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EDITOR: Andrew Waugh, 28 Amelia St McKinnon, VIC, 3204

Phone (03) 9578 2867 (AH), (03) 9348 5724 (BH), email andrew.waugh@gmail.com

PRESIDENT: David Langley, P.O. Box 8, Avenel, VIC, 3664, Phone (03) 5796 2337

SECRETARY and MEMBERSHIP OFFICER: Glenn Cumming,

Unit 1/4-6 Keogh St, Burwood, VIC 3125. Phone (03) 9808 0649 (AH)

NSW CONTACT: Bob Taaffe, 63 Hillcrest Rd, Tolmans Hill, TAS, 7007, Phone: (03) 6223 6126

QUEENSLAND CONTACT: Phil Barker

PO Box 326, Samford, QLD, 4520, Phone: (07) 3289 7177, email: signal-1@bigpond.com

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MINUTES OF MEETING HELD FRIDAY 16 MAY, 2014, SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: – Noel Bamford, Wilfrid Brook, Glenn Cumming, Graeme Dunn, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, Chris King, Keith Lambert, David Langley, Andrew McLean, Tom Murray, Alex Ratcliffe, Laurie Savage, Brian Sherry, Rod Smith, Andrew Wheatland and Ray Williams.

Apologies: – Jon Churchward, Brett Cleak, Steven Dunne, Steve Malpass, Greg O'Flynn, Trevor Penn, Peter Silva, Stuart Turnbull and Bob Whitehead.

The President, Mr. David Langley, took the chair & opened the meeting at 20:13 hours, following the adjournment of the Annual General Meeting.

Minutes of the March 2014 Meeting: – Accepted as published. Bill Johnston / Rod Smith. Carried.

Business Arising: – Nil.

Correspondence: – Letter from Surrey Hills Neighbourhood Centre advising of change of door code and requesting completion of door code form.

Completed door code form sent to Surrey Hills Neighbourhood Centre.

Alex Ratcliffe / Laurie Savage. Carried.

Reports: – Nil.

General Business: – Glenn Cumming advised that membership renewal forms had been sent and urged members to renew their membership.

Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: –

The grade separation works at Springvale will be completed over the Easter 2014 weekend.

- New connections to the Sunbury Lines at Sunshine will be commissioned over the June 2014 long weekend.
- New automatic signals for Down trains have been provided at Williams Landing on the Werribee Line.
- The last use of Flemington Racecourse Signal Box will take place at 16:00 hours next Friday. Commissioning of the new signalling on the racecourse line will continue until the long weekend in June 2014. Commissioning of the new signalling between Kensington – Essendon will occur over the long weekend in June 2014.
- New pedestrian gates will be provided at Charman Road, Cheltenham, this weekend and next weekend.
- Caulfield – Moorabbin will be converted to concrete sleepers over the next few months.

(Front cover) Down Automatic F441 at Ormond was provided on 21 February 1987 when the line was resignalled in preparation for the provision of the third track between Caulfield and Moorabbin (the three tracks were brought into use on 5 July 1987). The tall lop bracket mast was provided to give a good long view of the signal over the station building on the Down platform, and a co-acting signal was provided to allow a short range view for trains at the platform. Originally the co-acting signal was a pair of incandescent heads identical the main heads. The current LED co-acting signals were provided on 13 May 2005. The main signal heads, however, remain incandescent (as do most on the Frankston line) which is becoming increasingly rare. This signal is likely to be removed within the coming couple of years as the whole station is rebuilt as part of the North Road grade separation. Photo Andrew Waugh

Chris Gordon advised that the new timetables that come into use on Sunday 27 July 2014 will include schedules for the RRL Lines between Spencer Street – South Kensington.

The new arrangements at Dunolly were discussed.

Graeme Dunn asked why the new siding at Albion was provided. The answer given was for storing track machines.

Tom Murray described the construction of the new railway station and stabling siding at Grovedale between Marshall and Waurm Ponds.

Chris King described a proposal for grade separation at Glenroy.

Tom Murray advised that a new book on the history of the Redesdale Railway Line will be published soon.

Laurie Savage referred to the recent announcement about future works on the Mildura Line and asked what work had been proposed and what work had been funded.

Chris King asked when the Kilmore – Lancefield Line closed. After some research, the date of closure found was 1 June 1897.

Tom Murray advised that Warncoort Loop is now in service.

Syllabus Item: - The President introduced Member Keith Lambert to present the Syllabus Item.

Keith presented a selection of approximately 25 digital images from Victoria in the form of a “Where is it” type quiz.

The images came from a variety of sources and featured a variety of locations, both country and metropolitan, and from different eras.

The meeting was given ample opportunity to view the images and deduce, estimate or just plain guess the location of each image, with many images receiving appreciative comments.

Noel Bamford and David Langley top scored with a few other members also scoring very well.

The presentation was thoroughly enjoyed by those present at the meeting, probably more for the great collection of images rather than being able to identify all the locations.

At the completion of the Syllabus Item, The President thanked Keith for the entertainment & this was followed by acclamation from those present, along with the promise of a future invitation to do it all again at a future meeting.

Meeting closed at 22:40 hours.

The next meeting will be on Friday 18 July, 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 17/14 to WN 25/14 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.

- | | | |
|---------------------|--|---------------------------|
| 02.05.2014 | MTM Manager Rail Safety/Manager Rail Standards | (WN 17) |
| | Following the abolition of the Rail Safety Department and the transfer of some of its functions to other Departments, Mr Bill Uren the former MTM Manager Rail Safety/Manager Rail Standards was made redundant on Friday, 2.5. | |
| 04.05.2014 | Spencer Street | (SW 132/14, WN 18) |
| | On Sunday, 4.5, the co-acting Home 563P was converted to LED. | |
| 04.05.2014 | Kensington | (SW 134/14, WN 18) |
| | On Sunday, 4.5., Up Dwarf 7 was replaced by a new two aspect U2L (Underground type) Up Dwarf situated on the right hand side of the line at the Up end of the platform. Amend Diagram 25/13 (Kensington – Essendon). | |
| (06.05.2014) | Book of Rules Section 36 | (SW /14, WN 18) |
| | Commencing forthwith, version 3.4 of Section 36 replaced version 3.2 issued in SW 4/14. | |
| | Apart from updating the section to reflect Warncoort Loop and the RRL lines, the following changes were made: | |
| | <ul style="list-style-type: none"> • Rules 6.5, 6.6, and 6.7 were updated to apply where axle counters with localised axle counter resets are available, and to allow blocking commands to be applied to prevent the signalling of trains to the affected tracks • Rules 6.8, and 6.9 were updated to apply where axle counters with remote axle counter resets and axle counters with next train axle counter resets are available. | |

(06.05.2014) Centrol**(TON 98/14, WN 18)**

The assignment of the train control rooms are as follows:

Room	Line	Hours
1	RRL Zone 2 Spencer St 15/16 to South Kensington & Melbourne Yard	Continuously
2	Melbourne – Ballarat – Ararat North Geelong – Maryborough - Yelta Dunolly – Inglewood – Robinvale Korong Vale – Mittyack Ouyen – Panitya Ararat – Maryborough – Moolort	Room closed Su 0150 hours – 0530 hours
3	Senior Train Controller	Continuously
4	Melbourne - Bairnsdale Latrobe RFR control panel	Continuously
5	Melbourne – Warrnambool	Continuously
4/5	Murtoa – Hopetoun Dimboola – Yaapect	Continuously
6	RRL Zone 3 – South Kensington to Deer Park West (including GEB sidings)	Continuously
7	Spare	
8	Spare	
9	Melbourne – Bendigo – Swan Hill – Piangil Bendigo – Moulamein & Deniliquin Eaglehawk – Inglewood	Continuously
10	Sunshine – Brooklyn Brooklyn – Newport (West Line) Melbourne – Tocumwal Toolamba – Echuca Shepparton - Dookie	Continuously

(06.05.2014) South Kensington**(SW 81/14, WN 18)**

Operating Procedure 13 (South Kensington) was reissued and SW 250/13 was cancelled. The changes concern the provision of the RRL lines to Footscray and an amended axle counter reset process for the West Tower Line.

(06.05.2014) Warrnambool – Westvic Siding**(SW 80/14 & 84/14, WN 18)**

Operating Procedure 66 (Warrnambool – Westvic Siding) was reissued and SW 169/08 was cancelled. The changes concern the commissioning of boom barriers at Walsh Rd.
Diagram 46/14 (Warrnambool to Westvic Siding) replaced 2/13.

(06.05.2014) Sunshine**(SW 82/14, WN 18)**

Operating Procedure 13B (Sunshine & GEB Sidings) was issued. It covers the RRL lines through Sunshine and the GEB sidings.

