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## SOCIETY CONTACT INFORMATION

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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](mailto: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 1626

QUEENSLAND CONTACT: Phil Barker

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

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## MINUTES OF MEETING HELD FRIDAY 17 JUNE 2015, SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

- Present: – Noel Bamford, Wilfrid Brook, Graeme Cleak, Glenn Cumming, Graeme Dunn, Michael Formaini, Ray Gomerski, Chris Gordon, David Jones, Chris King, Keith Lambert, David Langley, Andrew McLean, Alex Ratcliffe, Colin Rutledge, David Stosser, Andrew Waugh and Andrew Wheatland.
- Apologies: – Brian Coleman, Steven Dunne, Judy Gordon, Bill Johnston, Steve Malpass, Tom Murray, Laurie Savage, Brian Sherry, and Peter Silva.
- Visitor: – Neil Lewis.
- The President, Mr. David Langley, took the chair & opened the meeting at 20:03 hours.
- Minutes of the May 2015 Meeting: – Accepted as read. David Stosser / Andrew Wheatland. Carried.
- Business Arising: – Nil.
- Correspondence: – The invoice for the public liability insurance was received and payment has been sent. Andrew McLean / Graeme Cleak. Carried.
- Reports: – Archives. Colin Rutledge tabled a proposal for a scope of works including costings and a bill of materials to repair the second room at Seymour and for the erection of the power frame ex South Yarra. The assistance of the members will be required for the proposal to succeed. The meeting was in agreement with the proposal. Various details of the proposal were discussed. A work session was planned for the evening of Friday 24 July 2015 and five members indicated that they could attend. A copy of the proposal will be sent to all SRSV members.
- Tours: – Arrangements for the Signal Box tour in September 2015 were discussed.
- General Business: – Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: –
- Sprinter railcars will return to the Stony Point Line as from Tuesday 30<sup>th</sup> June 2015.
  - The island platform at Ringwood will be closed for three weeks for upgrading works. Up trains will run non stop through Ringwood during this period.
  - Works for the grade separation project at Main Road, St Albans have been delayed until October 2015 because of a delay in executing the contract.

*(Front cover). The RRL has completely changed the area through Footscray. The four track cutting to the west of the station has been widened to six tracks: two dual gauge ARTC lines (Main and Loop), two suburban tracks, and two RRL lines. This photograph is taken from the rear of a NE (standard gauge) train arriving into Footscray on the Loop line. The train has just passed underneath Albert St and the lop bracket post carrying the Down Automatic signals giving warning of West Footscray Junction. Due to limited headroom, each signal is in two parts: the two signal heads, a theatre indicator, and a gauge indicator. The theatre indicator shows the route set at West Footscray (M – Main Line, L – Loop Line, IG – Independent Goods Line, and Y – Tottenham Yard). The gauge indicators show what gauge the route is – 'V' for broad gauge, and 'S' for standard gauge – even though the route shown implies the gauge. These signals were provided, though on individual masts, in January 2009 when the Goods Lines were resignalled for bi-directional working. They were relocated to the lop bracket post shown here in 2013 as one stage of the RRL works. Unfortunately, it appears that the date did not go through the Weekly Notice, but it had occurred by August 2013. Photo David Langley*



- The Down Line between Caulfield – Moorabbin will be closed for seven weeks in late 2015 for grade separation works.
- The Up Line between Caulfield – Moorabbin will be closed in late 2016 for grade separation works. The final commissioning of the project is planned for January – February 2017 with a five week closure of all lines between Caulfield – Moorabbin.

Andrew Waugh noted that the design for the grade separation works between Caulfield – Moorabbin is for three tracks with passive provision for a fourth track. Platforms will be extended underneath the roadway at North Road, Ormond, Centre Road, Bentleigh, and McKinnon Road, McKinnon.

Andrew Waugh tabled copies of new railway signalling books from the USA and UK.

Andrew Waugh described a Vicroads tender for the upgrade of a level crossing at Leongatha.

Andrew McLean advised that Jack McLean's model railway "Wingrove" has been relocated from Box Hill North to Taradale. Jack's archives are now in the railway room at Taradale.

Syllabus Item: – The President introduced Member Andrew Waugh to present the Syllabus Item.

Andrew addressed the meeting on the subject of "Plunger Locks" on the Victorian Railways.

Andrew spoke for nearly 100 minutes on the subject, describing the various types of plunger lock equipment, their origin, their widespread use across Victoria and the rise and fall of plunger locks in use on the railways in Victoria.

The presentation was accompanied by a variety of images showing examples of plunger locks at different locations around Victoria, drawings, maps and other illustrations.

An excellent presentation was thoroughly enjoyed by those present.

At the completion of the Syllabus Item, The President thanked Andrew for the entertainment & this was followed by acclamation from those present.

Meeting closed at 23:03 hours.

The next meeting will be on Friday 18 September, 2015 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 26/15 to WN 33/15 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 alterations.*

- 30.06.2015 Frankston – Stony Point (SW 236/15, SWP 4/15, WN 25)**  
Commencing Tuesday, 30.6., passenger services were resumed between Frankston and Stony Point. Single car Sprinter trains may now be used. SW 252/14 and 129/15 were cancelled.  
Caulfield Group Operating Procedure 11A (Stony Point Corridor – Level Crossing Axle Counter Reset Procedure) was issued.
- 01.07.2015 North Bendigo Junction – Caltex Siding (TON 459/15, WN 26)**  
On Wednesday, 1.7., the Caltex Siding was booked out of use. The points are secured normal.
- 02.07.2015 Rosedale – Mill Lane (SW 80/15, SW 82/15, WN 25 & 26)**  
On Thursday, 2.7., Mill Lane (181.135 km) was closed to road traffic. Roadway barriers were erected and all passive signage was removed. Amend Diagram 24/13 (Rosedale – Sale).
- 06.07.2015 Mordialloc (SW 237/15, WN 26)**  
Between Saturday, 4.7., and Monday, 6.7., the following alterations took place:
- Up Home MOR705 was equipped with LED heads
  - Up Dwarf MOR707 was replaced by a new mast with LED heads
  - A co-acting signal was provided for Down Home MOR716. The co-acting signal is located on the existing mast and is numbered MOR716P.
  - An illuminated letter 'A' was provided on co-acting signal MOR712P.
  - The masts of Up Dwarfs MOR715, MOR717, MOR719, and MOR721 were raised by 0.5 metres.
- Amend Diagram 25/11 (Cheltenham – Chelsea).
- 06.07.2015 Chelsea (SW 237/15, WN 26)**  
Between Saturday, 4.7., and Monday, 6.7., Up Automatic F1044 and Down Home 4 were replaced by new masts with LED heads. A co-acting signal for Up Automatic F1044 was provided on the mast and numbered F1044P.  
Amend Diagram 25/11 (Cheltenham – Chelsea).

- 06.07.2015 Carrum** (SW 237/15, WN 26)  
Between Saturday, 4.7., and Monday, 6.7., Up Dwarfs 10, 12, 14, & 20 were by new masts with LED heads. Amend Diagram 41/12 (Bonbeach - Frankston).
- 10.07.2015 Maryborough** (TON 467/15, WN 28)  
On Friday, 10.7., the Pacific National fuelling sidings (Nos 2, 3, & 4 Roads Maryborough Loco) were booked out of used. Baulks have been provided clear of the fouling point.
- 17.07.2015 Ararat** (SW 88/15, WN 28)  
On Friday, 17.7., frangible gates were provided on both sides of the line at Gorrinn Cattle Yard Rd (202.838 km) on the Up side of Ararat. The existing Stop signs were retained. The gates are normally locked across the road and keys are only issued to the land owner, local service providers and asset management staff. Amend diagram 76/11 (Wendouree – Beaufort).
- 20.07.2015 Traralgon - Stratford** (SW 90/15, WN 29)  
On Monday, 20.7., the flashing light at Barrs Lane (168.960 km) was converted to operate via axle counters. The existing healthy state indicator, yellow whistle boards, and remote monitoring equipment will remain in use. The level crossing predictor signage was removed. The axle counter sections will be reset, when necessary, from the panels at Centrol and the Warragul signal maintenance depot. Amend Diagram 46/13 (Traralgon).
- 21.07.2015 Rosedale - Sale** (SW 91/15, WN 29)  
On Tuesday, 21.7., the boom barriers at Sale – Cowwarr Rd (197.454 km) was converted to operate via axle counters. The existing healthy state indicator, yellow whistle boards, and remote monitoring equipment will remain in use. The axle counter sections will be reset, when necessary, from the panels at Centrol and the Warragul signal maintenance depot. Amend Diagram 24/13 (Rosedale – Sale).
- 22.07.2015 Sale** (SW 92/15, WN 29)  
On Wednesday, 22.7., the boom barriers at Hunt Place (203.891 km) on the Up side of Sale were converted to operate via axle counters. Other details are as for Cowwarr Rd (21.7.15). Amend Diagram 24/13 (Rosedale – Sale).
- 23.07.2015 Sale - Stratford** (SW 93/15, WN 29)  
On Thursday, 23.7., the boom barriers at Montgomery Rd (214.294 km) were converted to operate via axle counters. Other details are as for Cowwarr Rd (21.7.15). Amend Diagram 2/12 (Stratford).
- 24.07.2015 Munro** (SW 94/15, WN 29)  
On Friday, 24.7., the flashing lights at Munro -Stockdale Rd (233.012 km) were converted to operate via axle counters. Other details are as for Barrs Lane (20.7.15). Amend Diagram 2/12 (Stratford).
- 26.07.2015 Book of Rules, Section 3, Rule 1 (Detection at an Automatic signal)** (SW 267/15 & 96/15, WN 29)  
Section 3, Rule 1 was reissued. Most amendments involve minor redrafting. The rule now also applies to rail movements within a defined worksite limit (e.g. Absolute Occupation). In this case the Track Force Protection Co-ordinator is to act as the driver. SW 213/15 & SW 66/15 are cancelled.
- 27.07.2015 Moorabbin** (SW 262/15, WN 28)  
On Monday, 27.7., Down Automatic MRN604 was replaced by a new LED mast located 2 metres in the Down direction.
- 27.07.2015 Highett** (SW 262/15, WN 28)  
On Monday, 27.7., Up Automatics F584 & F600 were replaced by new LED masts located 2 metres in the Up direction. Down Automatic F285 was replaced by a new LED mast located 2 metres in the Down direction.
- 27.07.2015 Cheltenham** (SW 262/15, WN 28)  
On Monday, 27.7., Down Home 14 was replaced by a new mast with LED lights in an L4 style signal case located at the Down end of Platform 2. The existing signal heads on Up Home 10 were replaced by LED heads. A new buffer stop light was installed at the buffers on Platform No 1. Amend Diagram 25/11 (Cheltenham – Chelsea).
- 27.07.2015 Fernbank** (SW 97/15, WN 30)  
On Monday, 27.7., the flashing lights at Dargo – Fernbank Rd (246.004 km) were converted to operate via axle counters. Other details are as for Barrs Lane (20.7.15). Amend Diagram 2/12 (Stratford).
- (28.07.2015) Track Closure Device** (SW 102/15, WN 30)  
Effective forthwith a Track Closure Device can be used to protect an Absolute Occupation instead of a hand signaller and audible track warners.  
The Track Closure Device is a red stop sign mounted on a rail clamp surmounted by a red flashing LED. SW 58/13 is cancelled.

