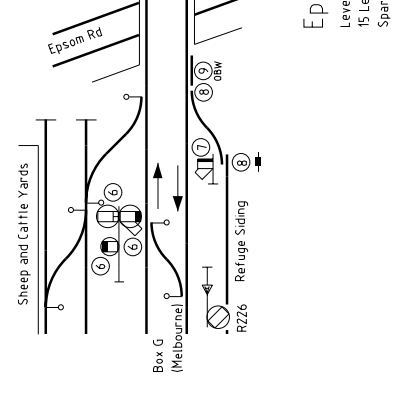
Race trains to Flemington 1941

Date	Day	Club	Pass	Forward		Return	
				Trains	Trips	Trains	Trips
1/1	Sa	VRC	12685	10	20	12	16
18/1	M	VATC	7865	8	18	11	12
27/1	W	Will	8312	9	18	12	13
15/2	Sa	VATC					
22/2	Sa	VATC					
1/3	Sa	VRC	11745	8	18	11	14
4/3	Tu	VRC	4598	6	13	8	9
6/3	Th	VRC	4367	6	13	7	8
8/3	Sa	VRC	14574	8	19	12	17
15/3	Sa	VATC					
12/4	Sa	Will	10756	8	21	11	15
14/4	Th	Will	13471	8	21	12	17
7/6	Sa	VRC	8968	8	18	10	12
16/6	M	VRC	10953	8	19	11	14
21/6	Sa	VATC					
5/7	Sa	VRC	18932	8	29	13	19
9/7	W	VRC	4535	5	14	8	9
12/7	Sa	VRC	18326	11	25	15	19
19/7	Sa	VATC	5686	8	17	9	10
2/8	Sa	VATC	11677	10	21	13	15
9/8	Sa	VATC	11704	9	20	13	16
6/9	Sa	VATC					
4/10	Sa	VRC	9604	9	19	12	13
11/10	Sa	VATC	14210	9	21	12	16
15/10	W	VATC	5647	6	15	8	9
18/10	Sa	VATC	41391	13	39	18	34
1/11	Sa	VRC	23499	13	33	17	22
4/11	Tu	VRC	51968	16	61	19	41
4/11	Th	VRC	18742	8	29	15	21
8/11	Sa	VRC	15084	10	29	14	16
15/11	Sa	Will	13081	16	22	14	16
22/11	Sa	VATC	11957	9	21	13	14
26/12	F	VATC					



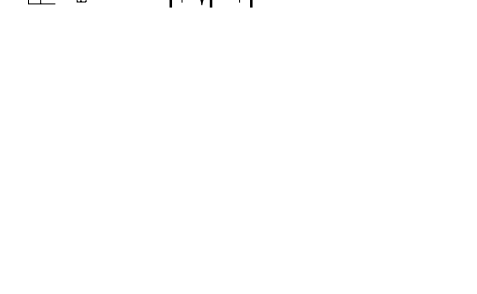
Show Grounds 1965

Based on Diagram 12/65, Locking Sketch H332, Locking Sketch H111



Flemington Racecourse 1965

Based on Diagram 12/65



period, but most would wish to leave as soon as possible after the last race. Consequently, each train made between two and three trips for the forward traffic, but most only ran one trip for the return traffic. The outstanding effort was Melbourne Cup day (4/11) when 61 trips were made to carry the forward traffic and 41 trips for the return traffic. These trains carried 51,968 passengers - or an average of 852 passengers on each forward trip, and 1267 passengers on each return trip (the actual loadings on some of these trains would have been far higher). Note that the traffic figures for some of the VATC meetings were not recorded although these meetings took place.

Tancred Brothers Siding

In mid December 1942 a new private siding was provided for Tancred Brothers p/l near Ascot Vale Road. The siding, at 3 miles 23 chains 43 links, led off the Refuge Siding and ran behind the Horse Loading Platform. The points were secured by hand locking bar and padlock and a scotch block was provided in the siding. There was a clear standing room of 380 feet between the scotch block and buffer stops.

The siding was temporarily closed in early 1949 due to a boundary fence post that was erected within the standard clearance. The siding was again available for use around 22 April 1949.

Show Grounds

On 16 September 1947 two position mechanical Dwarf 7 was provided at Epsom Road to control Down movements out of the Refuge Siding. (Note that conflicting dates are given in the various sources. The Interlocking Register gives 15 September, the Weekly Notice 16 September, and the Locking Sketch 25 November.) At the other end of the Show Grounds platform, Dwarf 10 was provided on 25 November 1947 to control Down movements from the platform to the Loop Line. The provision of these two Dwarfs allowed Down movements from the Refuge Siding, through the Show Grounds platform, to the Loop Line.