10.05.2014 McIntyre Loop – Tullamarine Loop – Somerton Loop

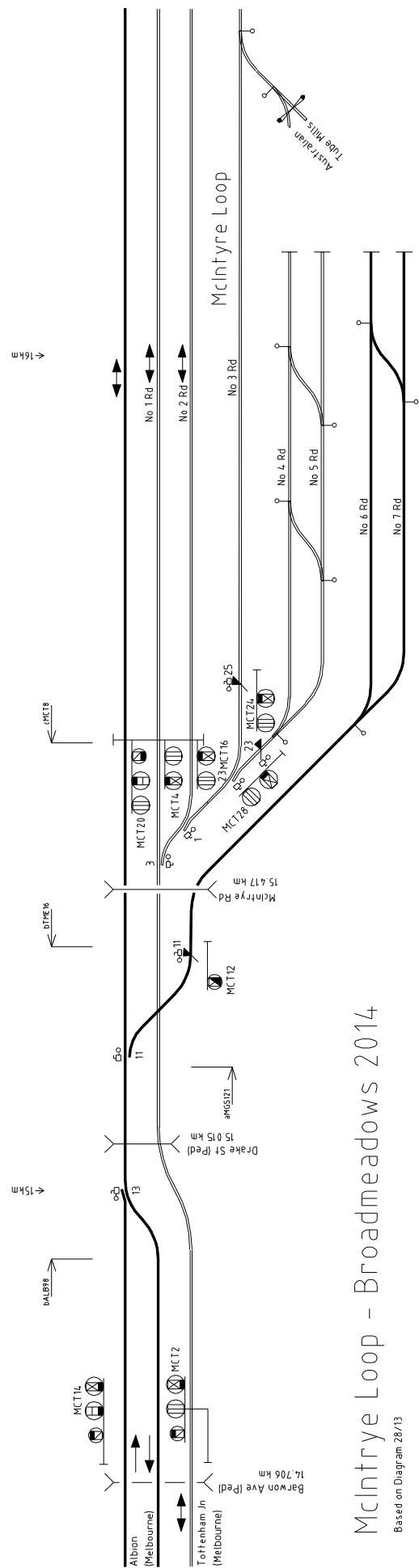
On Saturday, 10.5., the CTC system was suspended between McIntyre Loop & Somerton Loop and between Albion Junction & Jacana Junction (broad gauge) due to the commissioning of Tullamarine Passing Lane. Trains were worked by Train Authority Working supervised by the ATRC Operations Network Controller at Mile End. All signalling between MCT/8 (McIntyre Loop) & SOM/2 (Somerton Loop) and MCT/20 (Albion Junction) & JCA/2 (Jacana Junction) was disarranged.

Tullamarine Loop was decommissioned and Homes TME/2, TME/4, TME/6, and TME/8 were abolished.

11.05.2014 Aircraft – Williams Landing**(SW 135/14, WN 18 & 19)**

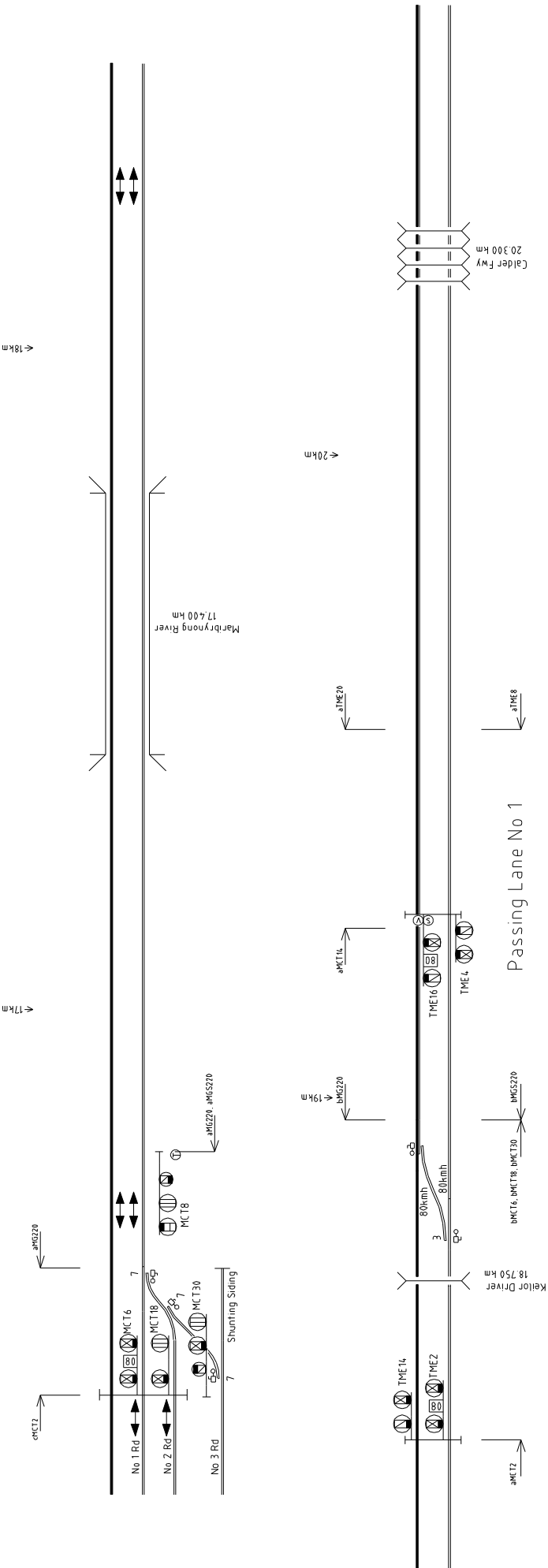
On Sunday, 11.5., Down Automatics G783 (East Line) and GG783 (West Line) were provided on a cantilever post at 22.251 km. Diagram 5/14 (Aircraft – Werribee) replaced 23/12.

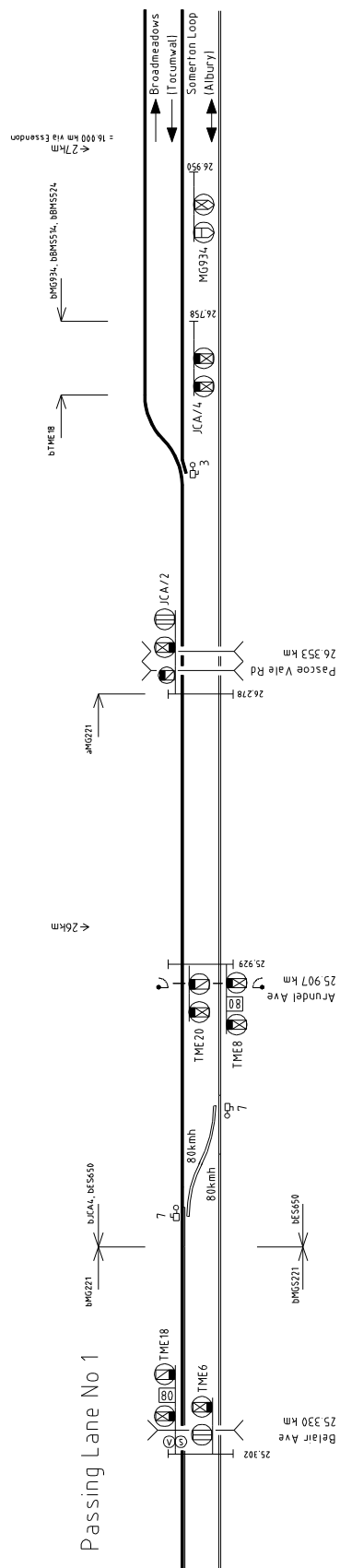
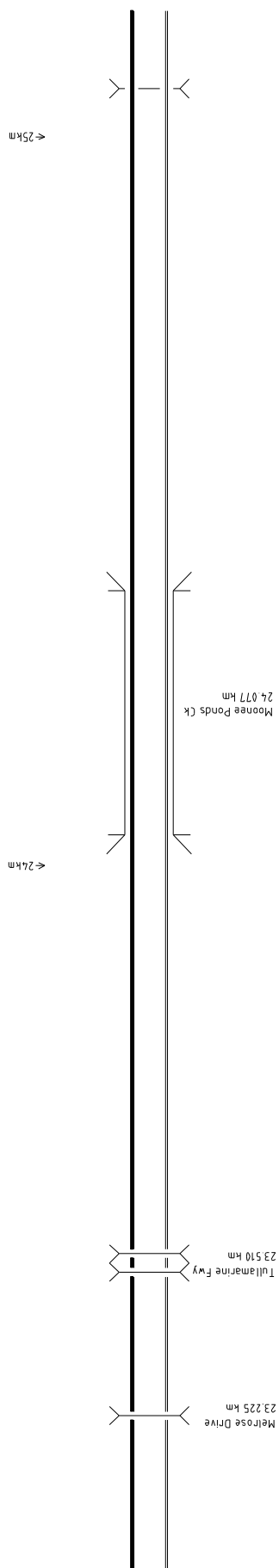
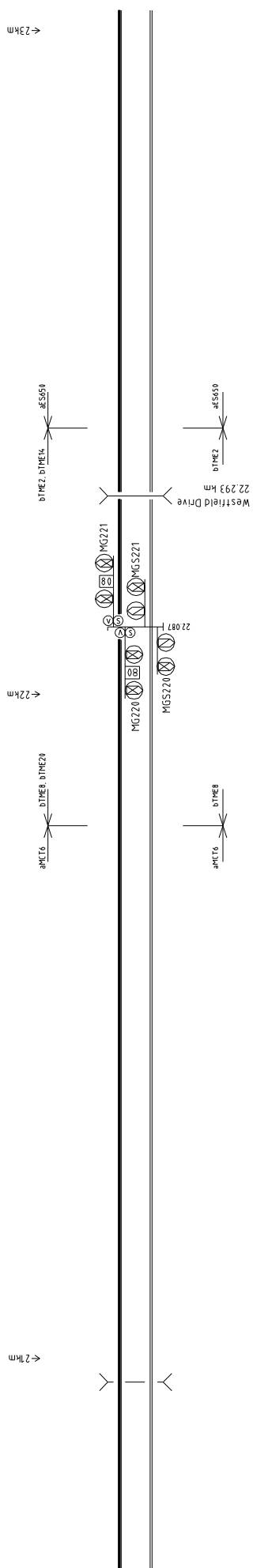
- (13.05.2014) South Kensington – Sunshine (SW 89/14, WN 19)**
Operating Procedure 13A (South Kensington – Sunshine RRL Lines) was issued. The changers were: the addition of a description of the RRL lines; a description of the axle counter reset for the RRL lines; and the operating procedures for the Tottenham Yard access road.
- 14.05.2014 Southern Cross – Melbourne Yard – South Dynon Loco Depot (SW 86/14, WN 19)**
On Wednesday, 14.5., the following signals were lit: MYD581, MYD955, MYD980, MYD982, MYD985, & MF022.
- 16.05.2014 Warragul (TON 122/14, WN 20)**
On Friday, 16.5., No 2 Road was booked out of use between Posts WGL06/WGL08 and WGL26/WGL28.
- 18.05.2014 North Williamstown (SW 153/14, WN 19)**
On Sunday, 18.5., automatic pedestrian wickets were provided on the Up side of Ferguson St and the pedestrian subway was closed. Amend Diagram 49/11 (North Williamstown – Williamstown).
- 18.05.2014 Tottenham (SW 88/14, 89/14, & 156/14, SWP 5/14, WN 19 & 20)**
On Sunday, 18.5., boom barriers were provided at the Tottenham Yard access road (8.520 km) and automatic pedestrian wickets were provided at the Tottenham Yard access (8.698 km).
A new Metro Northern Group Operating Procedure 11 was issued.
Only authorised users are allowed to use the Tottenham Yard access road. The access road leads from Sunshine Road and separate entry and exit slip lanes from Sunshine Road are provided. Entry to the access road is only possible travelling eastwards on Sunshine Road, and exiting vehicles must enter Sunshine Road travelling eastwards. Motorised gates are provided on both the entry and exit slip lanes. The entry gate is operated by a keyswitch, while the exit gate is operated by an induction loop in the roadway.
The access road crosses the RRL lines and the Main Suburban lines. It is equipped with RX-5 boom barriers and flashing lights, but not audible warning devices. The boom barriers are normally down with the flashing lights off. An induction loop is provided in the entry lane to start the boom barriers and flashing lights operating (a manual push button is provided if the induction loop fails). The boom barriers will rise and the flashing lights will cease operating when no train is approaching or on the level crossing. The road vehicle can then cross. If a train is detected approaching the level crossing, the protection equipment will then operate as for a normal crossing. After the road vehicle has left the induction loop a 61 second time delay will commence. When this time expires the flashing lights will start and the boom barriers will lower. When the booms are down the flashing lights will stop. If a following vehicle commences to cross within the 61 seconds, the timer will be reset and commence to count down again. (A risk appears to be that it will not be clear to a following vehicle if the protection equipment has commenced to operate due to the time delay expiring, or because a train is approaching.)
The access road also crosses the Down Independent Track. This is a passive crossing fitted with RX-2 Stop Signs. Road vehicles must stop at the Stop sign and not cross the track until it is safe to do so.
Operation of the boom barriers when exiting Tottenham yard is the same as when arriving.
To allow oversized road vehicles (>8.8 metres in length) access, two 5 metre manual swing gates are provided in the railway boundary. These may only be used under Absolute Occupation of both lines, or with full track protection. The permission of both Train Controllers must be obtained. Road traffic management must be used on Sunshine Road, and, normally, ten days notice must be given to VicRoads. Diagram 62/14 (West Footscray – Tottenham) replaced 36/14.
- 18.05.2014 Cheltenham (SW 154/14, WN 19)**
On Sunday, 18.5., the pedestrian boom barriers on the Up side of Charman Rd (22.534 km) were replaced by automatic pedestrian wickets. The emergency exit gates were fitted with magnetic latches. Amend Diagram 25/11 (Cheltenham – Chelsea).
- 20.05.2014 Dandenong (SW 158/14, WN 20)**
Due to signalling issues, Points 617 and 626 are to be kept in the normal position with blocking facilities applied. If it is necessary to reverse either set of points for a train movement, the signaller must check that Home DNG719 is at stop before reversing the points. The points must be restored to normal and blocking facilities reapplied when the train movement has been completed.
- 22.05.2014 McIntyre Loop – Tullamarine Passing Lane – Somerton Loop**
On Thursday, 22.5., the Tullamarine Passing Lane was commissioned. The Up end points (TME3) of the passing lane are at 18.791 km, immediately on the Down side of Keilor Park Drive overbridge. The Down end points (TME7) are at 25.772 km on the Down side of Belair Ave. The broad gauge line was converted to dual gauge between 18.951 km to 25.803 km to form the passing lane itself. Tullamarine Loop was abolished. The broad gauge and standard gauge lines were resigalled between McIntyre Loop and Jacana Junction.