- 28.07.2015 Lindenow (SW 98/15, WN 30)**  
On Tuesday, 28.7., the flashing lights at Lindenow Rd (257.301 km) were converted to operate via axle counters. Other details are as for Barrs Lane (20.7.15). Amend Diagram 2/12 (Stratford).
- 29.07.2015 Hillside (SW 100/15, WN 30)**  
On Wednesday, 29.7., the flashing lights at Hillside Rd (263.005 km) were converted to operate via axle counters. Other details are as for Barrs Lane (20.7.15). Amend Diagram 2/12 (Stratford).
- 30.07.2015 Bairnsdale (SW 101/15, WN 30)**  
On Thursday, 30.7., the flashing lights at Buchanans Lane (265.874 km) were converted to operate via axle counters. Other details are as for Barrs Lane (20.7.15). Amend Diagram 2/12 (Stratford) (sic).
- 01.08.2015 Sale (SW 103/15, WN 30)**  
On Sunday, 1.8., the boom barriers at Raglan St (206.878 km) and Maffra Rd (207.895 km) on the Down side of Sale were converted to operate via axle counters. Other details are as for Cowwarr Rd (21.7.15).  
A noticeboard lettered "Max speed to Maffra Rd 90 km/h" is provided opposite Home H for Down trains. The corridor VDU was updated to provide indications for all signals and the Down end plunger locked points at Sale. However, track occupancy between 205.293 km and 206.825 km (including both No 1 and No 2 Tracks) will not be shown on the VDU.  
Amend Diagram 24/13 (Rosedale – Sale).
- 04.08.2015 Stratford (SW 104/15 & 107/15, WN 31 & 32)**  
On Tuesday, 4.8., the flashing lights at McAllister Rd (221.839 km), and Hobson St (222.234 km), and the boom barriers at the Princes Highway (222.535 km) at Stratford were converted to operate via axle counters. The existing healthy state indicator, yellow whistle boards, and remote monitoring equipment will remain in use. The level crossing predictor signage at McAllister Rd and Princes Highway were removed. The axle counter sections will be reset, when necessary, from the panels at Centrol and the Warragul signal maintenance depot.  
An Up two position Automatic was provided 62 metres on the Up side of Stratford platform at 221.839 km to protect McAllister Rd. The signal will normally be at proceed, but can be restored to Stop using a keyswitch at the Up end of the platform.  
The existing Down two position Automatic signal on the Down side of Stratford platform was retained to protect Hobson St. The signal will normally be at proceed, but can be restored to Stop using a keyswitch at the Down end of the platform.  
The following notice boards were provided:  
  - (Down) "Max speed to McAllister St 20 km/h", 207 metres from McAllister St
  - (Down) "Max speed to Hobson St 40 km/h", 310 metres from Hobson St
  - (Down) "Max speed to Princes Highway 40 km/h", 310 metres from Princes Highway
  - (Up) "Max speed to McAllister St 40 km/h", 350 metres from McAllister St
The existing notice boards at the Up and Down ends of Stratford platform will be abolished.  
Amend Diagram 2/12 (Stratford).
- 07.08.2015 Traralgon (SW 105/15, TON 475/15,, WN 31)**  
On Friday, 7.8., the boom barriers at Liddiard Rd (159.309 km) and McNair Rd (160.221 km) were converted to operate via axle counters. Other details are as for Cowwarr Rd (21.7.15).  
A Down sign lettered "Max speed to Liddiard Rd 70 km/h" was provided at 159.149 km near the Down Limit of Shunt sign.  
Amend Diagram 46/13 (Traralgon).  
All active level crossing protection between Traralgon and Bairnsdale is now operated by Axle Counters.
- 09.08.2015 Flinders Street (SW 287/15, WN 31)**  
On Sunday, 9.8., Down Homes 573 (Platform 5) and 583 (Platform 6) were replaced by new masts with LED lights in U2L cases on the existing foundations.
- 10.08.2015 Seaford (SW 288/15, WN 31)**  
On Monday, 10.8., the Up Stopping and Express approach track circuits for Seaford Rd were extended. The Down approach track circuits for the Beach St pedestrian crossing were extended.
- 12.08.2015 Traralgon (Victrack Safeworking Notice 5/15, WN 32)**  
On Wednesday, 12.8., the turntable and associated leads will be booked into use. They will remain in use until Thursday, 27.8., when they will be booked out again.
- 14.08.2015 Caulfield (SW 311/15, WN 33)**  
On Friday, 14.8., the Through Siding was booked out due to track condition.

- 15.08.2015 Melton** (SW 112/15, WN 32)  
On Saturday, 15.8., the approach operation of Homes MEL704, MEL722, & MEL726 was removed. The TPWS equipment at these Home signals was adjusted and the timing boards at 34.392 km and 40.062 km were removed. Automatics A347 and A400 will now be able to display a green light in the 'b' head. Amend Diagram 68/10 (Melton – Parwan Loop).
- (18.08.2015) Emu Loop** (SW 117/15, WN 33)  
The Up end points have been re-instated. However, Emu Loop is still not available to cross trains. The main line points are secured to lie for the Up track with the point banners removed. Emu is defined as an Intermediate Train Order Station and is only available for follow on movements. Train Orders will only apply as far as the 'F' boards at the departure end of the loop. The permission to stable track machines in Emu Loop has been cancelled. SW 29/14 and 106/15 have been cancelled.
- (18.08.2015) Hattah** (SW 116/15, WN 33)  
Commencing forthwith No 2 Road was booked out and the permission to stable track machines at Hattah was cancelled. The Homes signals are secured at proceed. SW 81/15 is cancelled.
- (18.08.2015) Puffing Billy Railway – New signal indications** (A 5/15)  
*"A" Light*  
An "A" light consists of a lamp unit that can display a red letter 'A'. It is mounted beneath a Home signal. When illuminated, it indicates that the Home signal can be passed at Stop under the same conditions as an Automatic signal.  
*Red crossing protection indication*  
The red crossing protection indication is a red light placed adjacent to (usually below) the white crossing protection indication. When illuminated, the red crossing protection indication indicates that the approach track circuits for the level crossing protection equipment (flashing lights or boom barriers) have been deactivated by an internal timeout, and an approaching train will not activate the protection equipment. If the red crossing protection indicator is illuminated, an approaching train must draw forward cautiously onto the island track circuit which will start the protection equipment. GI 7.6.2. must then be followed.
- 18.08.2015 Emerald** (A 6/15)  
On Tuesday, 18.8., the Down Home was provided with an 'A' light. This will illuminate when the operating quadrant (on the platform or at the points) is reversed, and the approach track circuits for Emerald Road are not operating correctly. If one of the approach track circuits for Emerald Road is down for more than roughly 5 minutes, the signals reading over the track circuit will be restored to stop and the approach track circuit is disabled. If an attempt is made to clear the Down Home signal under this circumstance, the Home will remain at Stop but the 'A' light will illuminate.
- 20.08.2015 Fernbank** (SW 118/15, WN 33)  
On Thursday, 20.8., the passive level crossing at Fernbank – Lindenow South Rd (251.270 km) was equipped with boom barriers. The boom barriers are operated by axle counters. Remote monitoring equipment will be provided. The axle counter sections will be reset, when necessary, from the panels at Centrol and the Warragul signal maintenance depot. Amend Diagram 2/12 (Stratford).
- 21.08.2015 Newport Workshops** (SW 306/15, WN 33)  
Commencing on Friday, 21.8., hand points in the Newport Workshops yard will be progressively equipped with point machines.  
The point machines will be operated in hand mode and cannot be trailed through. Consequently all movements in the Workshops area must performed under authority from the Yard Master or Shunter. When no Yard Master or Shunter is on duty movements must not enter the Workshops area other than the Steamrail and Gardens Platform Area. To allow this, No 6 Hand Points in No 2 Lead must be left secured to lie for Steamrail and Gardens Platform Area by the Track Force Protection Co-ordinator after the shunt crew have ceased duty. The Co-ordinator must inform the Signaller Newport that this has been done so that the Signaller can apply blocking to prevent movements via No 1 Lead.
- 21.08.2015 Emu Loop** (SW 115/15, WN 33)  
On Friday, 21.8., the Up Repeating signal was fitted with LED heads.
- 23.08.2015 Caulfield** (SW 304/15, WN 33)  
On Sunday, 23.8., Homes CFD708 and CFD728 were converted to LED heads and the associated feather type route indicators replaced by theatre type route indicators. The route indicators will display 'F' for movements to the Frankston line and 'D' for movements to the Dandenong line. Amend Diagram 3/12 (Caulfield).

End£

## CAULFIELD

Andrew Waugh and Keith Lambert

02.04.1879	Single line opened between South Yarra and Oakleigh for through traffic. Official opening occurred on this day at Caulfield Racecourse. At this time the brick platforms were erected, but no station buildings provided. It appears that Caulfield station was not used at this time. (The Argus, 3.4.79 p5, Victorian Railways to '62, Leo J. Harrigan)
07.05.1879	Suburban service to Caulfield opened (Chronological Register)
14.05.1879	Suburban service extended to Oakleigh (CR)
(14.12.1879)	No safeworking system listed in WTT (Working Timetable)
15.07.1881	Contract gazetted for water supply works at Caulfield and East Brighton to James E. Cottew for £876/17/3 (Government Gazette)
19.09.1881	Contract gazetted for construction of station buildings to W. Swanson for £991/8/0 (GG)
02.09.1881	Contract gazetted for duplication of line between South Yarra to Caulfield to Malone & Kiely for £5349/15/0 (GG)
12.12.1881	Line duplicated between South Yarra and Caulfield. Worked by time interval (CR)
19.12.1881	Single line opened between Caulfield and Mordialloc (The Argus, 20.12.81 p4, VR62)
20.01.1882	Contract gazetted for erection of coal stage etc to Davies & Batty for £184/1/0 and construction of two passenger platforms to James Malone for £566/17/6 (GG)
03.04.1882	By this date Staff & Ticket provided between Caulfield - Rosstown and Caulfield - Glen Huntly Rd (since 1.3.82) (WTT)
(01.12.1882)	By this date locomotive water provided. (WTT)
07.02.1883	Line duplicated between Caulfield and Oakleigh. Worked by time interval (CR, WTT, VPRS433u7 2034/83)
22.05.1883	Shelter shed provided on platform. Shed (etc) erected by R.M. Bennett for £226/8/9 (GG, VPRS433u8 5320/83)