The Rostrum control lever

The three position control lever in the Show Grounds Rostrum had been provided by 1947, and may have been provided as far back as the mid thirties. The purpose of this three position lever is to prevent Epsom Road signal box and Show Grounds signal box from signalling a train into the Show Grounds platform at the same time. Note that for a long time the Department appeared to organise passenger traffic so that a control lever was not necessary. Where traffic was being worked to the Racecourse, the facing crossover at Epsom Road signal box giving access to the platform was secured normal and out of use. Movements from the Refuge Siding into the platform were not signalled, and were prohibited except under instructions from the supervising Block and Signal Inspector. During traffic to the Show Grounds, Show Grounds signal box was not in use and the points were hand worked. It is possible that the Rostrum control lever was provided when Show Grounds signal box began to be brought into use for traffic to the Show Grounds platform.

The Rostrum control was fairly simple; the contacts on the control lever were included in the circuit for the GR (signal control) relay for the light units of the Homes leading to the platform road (Home b2 at Epsom Road, and Up Home a12 at Show Grounds Box). No electric lock was provided on the control lever, and so the control could be taken away at any time. This would drop the Home to

stop, but no approach locking was provided to prevent the control from being immediately given to an opposing train.

The control also applied to Dwarf 7 at Epsom Road signal box for moves from the Refuge Siding into the platform. Being a mechanical signal, it was not possible to simply control the aspect being displayed on the Dwarf. Instead a lever lock was provided on lever 7 at Epsom Road signal box. This was released when the control lever was operated and permitted the Dwarf to be cleared. There was, however, no way of restoring the Dwarf to stop if the control was taken away.

Subsequent special instructions for traffic to the Show Grounds stated that the control lever was to be operated by the OiC at the platform. When it was necessary to give control to Show Grounds signal box for a train to enter the platform from the Up Line, the signalman at Epsom Road signal box had to be informed before the control lever was operated.

For Racecourse traffic, the Block and Signal Inspector was instructed to check that the control lever was in position to allow Up through movements.

Post War Special Traffic

By 1937 'Standing Instructions' were being issued for Metropolitan race meetings. These instructions specified the standard method of working race traffic. By 1948 this included the VRC races at Flemington and the Night Trotting Control Board's harness racing at the Royal Agricultural Showgrounds. Specific circulars were issued containing the details of each meeting, including the number of trains necessary and any special instructions necessary (e.g. for the Melbourne Cup).

In the late '40s it appears that the standing instructions were re-issued every year, but by the late '50s only periodical re-issues were made. Issues occurred at least in 1959, 1961, 1966, 1969, and 1976 (this is likely not a complete list).

The actual signalling and safeworking instructions changed little over this time, and were not greatly different from those described in 1927.

In 1949 standard seven car sliding door trains were to be used on all race days at Flemington Racecourse, except when instructions are issued to the contrary (e.g. on Melbourne Cup day) when eight car trains were to be used. The reference to the possible use of eight car trains had been had been dropped by the 1961 issue. Trains continued to be specified as sliding door sets until at least the 1969 issue.

In 1949, forward traffic originated at No 1 West platform, Flinders Street, and ran via No 8 Platform Spencer Street, and then via the Special Lines, the East Lines, and the low level lines to Kensington. The empty return movements followed a similar route, except that they ran via the East Suburban lines from Franklin St and No 11 Platform Spencer St (non-stop). Platforms used at Spencer Street varied over the years. Return traffic, however, could be worked through any convenient platform at Spencer Street or Flinders Street.

Combined first and second class trains were to be run over the Down line at Flemington Racecourse to No 1 Platform and no mention was made in any of the Standing Instructions of using the Loop line as a running line. The Loop was likely to have been used on heavy traffic days, such as for the Melbourne Cup.

Safeworking supervision on the Flemington Racecourse line was now undertaken an early and late turn Block & Signal Inspector. The early turn Inspector was responsible for ensuring all was well for the traffic.

One interesting addition was that if a fog occurred, a fog signalman was to be sent from the Racecourse platform to fog Post R247. The fogman had to have visited the post during daylight.

Trots at the Showgrounds

Night harness racing (trotting) was first held at the Showgrounds on 15 November 1947, and continued to be held there until it was transferred to Moonee Valley in 1976. In 1948, for example, the first meeting of the season was held on Cup day, and thereafter every Saturday night until 16 April 1949 (Christmas day excepted). This appears to be the first regular example of night passenger traffic over the Racecourse line. The instructions were generally similar to those issued for ordinary race traffic, except that trains terminated at the Showgrounds platform.