McIntyre Loop - Broadmeadows 2014

Based on Diagram 28/13





Down Home MCT14 (bg) can now display reduce to medium speed (Y/G). Down Home MCT2 (sg) can now display normal speed warning when a route is set at Home MCT6. MCT6 (sg) can now display medium speed aspects (with an '80' indicator), and a normal speed warning aspect (which requires a route set at TME2). New Down Homes TME2 (sg, with '80' indicator) and TME14 (bg) were provided on the signal bridge that formerly held Automatic MG657/MGS657. A new signal bridge was provided with new Up Homes TME4 (sg) and TME16 (dg, with '80' indicator and 'V' & 'S' indicators). New Automatics MG220 (dg, with '80' indicator and 'V' & 'S' indicators), MGS220 (sg), MG221 (dg, with '80' indicator and 'V' & 'S' indicators) & MGS221 (sg) were provided, probably on the signal bridge that formerly held MG774 & MG775. New Down Homes TME6 (sg) and TME18 were provided on a new signal bridge on the Up side of Belair Ave overbridge. Automatic pedestrian wickets were provided at the Arundel Ave foot crossing (25.907 km). New Up Homes TME8 (sg, with '80' indicator) and TME20 were provided on a new signal bridge on the Down side of Arundel Ave foot crossing. Up Home JCA4 can now display medium speed aspects. Up Automatic MG984 can now display Clear Medium Speed. Up Automatic ES650 can now display medium speed aspects and has been provided with an '80' indicator.

All Home signals at Tullamarine Loop and Automatics MG656, MGS656, MG657, MGS657, MG717, MGS717, MG718, MGS718, MG774, MG775, MG812, MG813, MG885, MGS885, MG886, MGS886, & MGS911 were abolished.

23.05.2014 Newmarket – Flemington Racecourse (SW 146/14, SWP 7/14, WN 20 & 24)

Between Friday, 23.5., and Tuesday, 10.6., the Flemington Racecourse line was resignalled. The existing two position automatic light signals were replaced by three position light signals. No change to the track layout occurred except that the Refuge Siding on the Up side of Epsom Road was abolished.

Epsom Road signal box, Showgrounds signal box, Flemington Racecourse signal box and the control lever in the Showgrounds Rostrum were abolished. The signalling will be controlled by an SSI located at Newmarket and worked from a Sigview system at Kensington signal box.

All existing signals were removed and new LED signals were provided. Nearly all of the new mast are tilt masts. Epsom Road Points 8 and Showgrounds Points 8 (which formerly lead to the Loop Line) were abolished.

The train stabling gates at Flemington Racecourse (Gates 80 & 81) were secured open.

Northern Group Operating Procedures 19 (Flemington Racecourse Line), and 20 (Flemington Racecourse Line, Attendance of signallers at Showgrounds Junction & Epsom Road signal boxes) were cancelled.

Diagram 37/13 (Flemington Racecourse line) replaced 27/13.

25.05.2014 Cheltenham (SW 154/14 & 169/14, WN 19 & 21)

On Sunday, 25.5., the pedestrian boom barriers on the Down side of Charman Rd (22.534 km) were replaced by automatic pedestrian wickets. The emergency exit gates were fitted with magnetic latches. Points 7 & 11 were booked back into service. Amend Diagram 25/11 (Cheltenham – Chelsea).

28.05.2014 Maryvale APM Siding (WN 21)

On Wednesday, 28.5., boom barriers were provided at the existing flashing lights at Princes Drive (149.139 km). Operation will be automatic for all trains. Healthy State indicator, and yellow Whistle Boards were provided.

02.06.2014 Altona Junction (SW 170/14, WN 21)

Between Saturday, 31.5., and Monday, 2.6., the following signals were converted to LED: Down Departure Homes 210, 212, 220, & 224; Up Homes 216, 230, & 232; and Up Automatic WR702.

02.06.2014 Sunshine (SW 93/14, 100/14, 165/14, & 181/14, WN 21 & 22)

On Monday, 2.6., the connection between Nos 3 & 4 Tracks and the Up and Down Bendigo line, and the final connections to the Ballarat line, were commissioned. The portion of line between No 3 Track and Points 449 in the Down Bendigo line is signalled for bi-directional movements.