### Caulfield A

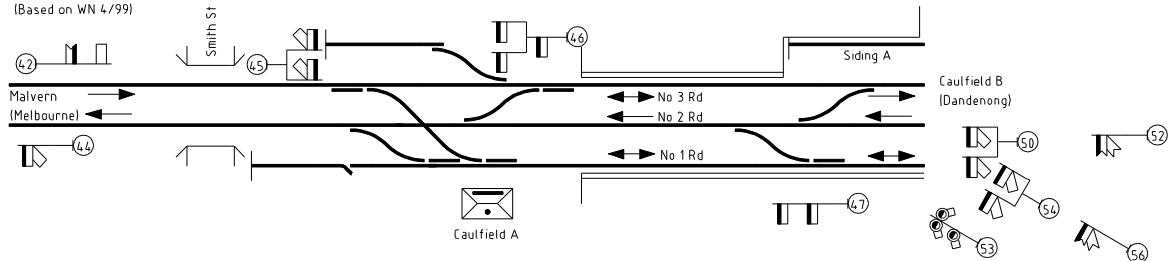
20.08.1883	Station yard interlocked from two signalboxes. Alterations made to yard. Up end worked from Caulfield A which contains a 16 lever frame (3 spare) (Interlocking Register)
27.11.1883	Water tank at Caulfield filled for the first time (VPRS433u10 11721/83)
20.06.1884	Lever 12 became lockbar for 11 Points (now 2 spare). When reversed, lever 12 releases 16 (Up Distant for platform road) (IR)
18.08.1884	Controlling locks on 14 and 16 now worked from Cabin B. No recorded change in working levers. (IR)
06.10.1884	Alterations made for new arrangement of Up Home and Distant signals. (Traffic had requested that the distant signals be worked by the same signalman that worked the home.) No recorded change in working levers (IR, VPRS433u13 6506/84)
(03.11.1884)	Level crossing provided opposite Tooronga Rd to serve racecourse. Road made by JG Heywood, with Department supplying gates (VPRS 433u14 9833/84, 10774/84)
24.12.1884	Traffic recommends that a signal be provided for all trains running from second class platform through crossover to middle departure road. Independent disc provided in the six foot at No 11 Crossover. Now 1 spare lever (IR, VPRS433u15 12468/84)
(03.12.1885)	By this date Winters Block working provided between Malvern and Caulfield (since 1.12.82) (WTT)
07.10.1886	New crossover provided in Down line. Traffic had recommended provision of a crossover from the Down line to Middle Road to facilitate working of Race traffic. All levers are now working (IR, VPRS433u22 9789/86)
(19.01.1887)	By this date Block working not enforced between Hawksburn and Caulfield after passage of last passenger train each night until 0600 next morning (since 3.12.85). (WTT)
(19.12.1887)	By this date Block working enforced at all times (since 8.6.1887) (WTT)
(08.05.1888)	By this date Caulfield A switches out in the Malvern - Caulfield B section after last passenger train until the first passenger train the next morning (since 19.12.87) (WTT)
06.10.1889	New 23 lever frame fixed (2 spare). Levers 1-14 are No 5 Pattern, and the remainder are No 6 Pattern (IR)
30.10.1895	Caulfield A will be switched out on weekdays from about 2330 until 0730 the next morning. During this time the section will be Malvern - Caulfield B. When Caulfield A is switched out the platform staff will attend to the Down signals whilst passenger traffic is running, after which the signals are to be left at all right. The Up Advanced Starting and Up Home from No 3 Road are to be left at all right. Caulfield B to obtain Line Clear for all Up trains before allowing them to pass the Up Home signal. (WN 18)
14.12.1896	Up Starting now controlled from B Box when A Box switched out (IR)
(13.06.1898)	Until further notice regrading works are being carried out at Kambrook Road crossing between Malvern and Caulfield. A 'New A' class engine will be stationed at Caulfield to assist all Up Goods trains from

Caulfield from 0730 to 2000. The assisting engine is to run uncoupled and must keep the buffers closed up when the train drops down from Caulfield to the site of the regrading and when the train engine commences to steam. Up Goods trains outside these hours loads hauled are to be reduced to that on a 1 in 59 grade. (WN)

(01.07.1899) By this date 23 lever frame with 9 signal levers, 2 control levers, 6 point levers, 4 fpl levers, and 2 spare (IR)

### Caulfield A 1899

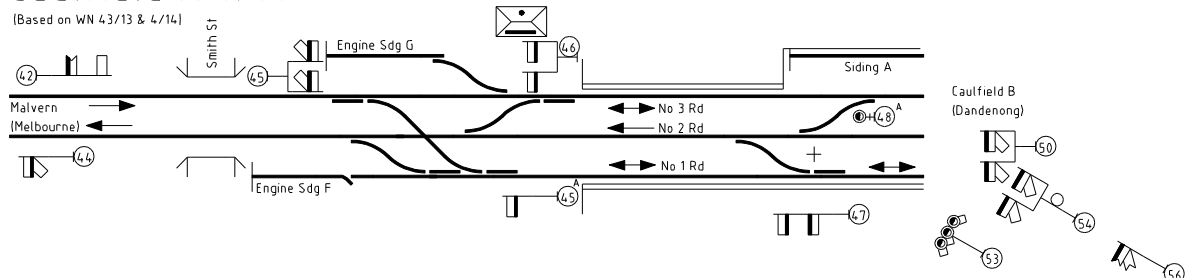
(Based on WN 4/99)



- 18.01.1903 Electrical lever locks substituted for mechanical control between A and B boxes (IR)
- 08.09.1907 New signalbox and frame provided on Down side of line. No change in number of levers (IR)
- (22.11.1909) Block hours: M-Sa Continuously; Su 2230-2400 (WN 47)
- 18.03.1910 New ground disc (Post 48A) provided. Applies from No 3 to No 2 Road to Post 46 and replaces point indicator on No 10 Points. Additional signal lever in use. (WN 12 has 21.3; IR)
- (18.08.1910) Now a block terminal. In foggy weather after a Down train has been accepted, an Up train must not be permitted to depart from the Down platform until the Down train has been brought to a stand at the Down Home or been cancelled (WN 29)
- (12.09.1910) When a horse box is detached from an Up train and is required to stand in No 2 Road until an engine can be obtained to remove it, the SM or OiC must ensure that it is properly secured and instruct a competent employee to protect it and prevent interference. The Signaller at A and B boxes must be informed and they must sleeve the levers of the signals applying to No 2 Road until informed that the road is clear (WN 37)
- (15.05.1911) Before accepting a Down train in foggy weather, there must be a clear line in accordance with Rules 4a and 4b. (WN 20)
- (04.09.1911) Up Home from No 1 Road to Up Main line moved from underneath the bracket on Post 46 to a new Post (45A) on Up side of the lines. (WN 36)
- (09.10.1911) Main lines tracklocked. Homes on Posts 44, 45, 45A, 46, and 47 fitted with reversers. Diagram 27/11 replaced 746/10. (WN 41)
- (23.10.1911) During return race traffic the track control over the top arm on Post 47 will be disabled. When the first class platform is occupied between Posts 45A and 47, the top arm on Post 47 may be lowered to permit an empty race train to draw slowly and cautiously past it as far as required by the OiC on the rostrum. The signal is not to be lowered until the train has reduced its speed to 4 mph. (WN 43)
- 27.10.1911 Platform indicator provided. Now no spare levers (IR)
- (03.06.1912) Diagram 14/12 replaced 27/11 (WN 23)
- (24.02.1913) Diagram 6/13 replaced 14/12 (WN 8)
- (28.07.1913) Open as a block post 0500 M to finish of passenger traffic on Sat (about 0030 Sun). Sunday hours unaltered (WN 30)
- (27.10.1913) Diagram 40/13 replaced 6/13 (WN 43)
- (02.02.1914) Signalbox relocated to a new position clear of the tracks (WN 5)
- (27.04.1914) Diagram 12/14 replaced 40/13 (WN 17)

### Caulfield A 1914

(Based on WN 43/13 & 4/14)



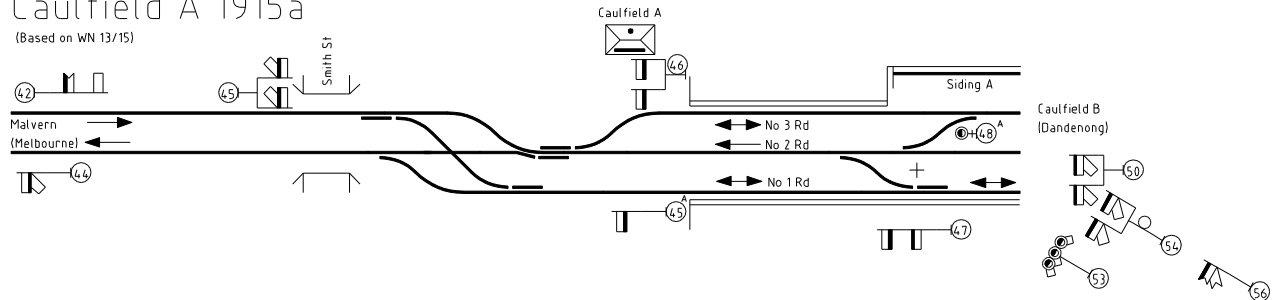
- (21.09.1914) Down line on embankment brought into use between Malvern and Caulfield. Down line slued between Tooronga Rd subway and Smith Road underpass. No alteration to track or signals (WN 38)



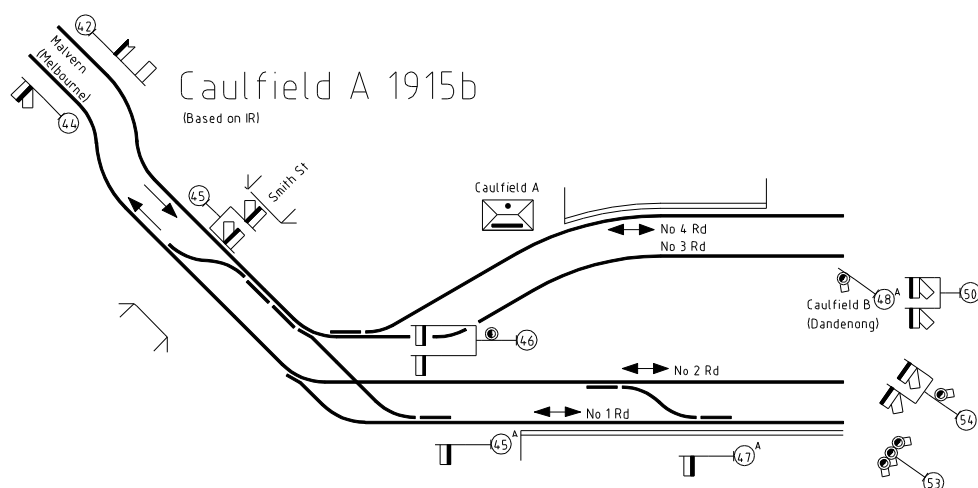
- (09.11.1914) Diagram 28/14 replaced 12/14 (WN 45)  
 (30.11.1914) Speed limit of 20 mph on Down line over temporary bridge over Surrey Road (WN 48)  
 (07.12.1914) Post 45 relocated 4 yards further away from the lines (WN 49)  
 17.03.1915 Connections at the Up end altered. The Down line slued to connect with No 2 Road and trains enter No 3 Road (Down platform) via (a new?) crossover at the Up end of the yard. The former crossover leading from No 1 Road (Up platform) to Up line has been replaced by a new crossover. Posts 45A and 46 now lead up to Post 43 (Post 44 abolished?), otherwise the signals are unaltered. Post 45 relocated 45 yards further out. No alteration to number of signal or control levers, but now 5 point levers & 5 fpl levers. (WN 12 & 13, IR)