Forward traffic was run from Flinders Street No 10 East platform and No 14 Platform Spencer Street. Return traffic again stopped at any convenient platform at Spencer Street and Flinders Street. Standard seven car trains were to be used. Ascot Vale Road, Show Grounds and Racecourse signal boxes were open for this traffic and trains taken out of running at the Showgrounds platform were sent forward to stable at the Racecourse via the Loop Line and returned, as required, via the Up Running Line.

Newmarket Cattle Yards

The control of the signalling between Newmarket and the entrance to the Newmarket Cattle Yards was altered on 12 September 1949 to simplify the conversion between normal (yard) working and passenger working.

A small point lever, Lever C, was provided adjacent to the facing points at the entrance to Newmarket Cattle Yards in advance of R201. This lever worked a plunger on the facing points. Except when passenger traffic was being conducted, the lever was secured normal by a lock, the key of which was kept in a sealed box at Newmarket signalbox. When Lever C was normal the signalling was set up for yard working. The plunger was out, the facing points were unlocked, Catch 10 in the Up Racecourse line was in use, and Posts R201 and R204 were home signals (the illuminated letter 'A's were not lit). Both signals were worked from the Yard Foreman's cabin, however, only the low speed light on Post R204 was in use (the home signal could not be cleared). Reversing Lever C set the signalling up for passenger traffic. The facing points in the Down line were secured for the main line. The illuminated letter 'A's on R201 and R204 were made operational and R204 was controlled by Newmarket lever 14 as a controlled automatic signal.

Reversing Lever C also permitted the signalman at Newmarket to close Catch 10 in the Up Racecourse line without reversing levers 7 and 8 (the main line points). Catch 10 no longer had to be disconnected for passenger traffic, but the signalman at Newmarket had to sleeve lever 10 reverse. These catch points were also relocated 55 feet further out. The Block and Signal Inspector inspecting the line was responsible for operating the small point lever before and after the passenger traffic.

Calling-on lights

On 18 November 1954, the calling-on lights at Post 2 (Ascot Vale Rd), Post 2 (Epsom Rd), and Post 6 (Racecourse Junction) were converted from a green light to a yellow light.

Shortening the line

In late September 1963, Nos 1 and 5 Roads at Flemington Racecourse were baulked 20 feet beyond the Down end of the platforms. It appears that the track beyond these baulks, including the hand worked crossovers, was removed in April 1964. On 1 July 1964 the land beyond the new baulks was leased to the VRC for 93 years. The new end of line was at 4 miles 15 chains 50 links from Melbourne.

Tancred Brothers/Mayfair Siding

Around May 1959 Mayfair Estates p/l had purchased the Tancred Brothers site (and siding). Mayfair intended to use the location as a fresh meat depot and distribution centre in Melbourne; the butchering was carried out at the VIMA works in North Bendigo.

In February 1965 the company requested the removal (and replacement) of the buffers due to proposed extensions to their building. They followed this up with a request to erect a cyclone boundary fence partially on top of an "unused railway siding". In March 1965 the Road Foreman reported that the company wished to remove 25 feet of the siding and erect the fence on the platform coping of the horse loading platform. This work was completed in May 1965.

In May 1966 Mayfair Hams and Bacon Coy asked the Department to remove the siding and buffers as soon as possible to allow for building works. The Department offered in July to remove the siding at no cost in return for being allowed to retain the materials. By this time the company had changed their mind, and asked for the work to be deferred indefinitely. They also asked for the siding to be transferred to its parent company - Swift Australian Coy p/l. In January 1967 Swift stated that the siding was to remain in position without being used. The points were spiked by 3 April 1967. It appears that the siding was not used again.

Mayfair Hams and Bacon Coy was sold to Corio Meat Packing (1965) p/l in August 1970 and the siding nominally transferred. By this date the company was only paying for maintenance of the turnout from the refuge siding and it is likely that the siding had been lifted beyond the boundary. The property was subsequently sold to M.C. Herd p/l, meat wholesalers and exporters, in January 1974, however Mayfair Hams continued to lease the site.

Renewals

The crossing work on the Down side of Ascot Vale Road was renewed in April 1966. The facing Annett locked crossover to the Independent Road was removed on either 14 or 17 April as part of this renewal.

On 14 February 1973, the crossing work in the middle of the second class platform at Flemington Racecourse was renewed. Post 76 was relocated (renewed?) 15 feet in the Down direction. Lockbars 4, 5, and 9 were removed and a track circuit and lever locks were provided to hold the points.

At Show Grounds signal box, Points 9 were temporarily taken out of use for renewals on 15 or 21 February 1973 and Lockbar 11 was removed. Points 9 were restored to use on 15 March 1973, and the points were now held by track circuit and lever lock.

This completes the third part of this history. The next part will cover the 'modern' period up to the present day.