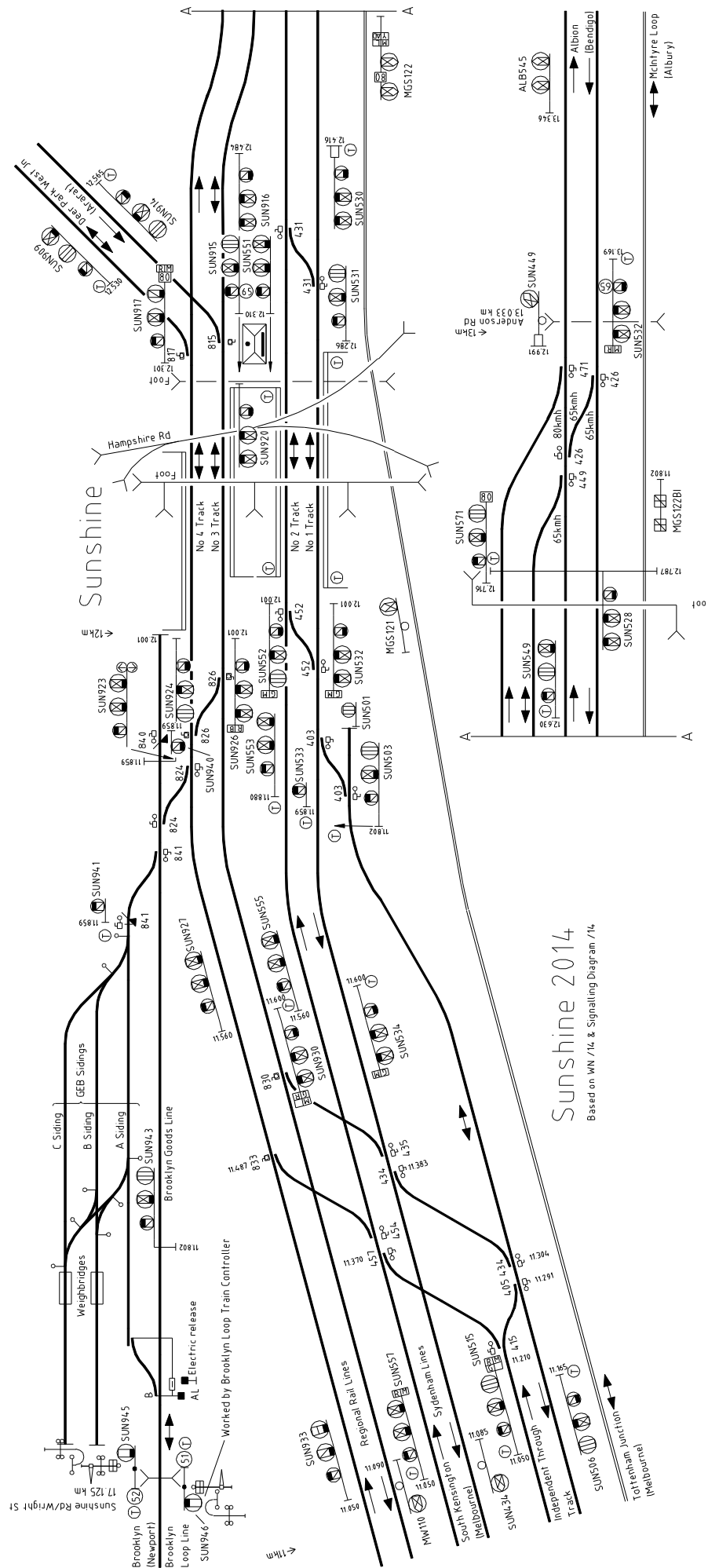
Points 449, 471, 815, & 817, and Crossover 426 were brought into use. Down Home SUN571 and Up Home SUN916 were provided. Home SUN571 has a '80' speed indicator. Up Home SUN526 was provided with a '65' speed indicator and a theatre type route indicator showing 'R' for moves to the Regional lines, and 'M' for moves to the Suburban line. Up Automatic ALB422 was also provided with a '65' speed indicator. Home SUN526 was provided with TSS/OSS, and Home SUN571 with TSS.

Diagrams 76/14 (Sunshine) and 19/14 (Albion – St Albans) replaced 34/14 and 15/14 respectively.

10.06.2014 North Melbourne – Kensington (SW 148/14, WN 21)

On Tuesday, 10.6., the Broadmeadows Suburban line was resignalled in conjunction with the provision of the junction to the new RRL lines.

Down Automatic NME697 was converted to a Home signal and renumbered KEN599. Up Home NME796 was converted to LED. Up Automatic NME136 was replaced by a new Home KEN598 which has a route indicator showing 'R' for moves to the Regional Rail Line, and 'M' for moves to the Suburban line. Down



Automatic E137 was replaced by a tilt mast and renumbered KEN499. Up Automatic E136 was replaced by a Home signal (KEN598). Points 499 and Crossover 498 were provided, but are clipped normal. These points will auto-normalise.

TPWS (TSS) was provided at Homes KEN598, KEN599, & NME562 and Automatic NME461 (the last two signals are located on the East Suburban line between North Melbourne and Kensington).

Homes KEN598 & KEN599 and the junction points are controlled from Kensington signal box.

Diagram 21/14 (North Melbourne – Maculay) replaced 24/14 (sic)

Diagram 21/14 (North Melbourne & Macaulay) replaced 24/14.

10.06.2014 Kensington – Essendon (SW 147/14, 189/14, 193/14, SWP 6/14, WN 21, 22, 23, & 24)

On Tuesday, 10.6., the line from Kensington to Essendon was resignalled (and the new signalling on the Flemington Racecourse line was brought into use). A new SSI/Sigview system was provided to control the section of line between Spion Kop junction and Essendon including the Flemington Racecourse branch. The SSI is located at Newmarket and controlled from Kensington signal box. At Kensington signal box the existing mechanical interlocking frame and Newmarket panel were abolished. At Essendon the relay interlocking and panel were abolished. Essendon signal box was closed.

All of the existing signals were removed (except Dwarf KEN553) and new signal posts provided. New running signals were LED heads, generally mounted on tilt masts. Notes are as follows:

- The switchout facilities at Kensington, Newmarket, and Essendon were abolished, and illuminated letter 'A's were not provided on the new Home signals.
- The co-acting signal for Down Home NKT553 was abolished.
- Down Dwarf 10 at Essendon (set back from Up line) was abolished.
- Up Dwarf KEN592 (Down Line to Sidings A or Up Line) was provided with arrow type route indicators and a train stop. The train stop will not lower for moves to Siding A.
- A banner indicator was provided on the Up side of Puckle St Moonee Ponds to repeat E277.
- The following signals are NOT mounted on tilt masts: KEN596, MPD552, ESD535, ESD537, ESD539, ESD542, ESD544, & ESD546,
- TPWS (TSS) was provided at NME461, KEN456, KEN557, KEN595, KEN953, NKT554, & NKT558.

Points 8, 9, 11, & 12 (Kensington) were renumbered 451, 452, 496, & 493 respectively. Points 45 & 47 (Newmarket) were renumbered 454 & 453 (respectively). Points 7, 9, 15, 29, 35 (Essendon) were renumbered 447, 442, 446, 437, & 434 (respectively). Points 452, 498, & 499 (Kensington) and 436, 438, 439, & 440 (Flemington Racecourse Line) will auto-normalise to the normal position 10 seconds after a train movement is clear of the track circuit. The point motors at Essendon have not been renewed and are not dual control. However, the emergency point crank formerly at Essendon has been secured out of service. Points 437 and 442 (Essendon) were booked out of use on 9.6., and No 1 Road was not available for use. The points and the road were booked back into use on 15.6.

The VT100 train describer interface to Metrol at Kensington was incorporated in the SigView system.

The Newmarket SSI may be operated from a standby panel at Newmarket. A 5P keyswitch is provided at Newmarket to transfer control between Kensington signal box and Newmarket.

Northern Group Operating Procedure 15 (Kensington – Flemington Racecourse – Essendon, Failure of Signals) was reissued.

Diagram 9/14 (Kensington – Essendon) replaced 25/13.

16.06.2014 Stony Point (SW 187/14, WN 23)

On Monday, 16.6., the platform was reduced to 103 metres in length. The portion of the platform between 74.577 km and 74.637 km was taken out of service. Amend Diagram 77/12 (Leawarra – Stony Point).

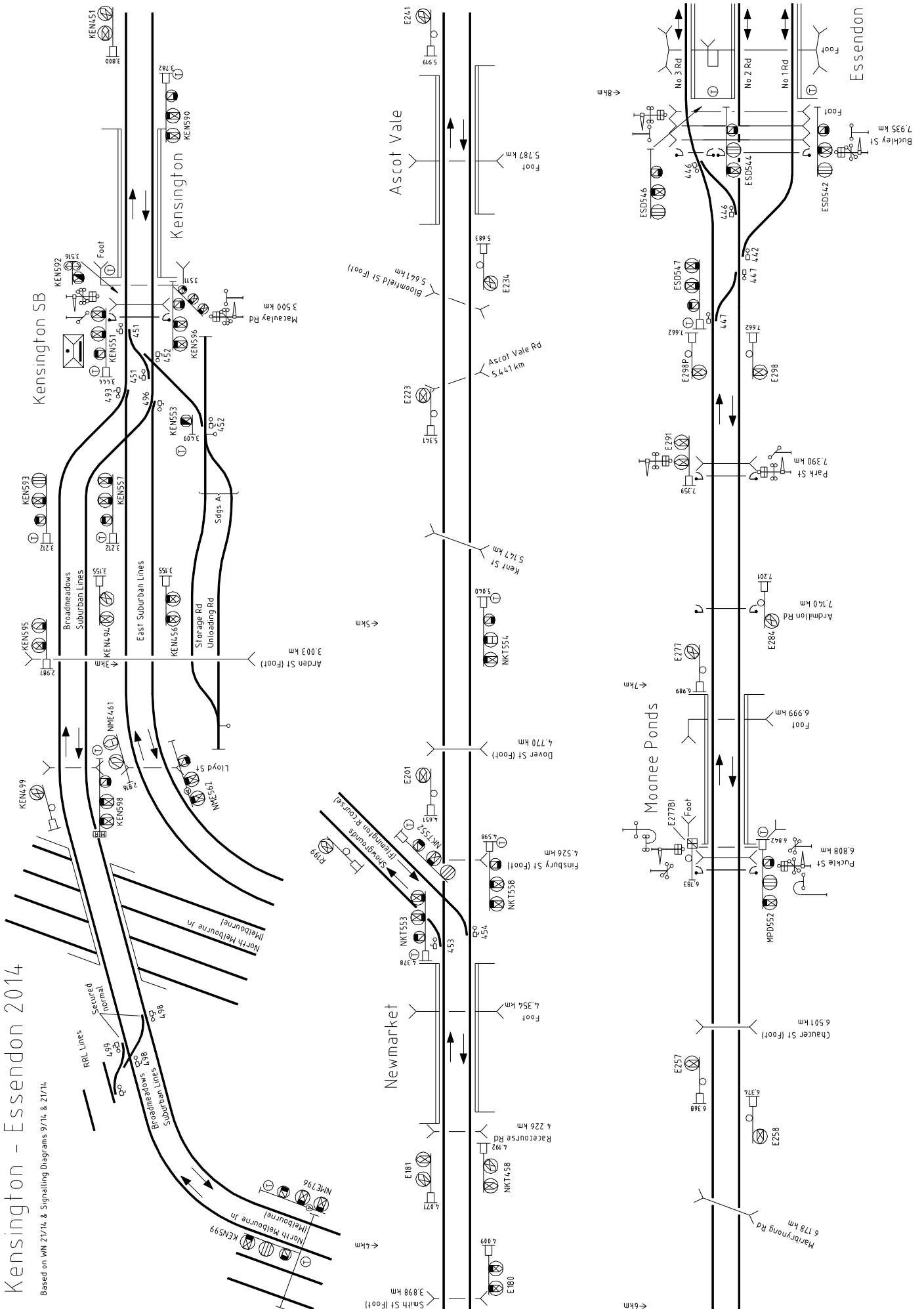
17.06.2014 Deniliquin (SW 101/14 & 105/14, WN 24 & 25)