## Caulfield A 1915a

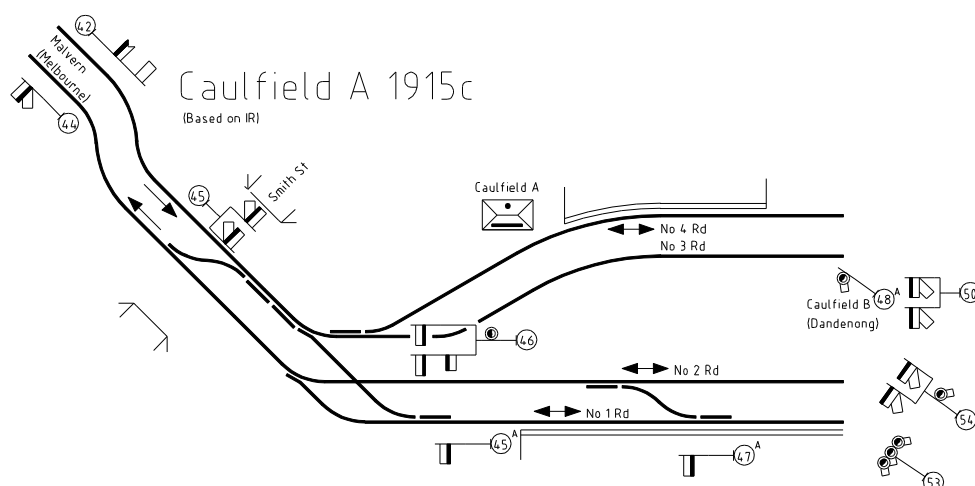
(Based on WN 13/15)



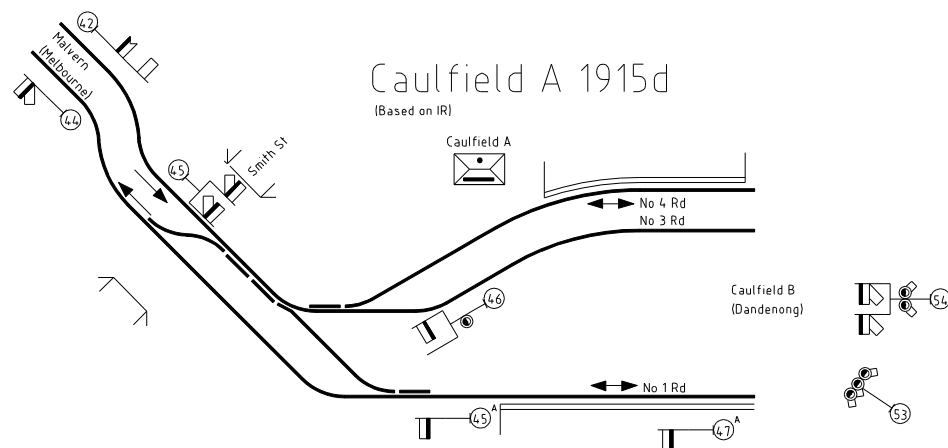
- 02.05.1915 Down platform and No 3 Road abolished. New Down platform provided further east with new Nos 3 and 4 (Platform) Road. Crossovers to old No 3 Road abolished. Post 46 relocated on Up side of No 3 Road. New disc provided on Post 46 under bracket (No 3 to Up line to Post 44). Frame replaced or extended to 27 levers with 10 signal levers, 2 control levers, 5 point levers, 6 fpl levers, 1 indicator lever, and 3 spare levers. (WN 19, 10.5; IR)



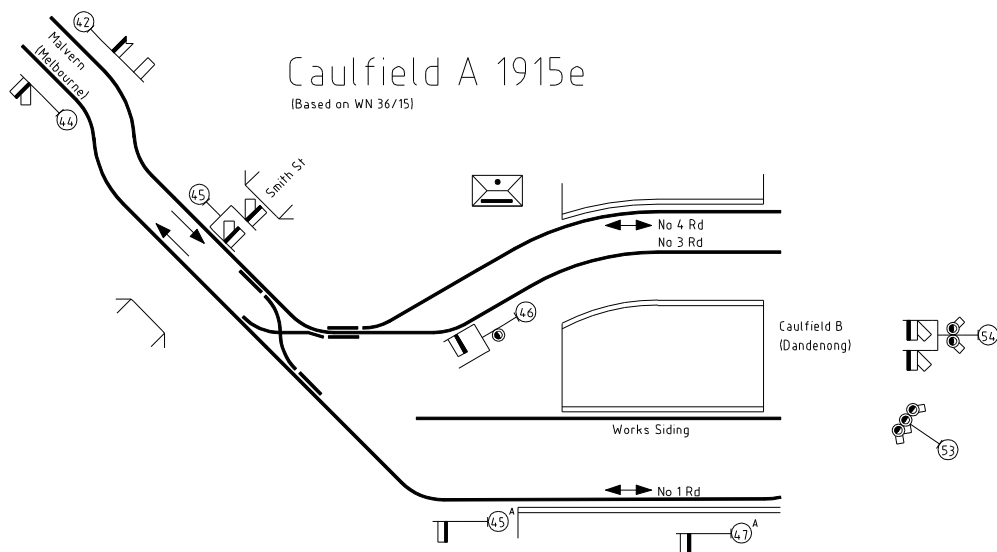
- (14.06.1915) Post 46 relocated 10 yards further out from the platform (WN 24)  
 20.06.1915 Up and Down lines slued onto the new Up and Down lines on the Up side of Smith Road. Connections have been provided between the main lines and all four roads. No change to signals, except that a calling-on arm has been provided under left hand arm of Post 46 (No 2 Road to Up Main), which is to be used only for engines running around trains. (WN 21, IR)



- 08.08.1915 No 2 Road abolished. Up Home and Calling On arms on left hand doll of Post 46 removed, together with upper arm of Post 47. Connections altered. Now 8 signal levers, 2 control levers, 3 point levers, 4 fpl levers, and 10 spaces (IR)

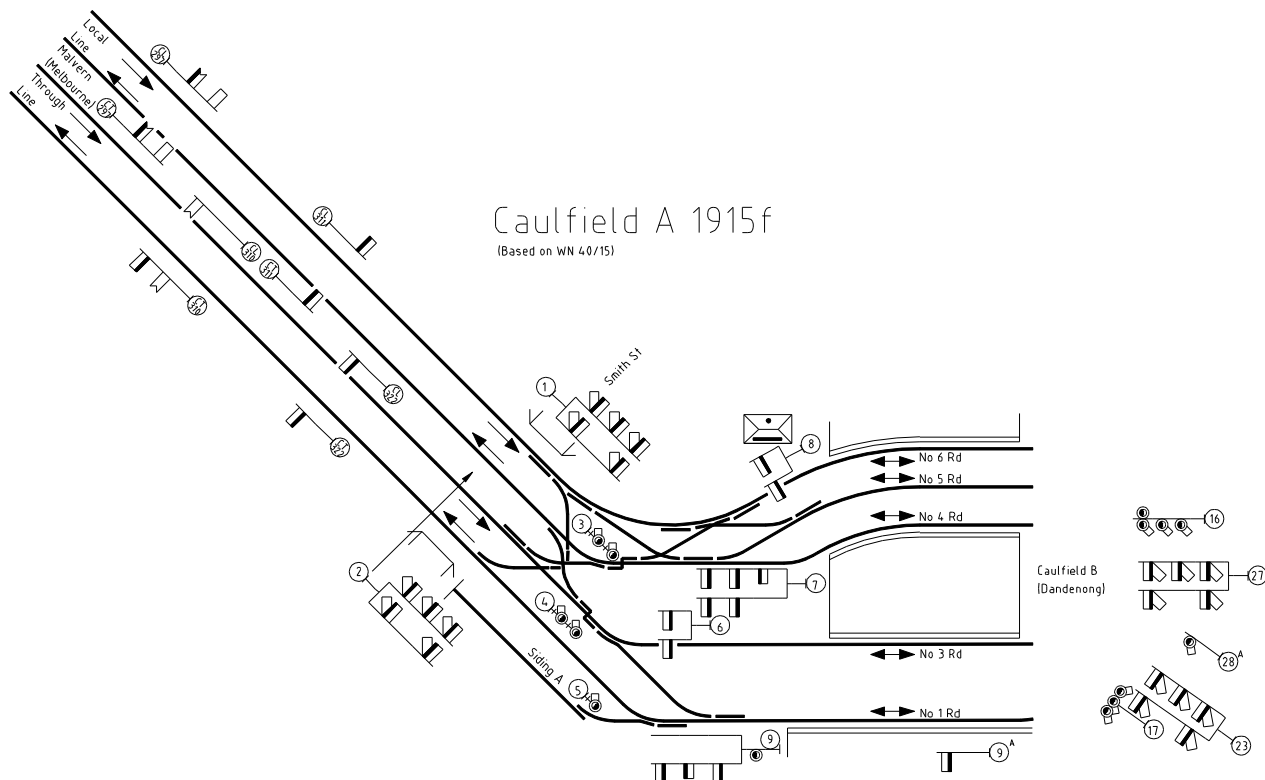


- (23.08.1915) Up line slued to high level permanent line between Malvern and Caulfield. Diagram 25/15 replaced 28/14 (WN 34)
- (06.09.1915) Existing No 1 (Up Platform road) taken out of use as a running line and disconnected at Up end. New No 1 Road provided on the Up side of the former road. Posts 45A and 47 relocated to the Down side of the new No 1 Rd. No alteration to working levers. (WN 36)

