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### MINUTES OF MEETING HELD FRIDAY 20 NOVEMBER 2015, SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

- Present: – Wilfrid Brook, Glenn Cumming, John Dennis, Graeme Dunn, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, David Jones, Keith Lambert, David Langley, Colin Rutledge, Brian Sherry, Rod Smith and David Stosser.
- Apologies: – Brian Coleman, Steven Dunne, Steve Malpass, Michael Menzies, Tom Murray, Peter Silva, Andrew Waugh and Andrew Wheatland.
- Visitor: – Jim Gordon.
- The President, Mr. David Langley, took the chair & opened the meeting at 20:06 hours.
- Minutes of the September 2015 Meeting: – Accepted as read. David Stosser / Wilfrid Brook. Carried.
- Business Arising: – Nil.
- Correspondence: – Letter to David Ward at Metro Trains Melbourne thanking him for granting permission for the signal box tour.  
 Letter to Keith Lambert thanking him for his assistance with the suburban signal box tour.  
 Letter to Surrey Hills Neighbourhood Centre with dates for meetings in 2016.  
 Letter to Neil Lewis of Greensborough welcoming him to membership of the SRSV.  
 Bill Johnston / David Stosser. Carried.
- Reports: – Seymour Archives Room. David Langley and Colin Rutledge reported on recent events at the Seymour Archives Room. Phase 1 works are nearly complete. The South Yarra power frame is not yet complete but is not a priority at this time. New shelving has been installed along the North wall and three control panels have been mounted on top of the shelving. Plans for future work sessions were outlined including moving the train control desk. Floor space in the East room is being freed up & will be re-organised. Future shelving & furniture requirements were discussed. Photographs of recent work sessions were tabled.
- Tours. A report on the signal box tour in September 2015 was provided. Suggestions are invited for future tours.
- General Business: – Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: –
- At Newport Workshops, 10 dwarf signals and 18 turnouts will be commissioned this weekend.
  - Details of the absolute occupation for grade separation works between Caulfield – Moorabbin were provided. The Down Line will be out of use until Easter 2016 with Caulfield – Moorabbin reverting to

*(Front cover). Another one bites the dust. On 2.1.2016 Gardiner signal box was closed with the level crossing. Nearly 30 years earlier, on 23.1.1986, this was the view of the level crossing and signal box. Burke Road was less than half the width it is today (the road shown here is now the northbound carriageway), construction had only just started on the South Eastern Arterial (let alone its subsequent conversion into the Monash Freeway with the provision of the massive bridge), and interlocked gates controlled road traffic. The signal box itself has not changed much in the intervening 30 years, although the windows were then actually windows and there no airconditioner was mounted in the wall. Gardiner signal box was opened on 5 December 1917 to control the tramway crossing and contained a 16 lever tappet frame. For most of its life it had a quiet life as a gatebox, although between November 1955 and November 1957 it controlled the end of the double line. It appears the box itself may have an afterlife, relocated into the car park and probably converted into a café. Photo Andrew Waugh*

double line working using the Centre and Up Lines. Then the Up Line will be taken out of use when the Down Line is returned to service.

- Grade separation at Gardiner will be completed during a 3 week shutdown in January 2016.
- Grade separations at Blackburn and Heatherdale will be completed during a 4 week shutdown in December 2016.
- Grade separation at St Albans will be completed during a 3 week shutdown during October 2016.
- Works for the grade separations at Bayswater will commence during 2016.

David Stosser asked if allowance was being made for 4 tracks between Caulfield – Moorabbin.

Rod Smith noted the works in progress between East Richmond – Camberwell. Chris Gordon advised that these signalling works are planned for completion in June 2016.

Chris Gordon described an upgrade of the “Sigmap” software at Coburg to allow for future remote control of the Upfield Line from Metrol.

Colin Rutledge reported that work was in progress on the construction of the new crossing loop at Rowsley. Commissioning is planned for late March 2016.