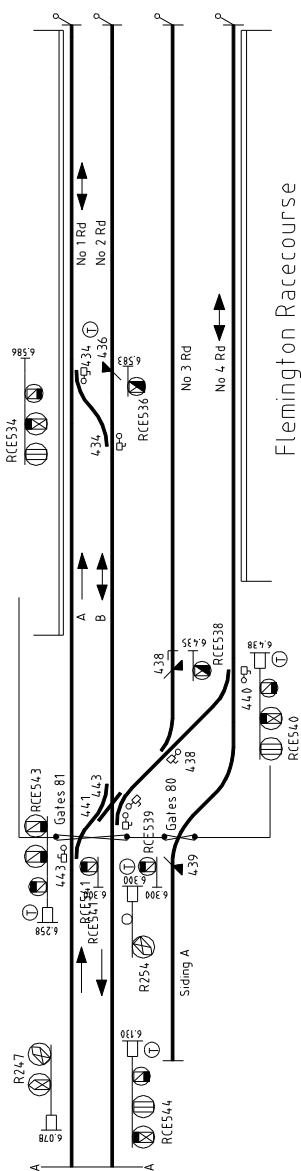
On Tuesday, 17.6., the predictor operation of the flashing lights at Ochertyre St (305.172 km) was removed. The flashing lights are now controlled solely by the test switch. The predictor boards were abolished, but the healthy state indicator, and yellow whistle boards were retained. Remote monitoring was provided. Notice boards lettered "Test Switch Operation Trains must not enter crossing until lights and bells are operating" were provided 20 metres from the crossing in each direction.

Rail movements must be brought to a stand at the notice board, and the flashing lights operated from the test switch. When the movement has cleared the crossing, the test switch must be used to cancel the operation of the flashing lights.

Kensington - Essendon 2014

Based on WN 21/14 & Signaling Diagrams 9/14 & 21/14





BLOODSTOCK & LIVESTOCK

THE FLEMINGTON RACECOURSE LINE, PART 4

This final part of the history of the Flemington Racecourse line covers the period from the 70s to the present. During this time there were three major changes to the line. The first was the sweeping away of the sidings on the line in 1986. This change was related to the rebuilding the line to accommodate the wider Comeng cars and the withdrawal of the State Transport Authority from livestock transport. The second change was around 1997 when Flemington Racecourse commenced to be used each weekday for stabling electric trains between peaks. The third change was the replacement of the 1919 signalling with modern computer based signalling which has just occurred.

The end of Dalgety's Siding

Dalgety & Co Ltd merged with the New Zealand Loan and Mercantile Agency Co Ltd (who operated the stores at South Kensington) in November 1961. The merged company operated several stores, including a new store at the former Armbrook site on the Braybrook loop line.

In July 1963 the Department was informed that Dalgety & New Zealand Loan Co had sold the Newmarket site and associated siding to Darrell Lea Chocolates (Vic) p/l. It does not appear that Darrell Lea used the site (or the siding) themselves, but they leased space to various tenants who became sub-licenses of the siding. The first tenant was A.E. Wood p/l around November 1963, Victorian Oatgrowers Marketing Board also in November 1963, Newmarket Seed and Grain p/l in January 1964, R.D. White p/l in November 1964, and the Farmers and Graziers Co-op in June 1965. A.E. Wood p/l was taken over by the Sun Valley Feed Co in June 1965.

This use of the siding by these leases came to an abrupt end early in the morning of 30 January 1967 when the stores burnt down. No further use was apparently made of the siding by any of the tenants, although they continued to be listed in the various editions of the Goods Rates Book.

The siding was subsequently used by the Department. The primary use was to store clean cattle vans – up to 34 vans could be stored on the two sidings. The siding was also used during special traffic to store wagons displaced from the Independent Road.

Use of the siding had ceased by late January 1978 when the points to the Darrell Lea Victoria Siding were spiked out of use. The siding was subsequently lifted – it is not shown on Diagram 41/85 which came into service in August 1985. The site of the Stores has since been redeveloped for housing.

1976 Standing Instructions

New standing instructions were issued in August 1976 covering Flemington Race trains, Showgrounds trotting trains, and trains to the Royal Show. It is not proposed to go through these instructions in detail, as they were largely unchanged from the '30s and '40s. However, one notable change was that passenger traffic was now

handled by Harris and Silver (Hitachi) sets, not by the Tait sets.

For midweek race meetings, four trains were to be supplied – either 6 car Silver trains, or 7 or 8 car Harris trains. Three were to be at the TR point at 1000, 1020, and 1035, and the fourth was a standby train. Five trains were provided for Saturday race meetings. One, again, was a standby train and the others were to come on at 1000, 1015, 1030, and 1120.

Forward race traffic originated from No 1 Centre platform Flinders Street and ran to the Racecourse via the North Viaduct Line, No 14 Platform Spencer Street, West Suburban Lines and then Essendon Suburban Lines (over the flyover). By this time all trains ran via the Down Main line between Showgrounds and Flemington Racecourse. Perhaps the Loop Line was still used during the Spring Racing carnival.

Traffic to the Trots at the Showgrounds was at a much lower intensity. The service was provided by two trains – again either 6 car Silver or 7 or 8 car Harris trains. Forward traffic commenced at 1830 and ran until 2000. Return traffic commenced immediately after the second last race and ran until approximately 20 minutes after the last race. Some idea what this actually meant was the instruction that the last train was to specially stop at North Melbourne to connect with the 2320 Down Geelong pass.

Services on Melbourne Cup Day, public holiday race meetings, and the Royal Agricultural Show were given by special circular.

The end of the Trots

In mid 1974 the Trotting Control Board (TCB) was holding 43 meetings per year, all at the Showgrounds. However, attendances were declining and concern was expressed that this was due to the poor facilities at the Showgrounds. This prompted the TCB to move to the Moonee Valley Racecourse. After significant investment, the first harness race was held at the Valley on 30 October 1976. It is stated in many sources (e.g. the Encyclopaedia of Melbourne) that this marked the end of harness racing at the Showgrounds. However, an article in The Age of 4 October 1979 stated that opposition from residents and the Essendon City Council meant that the TCB could only hold 43 meetings annually at Moonee Valley, and they continued to hold 12 meetings a year at the Showgrounds. It is not known, unfortunately, when the trots ceased to be held at the Showgrounds.

Final end of Mayfair Siding

As described in the previous part, the siding serving Mayfair Hams at Ascot Road was largely removed in the late 60s. The owners of the siding continued to pay the annual maintenance fee to retain the turnout in the Refuge Siding that once led to the private siding. Finally, in July 1983, the Chief Civil Engineer proposed removing the turnout during relaying the Refuge Siding. The

owners of the siding, M.C. Herd p/l, protested as they might use the siding if Mayfair Hams moved from the site. The Department, however, decided to determine the siding agreement (formally close the siding), and the company was given three months' notice on 8 November 1983. The company then protested at having to pay the cost of removing the turnout. The Department agreed to waive the cost as the siding was to be relayed anyway. The turnout was formally removed on 17 January 1985.

Widening the track centres and siding removal

During 1985/6 the MTA undertook a project to widen the track centres on the Racecourse line to suit 10 foot (3.048m) wide rolling stock. It is clear that this was to allow Comeng stock to operate on the line.

The work involved was substantial. From the Melbourne end, this involved:

- slewing the Down line towards the centre of the curve leaving Newmarket station;
- slewing the Up line on the Down side of Ascot Vale Road;
- slewing the Down line away from the platform at Showgrounds;
- slewing both the Down line and the Loop line away from the Up line between Showgrounds and the Racecourse;
- removing No 4 Road at Flemington Racecourse to allow the track centres of the remaining tracks to be widened

In addition, the project included removing virtually all the sidings on the line and rearranging much of the remaining crossing work.

The first stage of the alterations came into service on 13 August 1985 and involved abolition of trackwork at Showgrounds and Flemington Racecourse to allow the track centres to be widened. A number of disused sidings were also abolished at this time. At the Showgrounds, Siding A opposite the platform and the Goods Platform Track behind Show Grounds Junction¹ signal box were abolished. The connection from the Down line to the Loop was abolished. Levers 6, 7, & 9 at Show Grounds Junction were sleeved normal and lever 11 was sleeved reverse.

At Flemington Racecourse, No 4 Track/D Track was abolished in its entirety from Points 27 to the buffer stops. This allowed the remaining two intermediate tracks to be slued over to widen the track centres. Virtually all of the crossovers half way along the platforms (Crossovers 6/7, 8, and 20) were abolished – the only exception being the retention of Crossover 18 to allow trains in No 1 Track to

depart towards the Up Line. At the Up end of the yard Crossover 45 was abolished. Interestingly, Home 41 on Post 67 was fixed at Stop – essentially forming a 'Limit of Shunt' marker for Up movements on A Track. The Loco Track (Engine Road G) was also abolished. Posts 66, 68B, 69B, 71, 74, 75, and 76 were abolished. Levers 1, 2, 4-14, 16, 20, 24, 27, 30, 32, 34, 36, 41, 43, 45, and 57 were sleeved normal. Lockbar levers 16, 29, 46, & 47 and point levers 28 & 37 became pilot levers.

Most of the remaining track alterations were brought into service on 12 September 1986. Alterations affected almost the entire length of the line, and it is convenient to work along the line from Newmarket Junction.

At Newmarket Junction the catch points in the Up and Down Racecourse line were abolished.