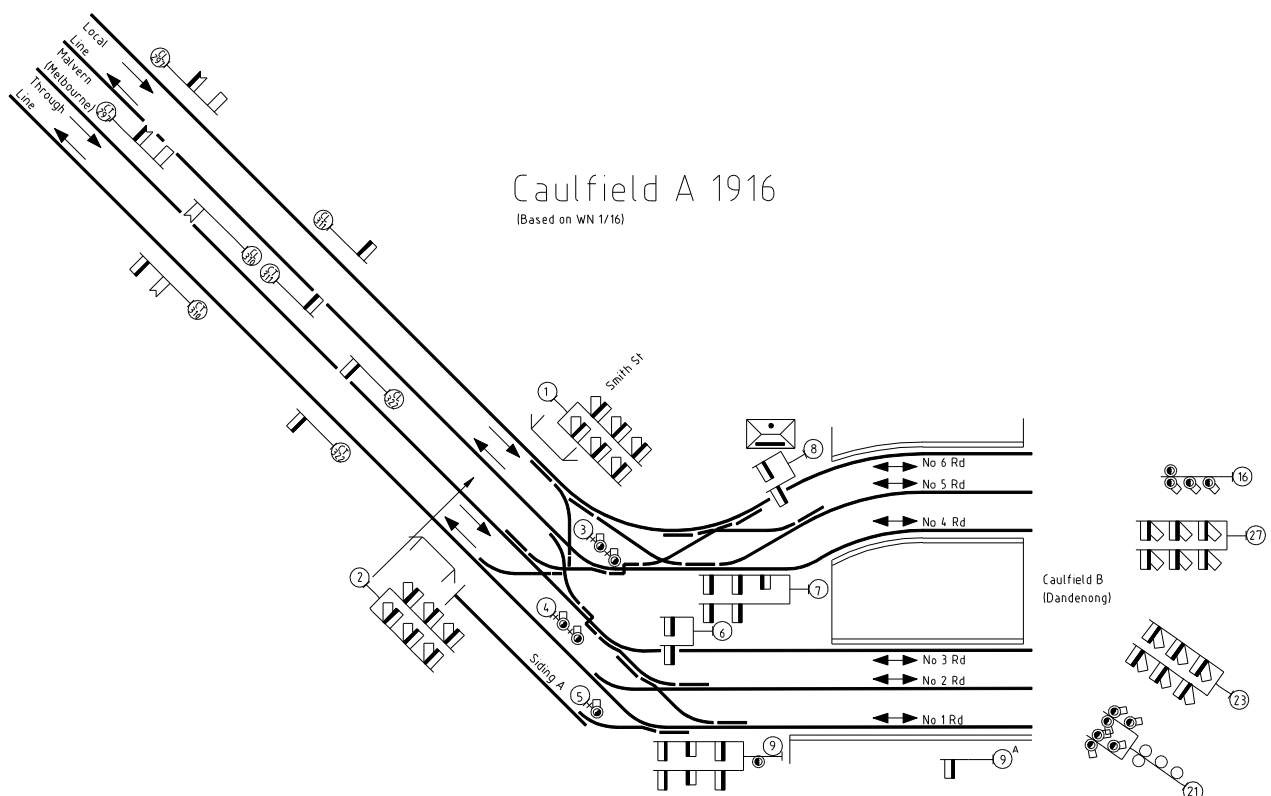


- (20.09.1915) Post 46 removed. Up Home relocated to new Post 46A on right hand side of No 4 Road nearly opposite original post. Disc relocated to a new Post 46 on left hand side of No 3 Road nearly opposite original post (WN 38)

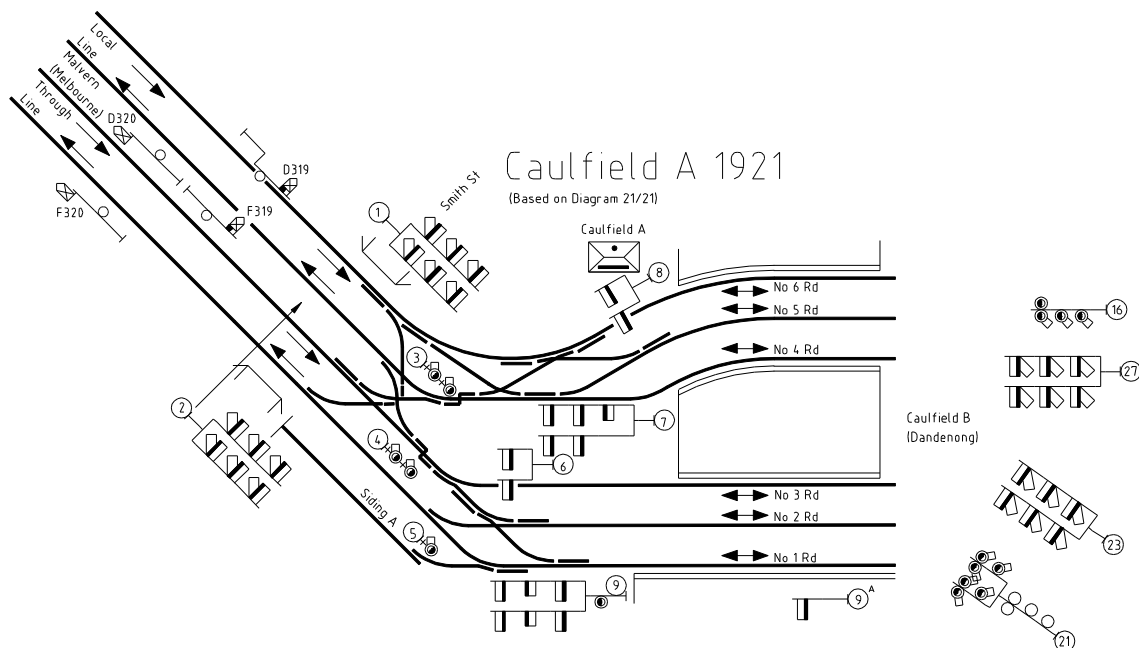
- 26.09.1915 Quadruplication provided between South Yarra and Caulfield. Track Block provided Hawksburn - Caulfield A. Island platform and Nos 3, 4, and 5 Roads brought into use. Diagram 31/15 replaced 29/15 (25/15?). New signalbox provided with 88 lever frame with 39 signal levers, 6 control levers, 13 point levers, 16 fpl levers, and 14 spare. (WN 40, IR)



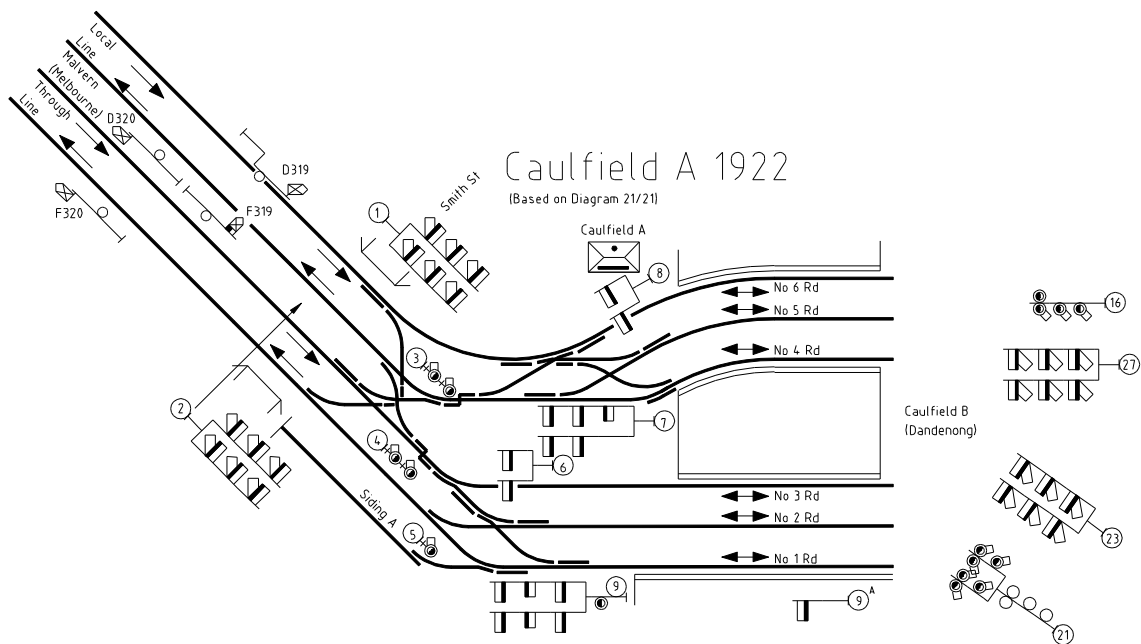
- (04.10.1915) Block hours: Open for all trains (WN 40)
- (18.10.1915) Up and Down Through lines out of use account regrading of Local lines near Surrey Road bridge. Up Starting and Advanced Starting disconnected. (WN 42)
- (03.01.1916) Up and Down Through lines from South Yarra restored to service. No 2 Road brought into service. Signals for No 2 Road on Posts 1, 2, and 9 provided. (WN1)



- 18.12.1921 Three position Automatic Signalling replaced Track Block between Malvern and Caulfield A. No recorded change in working levers. (WN 52 extracts, IR)



- 25.01.1922 Post 7 relocated 33 yards nearer platform (WN 5 extracts)  
 27.01.1922 Crossover from Down local line to No 4 Road replaced by crossover off connection to No 5 Road. Four signal levers removed (probably a catch up from 1921), one additional fpl lever provided, and indicator lever provided. (WN 7 extracts)

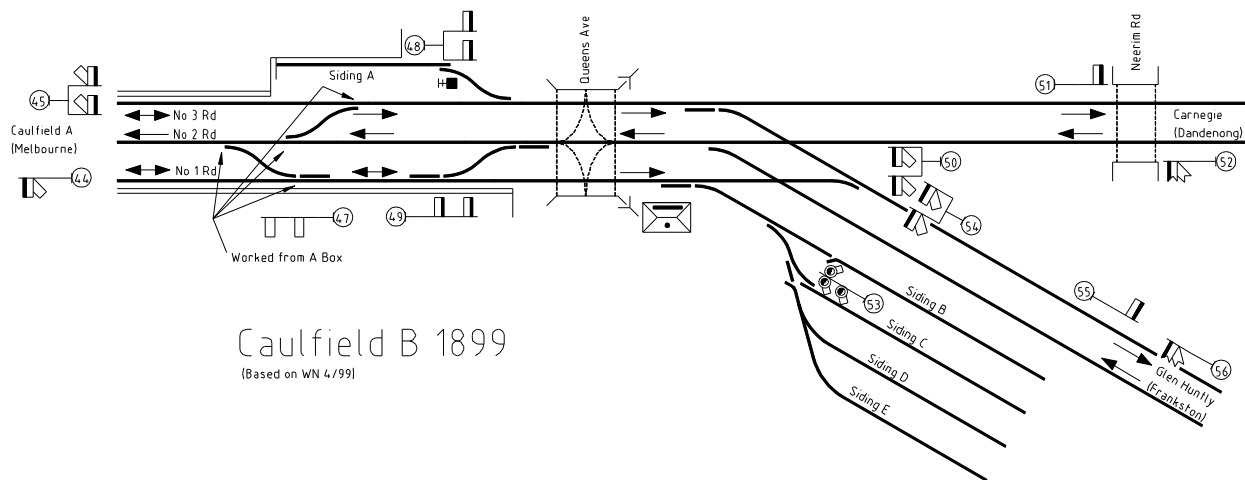


- (21.02.1922) Overhead alive over the local lines between South Yarra and Caulfield (WN 8 extracts)  
 (04.04.1922) Overhead alive over Through lines (WN 14 extracts)  
 03.02.1933 Siding A abolished. Ground Disc Post 5 and Disc on Post 9 removed. (WN 7 extracts)  
 19.03.1933 Leads from Down Local line to Nos 4 and 5 Roads abolished. New lead provided via double compound ahead of Post 1. Ground Disc Post 3 relocated 100 yards further out. Post 9A renumbered 9B. (WN 13 extracts)  
 26.11.1933 Box replaced by new Power Box at Down end of station. All mechanical signalling replaced by Three Position signalling using upper quadrant semaphores. (WN 49 extracts, IR)