Colin Rutledge described proposals for additional works on the Ballarat Line.

Syllabus Item: - The President introduced member Roderick B. Smith to present the Syllabus Item.

Rod presented the 26<sup>th</sup> annual screening of slides from the collection of the late Stephen McLean.

This year’s presentation featured Stephen’s trip to Burma, Thailand and Malaysia in January 1981.

Tablet instruments were seen in Burma and double wire frames and European style signals were seen in Thailand.

The last portion was a series of slides from August 1981 illustrated a trip Stephen made to Queensland travelling via Casino on the forward journey and returning via Glen Innes, finishing in Cooma NSW.

The presentation was enjoyed by those present.

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

Meeting closed at 22:15 hours.

The next meeting will be on Friday 19 February, 2016 at a location to be advised, commencing at 20:00 hours (8.00pm).

## MINUTES OF 2015 ANNUAL GENERAL MEETING HELD FRIDAY 20 NOVEMBER 2015, SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: – Wilfrid Brook, Glenn Cumming, Graeme Dunn, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Chris Guy, Bill Johnston, David Jones, David Langley, Keith Lambert, Andrew McLean, Colin Rutledge, Brian Sherry, Peter Silva, Rod Smith, David Stosser and Andrew Wheatland.

Apologies: – Jon Churchward, Graeme Cleak, Steven Dunne, Chris King, Steve Malpass, Tom Murray and Andrew Waugh.

The President, Mr. David Langley, took the chair & opened the 2015 Annual General Meeting @ 20:02 hours.

Minutes of the March 2014, May 2014, July 2014 and September 2014 Annual General Meeting: – Accepted as read.  
Michael Formaini / Andrew Wheatland. Carried.

Business Arising: – Nil.

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

It is with pleasure again that I present this report. Six well attended meetings were held in 2014, five being at Surrey Hills and the February meeting at the Hawthorn Telephone Exchange Museum. Thank you to Bill for organising the visit where I think members got a real eye opener about vintage telephone equipment that some of us older members took for granted.

The five remaining meetings were held at the Surrey Hills Neighbourhood Centre where much discussion ensued and entertainment arranged by Bill Johnston was enjoyed. The March meeting was the AGM but entertainment at other meetings was in the form of Keith’s now famous quiz in May, Andrew McLean’s three states All Lines Ticket travels in July, Colin Rutledge presented some lovely UK images plus some topical local images in September and the year was rounded out by the annual screening of some more of Stephen McLean’s slides.

Our magazine “Somersault” again appeared six times through the year and is now in its 38th year as we speak. An incredible achievement and enormous appreciation has to be extended to Andrew for keeping the content interesting and informative. In order to ensure Somersault’s continuation please give generously.

My thanks for another successful year go to our committee – Vice President Bill Johnston, Secretary Glenn Cumming, Treasurer Peter Silva, and committee men Wilfrid Brook and David Stosser for all the work that has progressed through the year thus enabling our little society to see another year out.

Again I thank Keith Lambert and all the staff at Metro who so kindly permit us to visit locations not normally available to the general public with a visit to a rather modern Pakenham compared to our last visit a few years ago, the Berwick panel, Dandenong and the venerable OCS or should that be OCPB panel now the last remaining in use. Please pass on my thanks to those concerned, we are very grateful.

Finally I wish to thank the members of the society for turning up to meetings, to tours and for providing all the little bits of information concerning our specialist interest that is not normally available in the main stream information highway. Thank you for your support and I move this report

David Langley President. David Langley / David Stosser. Carried.

Treasurer's Report: – The Treasurer, Peter Silva, presented the Treasurer's Report for the year ended 31 December 2014. The SRSV recorded a very small surplus for the year.

Peter spoke to the statements and explained the details of the statements and noted variations when compared with the previous year. Peter emphasised the ongoing cost pressures being faced by the SRSV.

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

Peter Silva / Michael Formaini. Carried.