The sidings on the Up side of Ascot Vale Road were almost completely removed – only a portion of the livestock unloading road was retained which was shunted from the sidings on the Down side of Ascot Vale Road. This included the removal of the three public sidings near Lever C that trailed into the Independent Road. These public sidings had still been open for goods in truck loads as late as 1983, but a final closure date is not known. Lever C was formally abolished on 28 October 1986. Removal of these sidings meant the removal of the associated main line connections. This included Lever C and the associated trailing main line crossover. At Ascot Vale Road box, the trailing hand worked connection to the Down line and the plunger locked facing crossover near Automatic R219 were abolished.

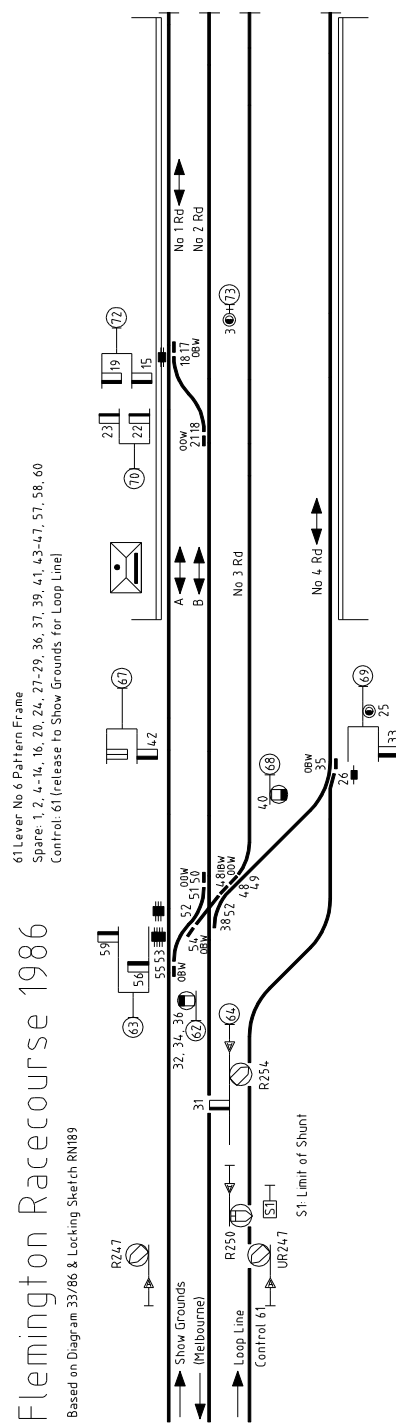
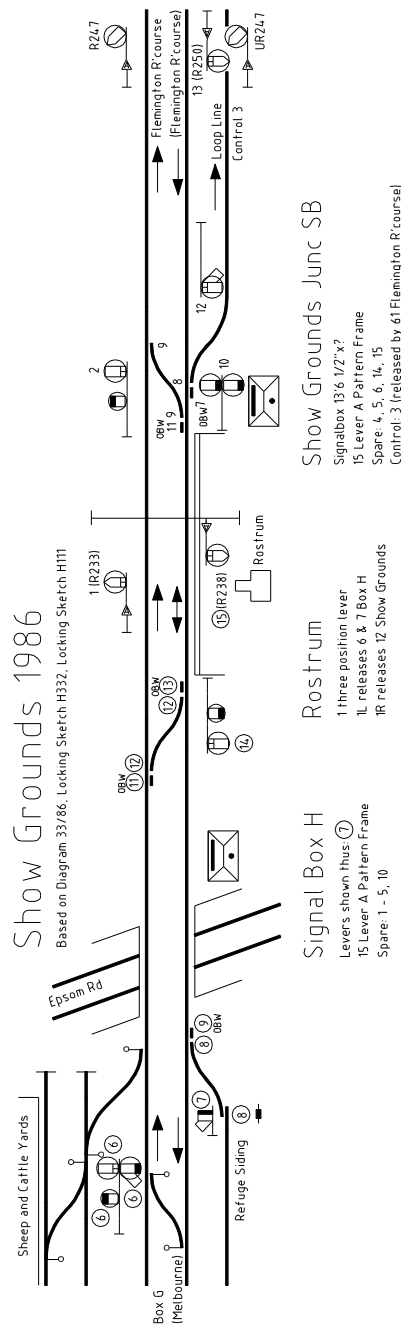
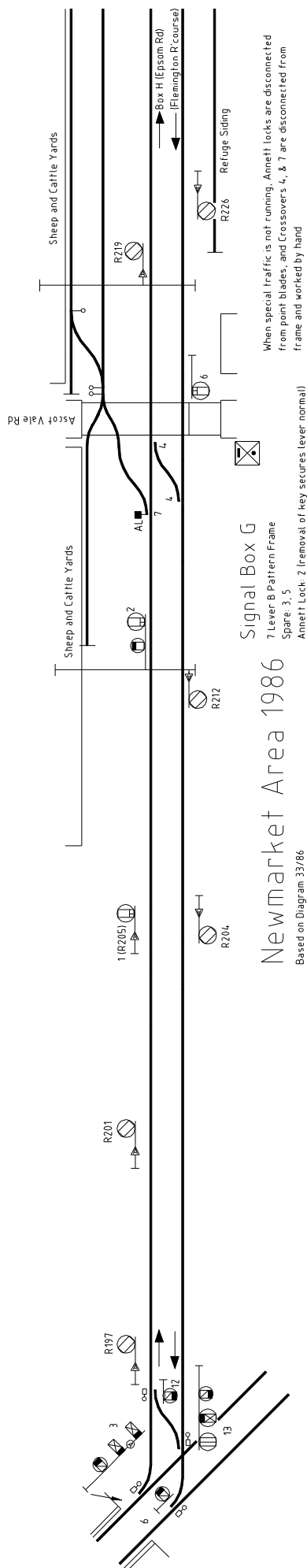
The Refuge Siding was converted into a dead end siding with the abolition of the Up end connection at Ascot Vale Road. Points 3, Catch 3, and Dwarf 5 were abolished and levers 3 and 5 became spare in the frame. The Refuge Siding was shortened to a point near Post R226.

The alterations at Epsom Road box were minimal. The righthand arm on Post 2 (applying into the Refuge Siding) was removed and marker light provided under the left-hand arm to signal moves into the truncated Refuge Siding. The light was normally dark, and a yellow light was shown when a train was signalled to the Refuge siding. This aspect was similar to a low speed light on a three position Home. In later years the sign 'Dwarf' was attached to the mast near the marker.

At Show Grounds Junction box, Crossover 9 was provided to allow trains in the platform to depart on the Down line to Flemington Racecourse. The righthand 'arm' on Post 12 (applying from the Down line to the Loop) was abolished, as was the righthand 'arm' on Post 2 (applying to Siding A). Dwarf 10 was replaced by a Home signal with two arms; the lefthand 'arm' applying over the new crossover to the Down Line and the righthand 'arm' to the Loop. The heads on the new Post 10 were Style R's and it is likely that they were originally on Posts 2 and 12.

Incidentally, it is likely that the hand operation of the points at Epsom Road and Show Grounds Junction signal boxes from the frames ceased at this time, and the points were permanently connected to the interlocking frames.

¹ The names of the two signal boxes at the Showgrounds, as given on the box diagrams, were 'Epsom Road', and 'Show Grounds Junction'. The later box retained a nameboard on the front of the box – which showed just 'Show Grounds'. The Connex and Metro Addendas variously used 'Epsom', 'Epsom Road', and 'Showgrounds'. Special instructions referred to 'Showgrounds' and 'Showgrounds Junction'. In this part, the names 'Epsom Road' and 'Show Grounds Junction' will be used for these signal boxes.



At Flemington Racecourse the entire lead to the second platform at the Up end was renewed closer to the signal box. The Up end of the yard was track circuited and all the lockbars (17, 21, 35, 48, 50, 54, & 55) were removed. In addition Clearance bar 60 in the Down line was removed – this was the last clearance bar in use in Victoria. Home 58 (applying from the Down line to B) on Post 68 was abolished which meant that signalled moves from the Down Line were only provided to the two platform roads. A Dwarf (Post 62) was provided to control set back moves from the Down line into B, 3, or 4 Roads. This Dwarf was worked by no fewer than three levers, no doubt this was to simplify the interlocking in the rocker frame. Ground disc 40 was converted to a light Dwarf signal. A 'Limit of Shunt' board was provided on the Loop Line near Post R250, probably to allow stabling of a single train on the Loop Line without Show Grounds Junction Box being staffed. With all the locking alterations, the opportunity was taken to remove levers 1, 2, 4-14, 16, 20, 24, 27, 28, 29, 36, 37, 41, 43, 45, 46, 47, 57, 58, & 60.

It would appear that the overhead wiring was not rearranged at this time to suit the new track layout as Nos 3 & 4 tracks were not brought into use. The points leading to these tracks were spiked out of use and the Loop Line was baulked opposite Post 64.

The overhead wiring over much of the line was rearranged on 16 September 1986. At Ascot Vale Road and Showgrounds the overhead was removed from the dismantled tracks. Overhead was provided over the new Crossover 9 at Show Grounds Junction and this was now available for electric traction. At Flemington Racecourse, the overhead wiring over the former track work was removed, but the wiring over the new lead to Nos 3/4 Roads and the new connection from the Loop to the No 4 Road was still not brought into use. The Loop Line was consequently not available for electric traction beyond structure 254. It is not known when these tracks became available for electric traction.

With the abolition of the connections into the Livestock sidings, there was no need to retain the Home signals near Lever C. In late September 1986, Home 40 was converted to an Automatic and renumbered back to R204. At the same time Home R201 was converted to an Automatic.

The result of this work was that the Weekly Notice announced in late September 1986 that Comeng trains were allowed to run on all lines except the Sandringham, St Kilda, and Port Melbourne lines. The first use of Comeng sets on the Flemington Racecourse line is believed to have occurred on 28 November 1986 when a special service was run when Pope John Paul II celebrated mass at Flemington Racecourse.