### Caulfield B

- 19.06.1883 Station interlocked. Down end worked from 25 lever frame (6 spare) (IR)  
 07.07.1884 Carriage dock provided – also used to load and unload horse? (VPRS433u12 4896/84)

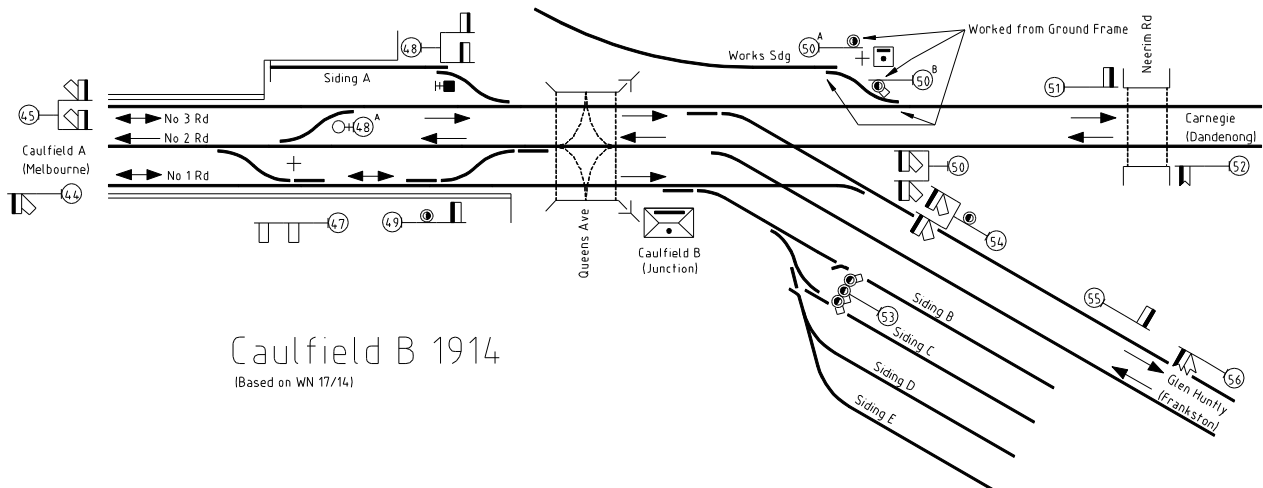
- 18.08.1884 Controlling locks fixed on levers 21, 22, and 24 (controls from A box). No recorded change in working levers. (IR)
- (08.05.1888) By this date Winters Block provided with sections Caulfield A - Caulfield B - Rosstown. (since 19.12.87) (WTT)
- 09.12.1888 Frankston line duplicated (to Mordialloc). Now 4 spare levers (IR, CI)
- (01.03.1889) By this date Winters Block provided Caulfield B - Glen Huntly (WTT)
- 30.08.1889 New 38 lever frame fixed (7 spare). Gates possibly provided (IR)
- (01.08.1890) Block working provided on Mordialloc line with sections Caulfield B - Glen Huntly (since 1.10.88) (WTT)
- 15.08.1890 Lever 24 now locks 21 (IR)
- 21.08.1890 Catch provided in Siding. Now 6 spare (IR)
- 01.10.1890 New sidings provided. All levers are now working (IR)
- 14.12.1896 Independent lever (i.e. not in frame) provided to control Up Advanced Starting signal when A Box is switched out (IR)
- (01.07.1899) By this date box contains 15 signal levers, 3 control levers, 11 point levers, 6 fpl levers, 2 wicket levers, 1 gate stop lever and 1 gatewheel with no spaces. (IR)



- 18.01.1903 Electric lever locks substituted for mechanical control between A and B boxes (IR)
- 18.03.1910 Disc provided under bracket of Post 54. Applies from Down Mordialloc line to No 1 Road to Post 47. One FPL converted to an escapement working to provide lever for additional signal lever. (WN 12, 21.3; IR)
- (12.09.1910) When a horse box is detached from an Up train and is required to stand in No 2 Road until an engine can be obtained to remove it, the SM or OiC must ensure that it is properly secured and instruct a competent employee to protect it and prevent interference. The Signaller at A and B boxes must be informed and they must sleeve the levers of the signals applying to No 2 Road until informed that the road is clear (WN 37)
- 11.05.1911 Crosslock provided for controlling Crossovers 10 and 11 A Box (from No 3 to No 2 Road near Ground Disc 48A and the Crossover from No 1 to No 2 Road near Post 47) by a lever in B Box. Clearance bar coupled to Lockbar 18. Frame extended to 40 levers with an additional crosslock lever. (WN 20, 15.5; IR)
- (05.06.1911) Telephone provided at Post 55 (account Regulation 75 and C6/11) (WN 23)
- (04.09.1911) Disc replaced lowest arm on Post 49 (No 1 Road to Sidings B, C, D, or E) (WN 36)
- (02.10.1911) Telephone provided at Post 51 (WN 40)
- (09.10.1911) Down Mordialloc line tracklocked. Right hand Home on Post 48 and Home on Post 49 fitted with reversers. Diagram 27/11 replaced 746/10. (WN 41)
- (27.11.1911) Discs on Post 53 rearranged: Top, Sdgs D and E to No 1; Centre, Sdg C to No 1; Bottom Sdg B to No 1 (WN 48)
- (03.06.1912) Diagram 14/12 replaced 27/11 (WN 23)
- (24.02.1913) Diagram 6/13 replaced 14/12 and 34/12 (WN 8)
- (27.10.1913) Diagram 40/13 replaced 6/13 (WN 43)
- (15.12.1913) Works Siding provided. Leads off Down Oakleigh line on the Down side of the junction. Points in the main line rodded to catch points in siding and are secured by Annett lock with duplicate lock in signalbox. Removal of the key locks the Homes on Post 48 at Stop. Guard of ballast train to operate lever. Signaller must not permit the key to leave his possession for a ballast train to leave the siding until the crossover at the down end of the yard is set from No 3 to No 2 Road. This must be arranged with Signaller A box who must not alter the points until the ballast train is in No 2 Road and clear of the points. Signaller must not delay ordinary traffic (WN 50)



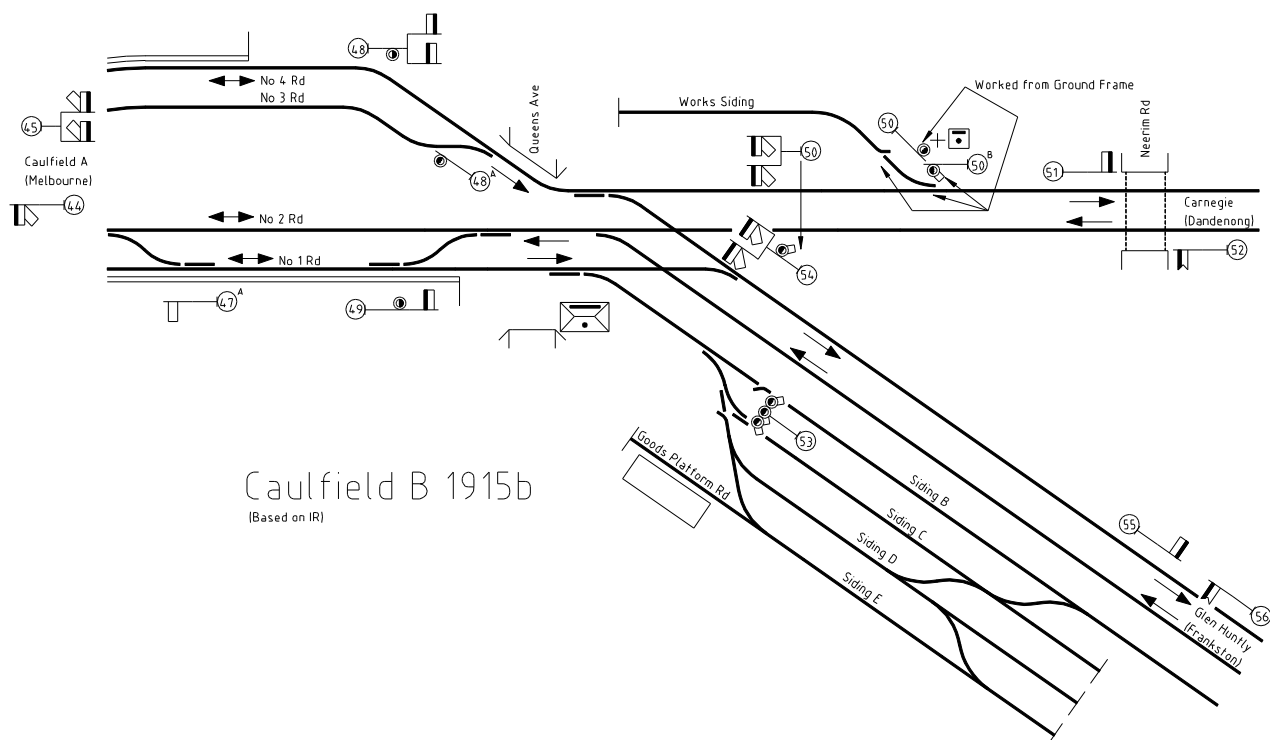
- 20.01.1914 Ground frame (4 levers: 2 signal levers, 1 point lever, and 1 crosslock lever) provided to work points to Works Siding. Ground frame crosslocked with signalbox and Annett lock removed. New disc signals provided on new Posts 50A (Works Siding to Down line to Post 51) and 50B (Down line to Post 46, controlled by B Box). The control on the Down Home on Post 45 must not be taken off whilst a train or engine connected with the Works Siding is on the Down line between Posts 46 and 51. A train or engine must not be let out of the Works Siding whilst another train or engine is on the Down line between Posts 46 and 51. Before releasing the ground frame, the Signaller must arrange for the crossover at the Down end to be set from No 3 to No 2 Road and this must not be altered until the train or engine has entered No 2 Road and is clear of the points. Frame extended to 42 levers, additional levers work the control on Post 50B and a crosslock. (WN 4, IR)



Caulfield B 1914

(Based on WN 17/14)

- (27.04.1914) Diagram 12/14 replaced 40/13 (WN 17)
- (05.10.1914) Permission granted for ballast train working between South Yarra Spoil Siding and Caulfield to run from Flinders Street and Caulfield without a van, provided the brake is continuous and a QR truck is the last vehicle. Permission extended to 31.10.14 (WN 40 & 42)
- (09.11.1914) Diagram 28/14 replaced 12/14 (WN 45)
- 07.04.1915 Gates at Queen's Ave disconnected from frame and worked by hand. Wickets, gatestop, and gates taken out. One signal lever removed, but one additional control, and one less point lever. Now 5 spare levers. (WN 15, 12.04; IR)
- 02.05.1915 Down platform, No 3 Road abolished, and Siding A abolished. New Down platform provided with Nos 3 and 4 (Platform) Road. Former crossovers to old No 3 Road abolished. Ground disc 48A abolished. Post 48 relocated clear of fouling point of Nos 3 & 4 Roads. New disc provided on Post 48 under bracket (No 3 to