The signal arrangement plan stated that the final stage of the re-arrangement came into service on 28 October 1986. Just in time for the Spring Racing Carnival – some things do not change.

Newmarket Livestock Siding

While these alterations were taking place, the need to retain the Newmarket Livestock Sidings ceased with the withdrawal of V/Line from the transport of livestock.

In November 1984 the Melbourne City Council announced that it would close the Newmarket Saleyards on 30 July 1985. A number of factors combined to lead to this decision by the MCC: the amount of livestock passing through the Saleyards was decreasing due to the closure of the nearby abattoirs and competition from new regional saleyards; the yards were making a loss with little prospect of recovery; and the land was worth some \$32 million for urban redevelopment. However, protests by the livestock agents resulted in the closure being postponed twice. The first postponement meant that the 'last' pen of stock was sold on 26 September 1985 and the Saleyards was to be officially closed on 30 September. A Supreme Court injunction was obtained by the livestock agents and the MCC was forced to reopen the Saleyards, but they increased fees by 56%. The State Government then announced that the saleyards would remain open until a definite closure date on 1 April 1987. This time the closure was final.

From the railway perspective, total Victorian livestock traffic had been falling during the 1980s. A report in *The Age* in 1986 stated that it was estimated that only 10,000 tons of livestock would be railed that year, compared with 128,000 tons per year in 1980.

Given this background, the closure of the Newmarket Livestock yards is not clear. Closure of the saleyards would remove the need for the livestock sidings. Presumably V/Line prepared to close the sidings at the end of July 1985, and this was postponed to the end of September 1985. The closure would then have been postponed a second time.

With the end of sales at Newmarket approaching, and the fee increase, it appears that livestock traffic fell during 1985/6. In mid-January 1986, the shunting staff were withdrawn from the Newmarket Livestock Siding and pilots to and from Melbourne Yard were henceforward worked under 'Guard in charge' conditions. The instructions stated that when the pilot was on the Down Racecourse line clear of the North Eastern main line, the Guard was to go to the yard cabin and reverse the lever controlling the arrival signal (R201) to allow the pilot to enter the livestock sidings. When the pilot had passed the signal, the lever was to be restored to stop. When the pilot was ready to depart, the Guard operated the lever working the departure signal (R204?). This also had to be restored to normal when the pilot had passed the signal. Instructional trains were not to be scheduled on the Racecourse line when a pilot was working under Guard-in-charge conditions. When special traffic was running, pilots had to proceed to Down Home Post 2 at Ascot Vale Rd where the Safeworking Inspector worked the Annett locked points to admit the pilot to the livestock area.

V/Line ceased to handle intrastate livestock traffic as from 1 October 1986, and this almost certainly marks the closure of the livestock sidings for handling livestock. As already mentioned, much of the sidings at Newmarket had

been removed about three weeks prior to this date. The Newmarket Saleyards remained open for another six months and all stock sold during this period must have been transported by road.

Final closure of Newmarket Livestock Sidings

The track changes in 1986 had left the Livestock sidings on the Down side of Ascot Vale Road intact. These appear to have been removed in September 1988.

The Annett locked points leading from the Down line to the remaining sidings were removed on 6 September 1988. The duplicate lock on lever 6 was removed at this time, and lever 7 was sleeved normal. This probably marks the abolition of the sidings, including the trailing points at the Down end near Epsom Road.

On 14 September 1988 Post R219 was relocated from an overhead structure to a new ground mast. Diagram 39/88 was issued on this date and showed that all of the livestock sidings had been removed.

Stabling EMUs at Flemington Racecourse

During 1997 the stabling sidings at Flinders Street were removed to allow the construction of Federation Square. This required the provision of new inner city facilities to stable EMUs between the morning and afternoon peaks. One location selected for this purpose was the yard at Flemington Racecourse. A number of alterations were made on the Flemington Racecourse line to allow stabling at Flemington Racecourse.

Unattended operation at Showgrounds

On 25 October 1996 the Train Number Transmitter in the Show Grounds Junction signal box was relocated to Flemington Racecourse signal box. This allowed traffic to Flemington Racecourse to operate without Show Grounds Junction signal box being attended. In November 1996 it was noted that Epsom Road and Show Grounds Junction signal boxes were normally only attended for traffic to the Showgrounds.

By February 1999, a Signaller did not have to be in attendance at Show Grounds Junction when trains were only operating to the Showgrounds platform, provided Flemington Racecourse was unattended and the Signaller at Epsom Road was qualified to work Show Grounds Junction. When commencing duty, the Signaller at Epsom Road had to go to Show Grounds Junction and restore levers 12 (Up Home) and 13 (Up Automatic) to normal. The Signaller then went to the Rostrum and placed the Control Lever to the 'L' position. If the Rostrum was staffed, the Signaller instructed the staff not to alter the position of the Control Lever. When the train service had finished, the Signaller returned to the Rostrum and placed the Control Lever to the 'R' position and then went to Show Grounds Junction and reversed levers 12 and 13.

Removal of the hand gates at Ascot Vale Road

In mid 1997 the hand gates at Ascot Vale Road were replaced by boom barriers and automatic pedestrian wickets. This allowed the Flemington Racecourse line to

be used without requiring gatekeepers and signallers being rostered on at Ascot Vale Road.

The boom barriers were to have been brought into use on 29 June 1997, but the commissioning was postponed. However, Crossover 4 was formally abolished on this date. However, a visit to Ascot Vale Road the previous day revealed that the crossover had already been lifted, as had the trailing hand worked crossover further down the line near Epsom Road.

Commissioning of the boom barriers was carried out between 23 July and 25 July 1997. In conjunction with this work, Box G at Ascot Vale Road was abolished. Down Home 2 and Up Home 6 were converted to two position automatic signals and renumbered R211 and R218 respectively. Down Controlled Automatic R205 remained a controlled automatic, but was now controlled by lever 52 on the Newmarket panel at Kensington.

Stabling at Flemington Racecourse

On 28 February 1998 alterations were brought into service at Flemington Racecourse to allow Down empty trains to arrive direct into Nos 2 & 3 Roads. Interestingly, these involved the provision of new mechanical signals and the addition of locking to the rocker frame, possibly the last time this occurred on the metropolitan system. Home 58 (to B Road) was restored to Post 63, and Disc 57 (to No 3 Rd) was provided under the bracket of the same post. A new Disc 24 was provided under the bracket on Post 70 to signal trains from B to No 2 Road. Plunger 21 was altered to lock Points 18D both ways and Plunger 48 was altered to lock Points 49 both ways. Levers 24, 57, and 58 were previously spare.

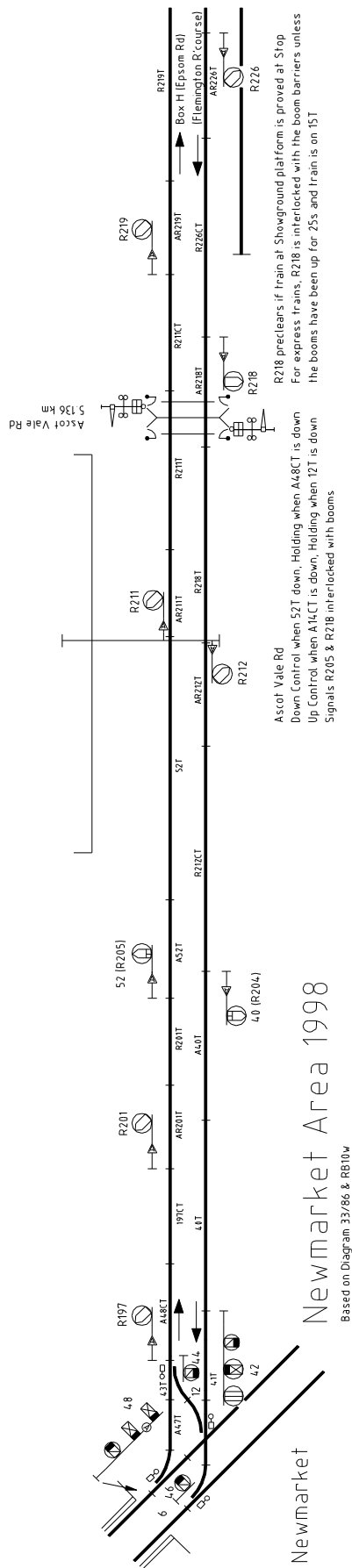
The Loop line was converted to a dead end stabling siding accessed from Flemington Racecourse on 13 March 1998. Points 12 at Show Grounds Junction were spiked normal. The 'Limit of Shunt' board on the Loop line was relocated to be adjacent to Up Home 12 at Show Grounds Junction. Curiously, the Weekly Operational Notice does not mention providing a baulk at the Up end of the former Loop line. Down Automatic UR247 on the Loop Line subsequently had its light extinguished and a cross affixed on 15 September 1999.

A fixed train stop was provided at the Up end of the main platform on 21 October 1998, two metres on the Down side of Post 67.

It is not known precisely when Flemington Racecourse began to be used to stable trains. However, it was certainly occurring by from 3 August 1998, as from that date the signal box was noted as being attended from 0830 to 1700 hours Monday to Friday. The March 2003 Connex WTT showed that five trains were stabled at Flemington Racecourse on weekdays between the morning and afternoon peaks. The first train arrived at 0905 and the last at 1100. The trains returned to service at various times between 1445 and 1614. No trains were stabled at Flemington Racecourse overnight or on weekends.