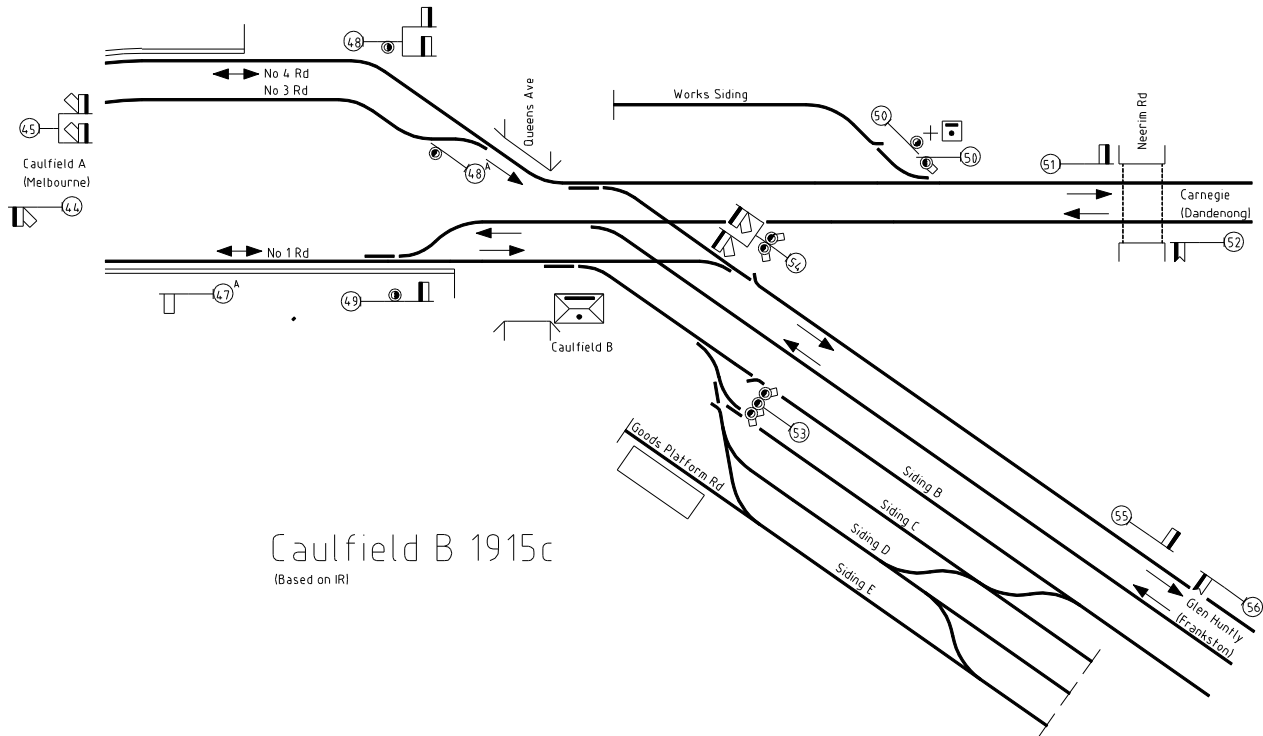


Caulfield B 1915b

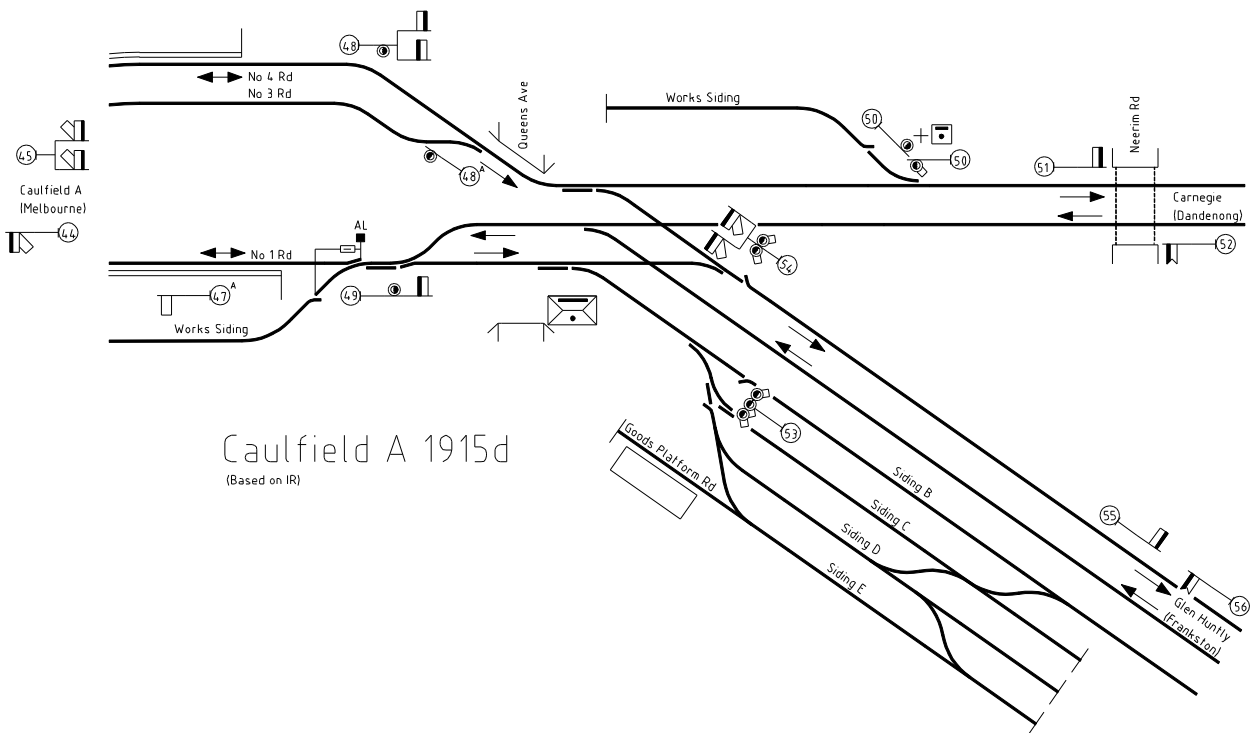
(Based on IR)

Down line as far as is necessary for shunting purposes). New Post 48A provided with disc (Down line to No 3 to Post 46 controlled by A Box). Now 18 signal levers, 4 control levers, 11 point levers, 5 fpl levers, 2 crosslock levers, and 2 spaces. (WN 19, IR)

- 08.08.1915 No 2 Road abolished. Post 50 abolished. Up Home from Dandenong line relocated to right hand doll of Post 54. Disc for movements from Down Dandenong line provided under bracket of Post 54. One signal lever and one point lever removed. (IR)



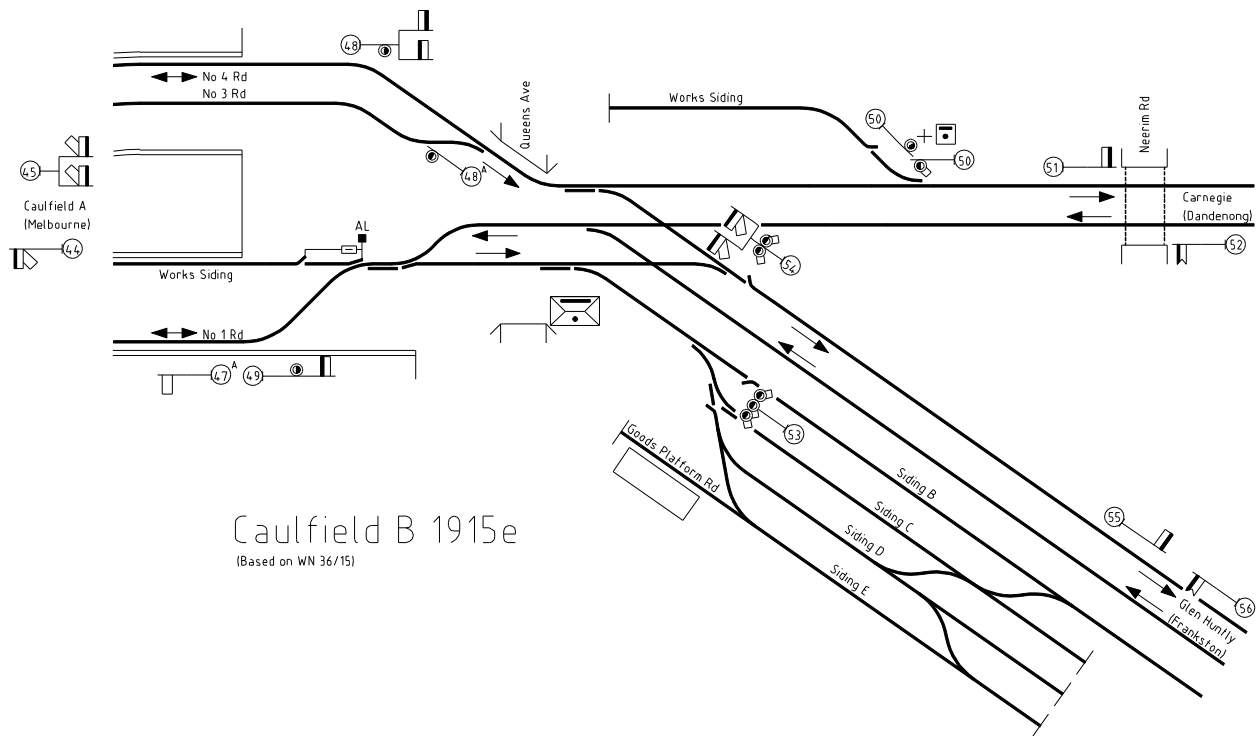
- 15.08.1915 No 1 platform shortened and Works Siding provided behind platform. Points to Works Siding secured by Annett lock. Now 17 signal levers, 4 control levers, 10 point levers, 3 fpl levers, 1 crosslock lever, 1 pilot lever, and 6 spaces. (IR)



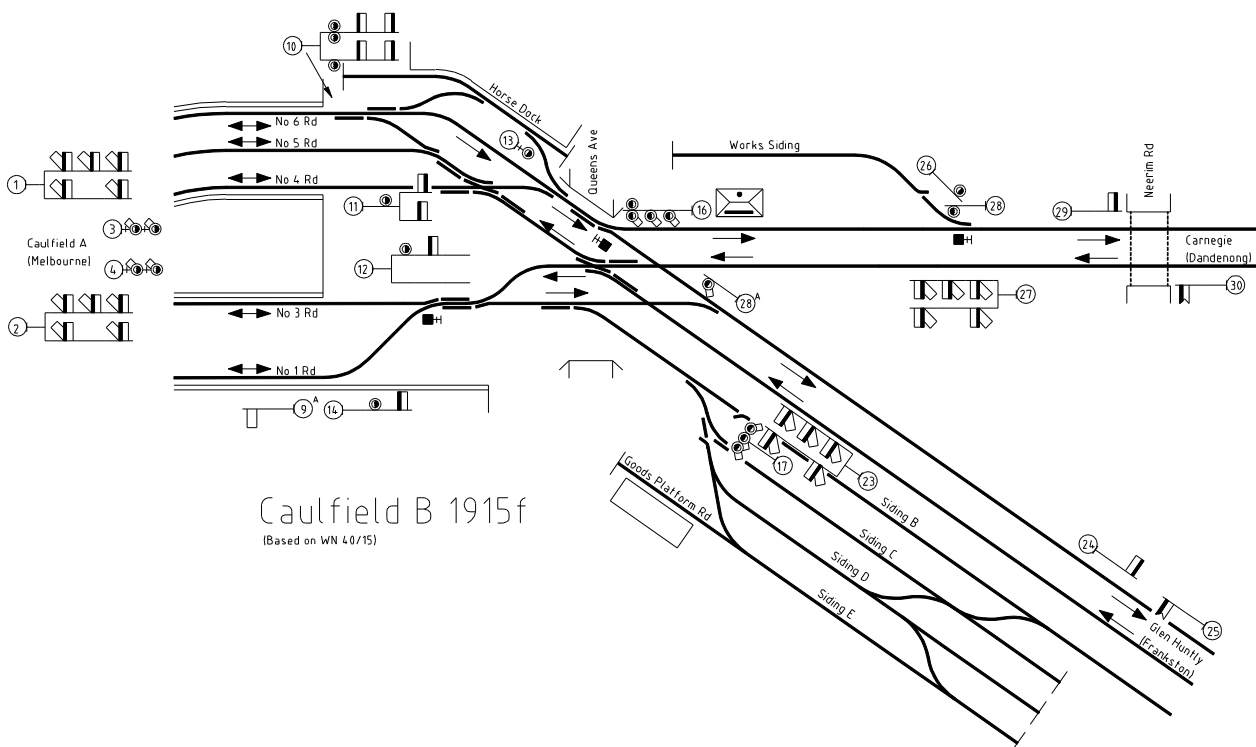
- (23.08.1915) Diagram 25/15 replaced 28/14 (WN 34)

- (06.09.1915) Existing No 1 (Up Platform road) taken out of use as a running line and became a Works Siding. New No 1 Road provided on the Up side of the former road. Speed limit of 25 mph around curve at entrance to No

1 Road. Post 49 relocated to the Down side of the new No 1 Rd and 8 yards in the Up direction. Points in No 1 Road leading to Works Siding (former No 1 Road) are rodded to a catch point in the siding and are secured by an Annett lock with a duplicate lock in the signalbox. Removal of the key secures all signals leading to No 1 Road at stop and the points in No 1 Road leading to the sidings towards the sidings. The signaller will work the lock and the lever. (WN 36)



26.09.1915 Island platform brought into use together with Nos 3, 4, and 5 Roads. Connections and signalling rearranged. Diagram 31/15 replaced 29/15 (25/15?). New signalbox with 103 lever frame provided with 57 signal levers, 6 control levers, 23 point levers, 13 fpl levers, and 4 spaces. (WN 40, IR)

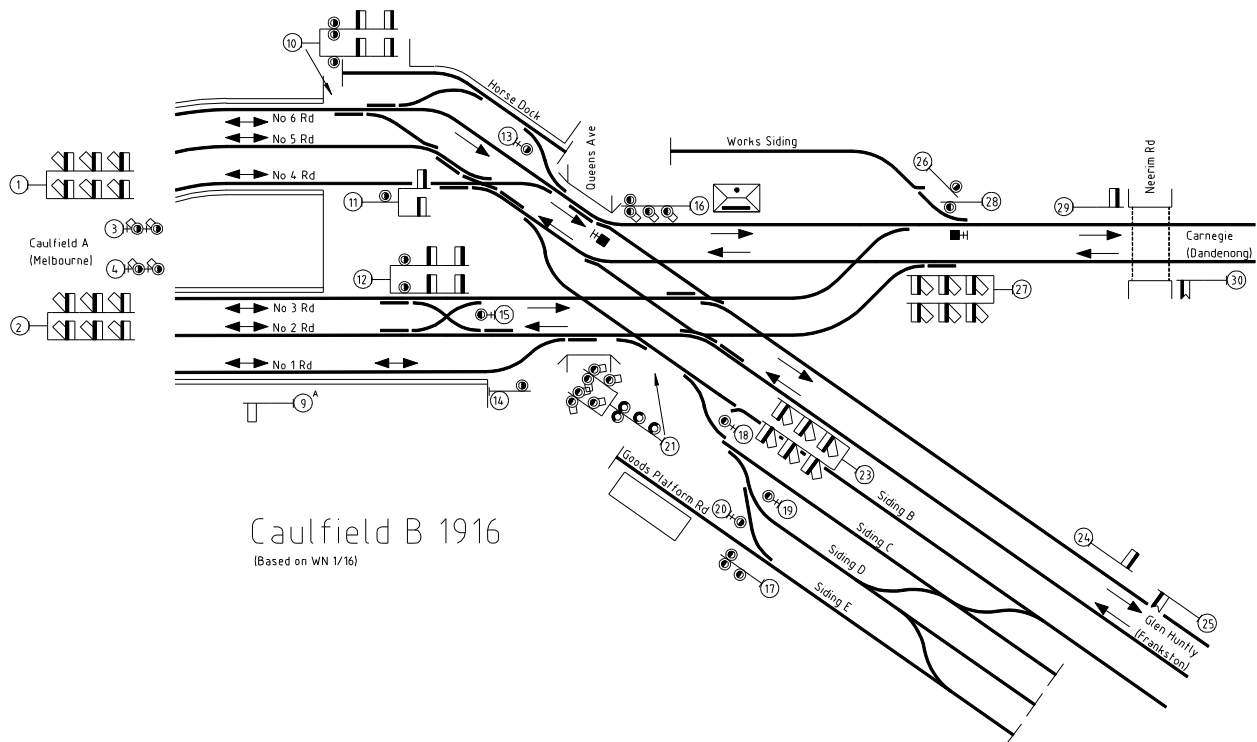


- (11.10.1915) Existing Works Siding leading off Oakleigh line has been replaced by a new siding 100 yards further out. Posts 26 and 28 relocated accordingly (WN 41)
- (15.11.1915) Connections to goods and carriage sidings altered. Post 17 replaced by a new post with three discs (TL: Sdg E to Dead end goods siding; BL: Sdg E to No 1 Rd to Post 9A or No 3 Rd to Post 6; R: Sdg D to No 1

Rd to Post 9A or No 3 Rd to Post 6). Ground Discs 18 (Sdg B to No 1 or 3 Rd); 19 (Sdg C to No 1 or 3 Rd); and 20 (Gds Sdg to Sdg E). Point indicator provided at junction of No 1 and 3 Roads. Catch points provided in Sdg B and neck of Sdgs C and D (WN 46)

(06.12.1915) Post 14 relocated to opposite side of No 1 Road and 10 yards further out from platform (WN 49)

(03.01.1916) No 2 Road in service. Connections at Down end of Nos 1, 2, and 3 Roads altered (WN 1\*)



(21.02.1922) Overhead alive from South Yarra (over local lines only) (WN 8\*)

(14.03.1922) Overhead alive to Oakleigh and Glen Huntly (WN 11\*)

01.09.1925 Bell communication with return ringing facilities provided with gatekeepers at Grange Road and Neerim Road. Signalmen must signal the departure of each Down train. (WN 36)

09.03.1933 Connection from No 6 Road to Horse Dock abolished together with the dead end at the Down end of the Dock. Left hand disc on left hand doll of Post 10 abolished (WN 11\*)

(To be continued)

## LETTERS TO THE EDITOR

Brian Coleman writes:

I am continuing research into the history of the life and times of the Victorian Railways Block and Signal Inspectors. I propose to write a book on the history of this interesting position which was created in the 1880s.

Further information is required on the following people who were former Block and Signal Inspectors. Family and friends are urged to contact me at PO Box 2239 Melton South 3338 VIC, or email [brianblocko1@bigpond.com](mailto:brianblocko1@bigpond.com)

MARK. F. BAYNES (born 1889), THOMAS. F. BEARY (1862), ERNEST. C. BLAZEY (1864), GEORGE BOWDEN

(1849), ALEXANDER BURNS (1864), THOMAS.B. COOK (1860), THOMAS EDWARDS (1871), JOHN EVANS (1866), EDWARD. M. HOARE (1869), JOHN JACKSON (1849), JOHN JORDAN (1885), GEORGE KEMMIS (1868), HUGH LYNCH (1860), CHAS MISCAMBLE (1862), ALEXANDER MATHIESON (1854), JOHN. Z. MULLINS (1868), ALFRED. W. MURFITT (1871), DANIEL McFARLANE (1849), JOHN McGEE (1848), JOHN. T. NOLAN (1869), CYRIL OWEN (1903), WILLIAM PHELAN (1863), JOHN PATRICK (1861), CHARLES RALSTON (1860), JOHN RICHMOND (1849), JAMES RUDD (1837), LAWRENCE. L. STEVENS (1866), and JOHN. A. WATKINS (1886)



(Left) As noted in the signalling alterations sections, the two feather route indicators at Caulfield were replaced by theatre route indicators on 23 August 2015. This photo of one of the indicators, on Home CFD708, was taken on its last day of service. CFD708 is on Platform 4 and is normally used only for Down Dandenong services, and so the right hand feather is rarely used.

Feather type route indicators are rare in Victoria. The first was provided at Cranbourne in March 1995, and then three were provided at Caulfield in June 1995. In both cases provision was associated with complete resignalling of the stations. At Caulfield, the route indicators were provided at the Down end of Platforms 2, 3, & 4. Interestingly, the indicators only indicated the line (Dandenong or Frankston) the train was signalled to, not the route (Dandenong, Down Frankston, or Centre Frankston). This explains why the Down Home from Platform 1 did not receive a route indicator as it only leads to the two Frankston tracks. This feature is replicated in new theatre indicators that replaced the feather indicators.

After the provision of feather indicators at Cranbourne and Caulfield, it was another two years before more were provided: single examples were provided at Laverton in May 1997 and Richmond in June 1997. Then there was a gap until one was provided at Sunbury in June 2005, and the final example at Tottenham Junction in August 2008.

Five of these feather type route indicators have now been removed. The third indicator at Caulfield was the first to be removed in June 2006 when the post was redressed with LED heads. Cranbourne went next in October 2008 (replaced by LED arrows), Laverton in February 2010, and now the remaining two at Caulfield. Only the examples at Richmond, Tottenham Junction, and Sunbury survive. Photo: Andrew Waugh

(Below) Two members erecting the former South Yarra power frame at the society's archives in Seymour. Several working bees have already made a considerable improvement to the rooms. More working bees are planned and members are invited to assist. Photo: David Langley