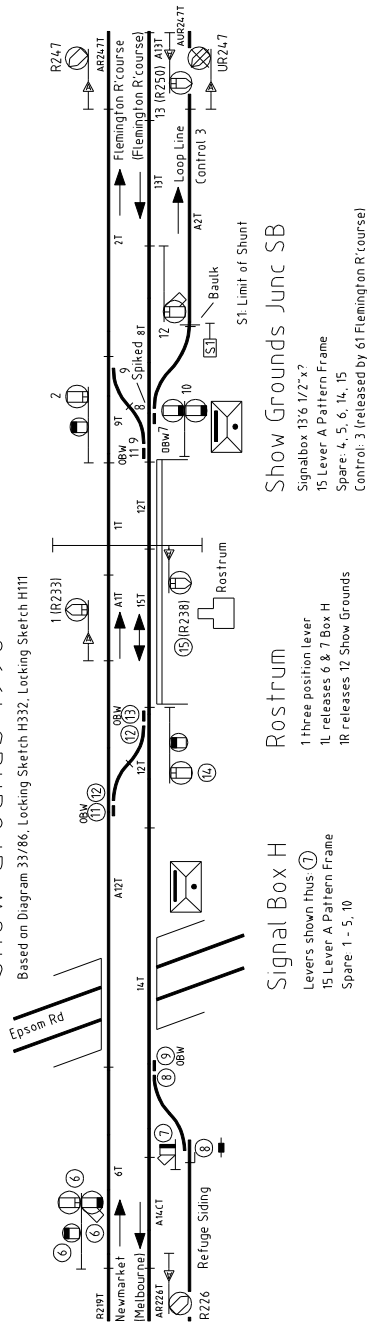
Stabling overnight

The main limitation of Flemington Racecourse as a stabling location was that the lack of roll-out protection



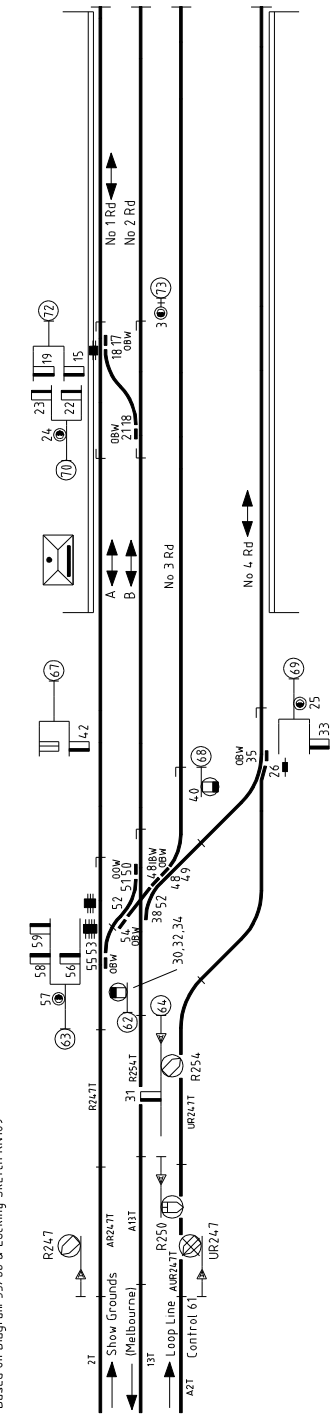
Show Grounds 1998

Based on Diagram 33/86, Locking Sketch H332, Locking Sketch H111



Flemington Racecourse 1998

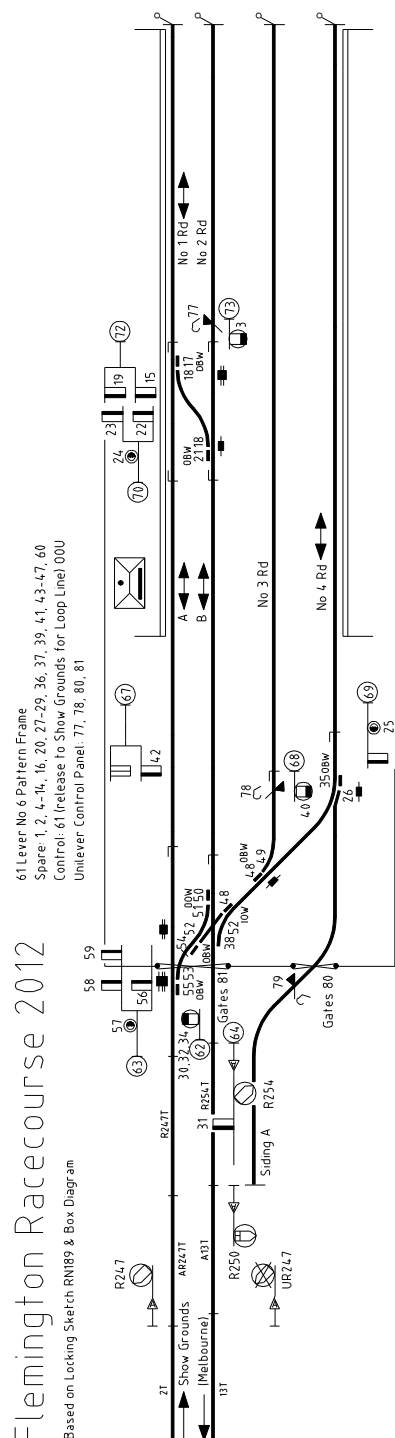
Based on Diagram 33/86 & Locking Sketch RN189



Incidentally, on 19 February 2005 the Train Number transmitters at Kensington, Epsom Road, Show Grounds Junction, and Flemington Racecourse signal boxes had been changed from teletypes to PC based equipment.

The connections to the Loop Line at Show Grounds Junction were removed on 11 September 2012, having been out of use since 1998. The Loop Line was renamed Siding A, and a baulk was provided in the siding near Post R250. No locking alteration was carried out with this change and Control Lever 61 technically remained in use.

The first shutdown appears to have been between 2



and 17 July 2011. Shutdowns then occurred then in the 2012/3 Christmas/New Year period (28.12.12–13.1.13 except for a few days over the New Year period), the July and October 2013 school holidays (29.6.13–14.7.13 & 3.10.13–13.10.13), the 2013/4 Christmas/New Year period (28.12.13–19.1.14) and the April 2014 school holidays (19.4.14–25.4.14). Apart from the first shutdown, it is believed that the Flemington Racecourse service only operated during weekdays. On weekends and public holidays, when fewer people travelled, the replacement bus service was extended to North Melbourne station.

Resignalling

By 2014 the signalling on the Flemington Racecourse line was amongst the oldest in service on the electrified suburban network. Apart from the remaining mechanical signalling at Epsom Road, Show Grounds Junction, and Flemington Racecourse signal boxes, the signalling on the

line still operated on 25Hz power supply. It was not surprising that work commenced to resignal the line.

The new signalling was brought into service between Friday, 23 March and Tuesday, 10 June 2014. The three remaining mechanical boxes (Epsom Road, Show Grounds Junction, and Flemington Racecourse) were abolished, together with the control lever in the Showgrounds Rostrum. The mechanical interlocking was replaced by a new SSI situated at the junction at Newmarket and worked from Kensington signal box. The venerable two position automatic signalling was replaced by three position automatic signalling, largely using tilt masts. Curiously, the track layout was hardly altered and the only change was the removal of the dead end Refuge Siding on the Up side of Epsom Road.

I doubt this SSI will serve for nearly 95 years (the replaced two position automatic signalling), still less for 126 years (the interlocking frame at Flemington Racecourse).

REVIEWS

The Upfield Line 1997 (from the cab bothways)

Channel 5 Productions, RRP \$34.50

It is unlikely that any reader of Somersault will need to be told of the signalling significance of the Upfield line in 1997. In that year, Channel 5 Productions with the co-operation of the Met, recorded a complete round trip on the Upfield line. Some of this footage was previously released as "The Upfield Line – Wooden Gates and Semaphores", but this only contained the northbound trip. The new CD contains the complete round trip, and additional bonus footage.

I spent a lot of time in the mid 1990s taking photos on the Upfield line before it was resignalled, and the CD brought back a lot of memories of the boxes, signals and gates. The city end of the trip was almost as interesting – it is easy to forget how much change has occurred in the two decades since the footage was shot – the Southern Cross redevelopment, Docklands, RRL, the new North Melbourne station, and the CityLink.

The bonus material has trackside shots of the hand and interlocked gates being opened and shut. Once more I was able to hear the satisfying thunk as a set of interlocked gates closed across a roadway. A short sequence is filmed in Batman signal bay and shows a train arriving, the signals being put back, the gates being wound across the line, and the Train Arrival and Train Departure signals being sent.

No voice-over or music has been added to the material, the only sounds are what you would have heard at the time.

It's fair to say that even my son lost interest when watching the bonus material - one set of gates being closed is similar to another. But as we can't turn the clock back 20 years, this is a good way to remember the last suburban line in Australia signalled using traditional mechanical block signalling.

A history of the Redesdale Railway Line 1891-1954

Ken James, Noel Davis, David Langley

234pp, A4, thermal bound

Obtainable from Ken James, 18 Lofty Ave, Camberwell VIC 3124, Cost \$40 (inc p&tp)

The Redesdale line has the reputation of being one of Victoria's failed lines. It was a short branch constructed at the end of the Land Boom. It probably lost money every year it was in operation, and was one of the first Victorian lines to be closed in the fifties.

A strength of this book is the local information that brings the usage of the line to life and shows how such small lines were important to their local communities. The book contains, for example, a chapter on each of the stations that brings together a range of information to illustrate the how the community used the station. Other chapters cover the traffic on the line as a whole and various special trains.

This local information is backed up by more technical information about the railway. A lengthy chapter analyses the timetable changes over the years, particularly as the Department tried to reduce services to match the traffic offering. Track diagrams (survey plans and Way & Works single line diagrams) of all the stations are reproduced in an appendix.

It is likely that further information on the line could have been tapped for this book – particularly in the Secretary's Branch correspondence.

Being the line that it was, little of signalling interest is recorded in the book. However, the locking sketch for Redesdale Junction is reproduced.

All-in-all, this book is an excellent reminder of that even the "unsuccessful" branch lines of the VR served a purpose, particularly before the rise of the motor car and truck.