There were no questions and no further discussion.

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

Motion: That the Auditor's Report be accepted.

Peter Silva / Colin Rutledge. Carried.

There were no questions and no further discussion.

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

I am pleased to report that the SRSV conducted one signal box tour during 2014.

The tour for the year was held on Saturday 20th September 2014.

The locations visited this year were Pakenham, Berwick, Dandenong and Oakleigh. A variety of signal control panels were seen and the signalmen at Pakenham, Dandenong and Oakleigh signal boxes were friendly and co-operative. Berwick was unattended at the time of our visit.

As was to be expected, this tour was well attended and this justified the effort required to arrange this tour.

Thanks to all members & friends who participated & helped to ensure the success of the tour.

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

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

Glenn Cumming Tours Officer. Glenn Cumming / Michael Formaini. Carried.

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

Type	2014	2013	Movement
V	66	70	–4
K	28	30	–2
N	2	1	+1
KL	2	2	–
VH	3	3	–
Total	106	106	–5

Analysis of Movement

Additions: – Nil

Non – Renewals: – Lance Adams (K), Dave Clark (V), Damien Thomas (V)

Transfers: – Chris King (V – K), Frank Tybislawski (K – N)

Final Departures: – Jim Black (K), Eric Sibley (V)

Glenn Cumming Membership Officer. Glenn Cumming / David Stosser. Carried.

Editorial Report: – In the absence of the Editor, Andrew Waugh, the President tabled the Editor's Report for 2014.

"Somersault" was published six times during 2014, albeit with a couple of issues running late.

I would like to thank those members that contributed to "Somersault", particularly those that supplied information or undertook proof reading (often at short notice).

We are changing the production schedule to try and smooth out the gaps between production by the Editor, printing, and mailing. Hopefully this should make it more likely that "Somersault" will be posted in time for the meeting.

I would like to make the traditional annual request for articles, photographs, diagrams, etc. that can be published in "Somersault".

Members are encouraged to contribute to "Somersault".

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

Andrew Waugh Editor. David Langley / Andrew Wheatland. Carried.

SRSV President David Langley urged all SRSV Members to assist the Editor wherever possible.

Archives Report: – David Langley presented the Archives Report for 2014.

There has been little progress in the past year.

The electricity to the Archives Rooms in Seymour was disconnected during the year and arrangements are being made to have the electricity reconnected.

SRSV met with Victrack at Seymour in February 2015 to discuss repairs and proposed improvements.

David Langley

President.

David Langley / Colin Rutledge. Carried.

Market Street Report: – Bill Johnston presented the Market Street Project Report for 2014.

There has been no progress in 2014.

The project is now waiting for a formal assessment by a Civil Engineer of the structural integrity of the main truss. We are waiting for the ARHS Victorian Division to make a decision on this matter.

Bill Johnston

Market Street Sub – Committee.

Bill Johnston / Peter Silva. Carried.

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

No written nominations were received.

The following verbal nominations were received at the meeting: –

President: – David Langley, nominated by David Stosser and seconded by Michael Formaini.

Vice President: – Bill Johnston, nominated by Michael Formaini and seconded by Andrew Wheatland.

Secretary: – Glenn Cumming, nominated by David Stosser and seconded by Michael Formaini.

Treasurer: – Peter Silva, nominated by Andrew Wheatland and seconded by Michael Formaini.

Committeeman: – Wilfrid Brook nominated by Peter Silva and seconded by David Stosser.

Committeeman: – David Stosser nominated by Michael Formaini and seconded by Rod Smith.

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

General Business: – Distribution of "Somersault". Peter Silva discussed alternative methods for distributing "Somersault". Options and reasons for and against maintaining the status quo were discussed.

SRSV Website. It was noted that the host for the previous SRSV website has disappeared. The SRSV website will need to be established again.

Meeting closed @ 20:56 hours.

The March 2015 Annual General Meeting was followed by the March 2015 Ordinary Meeting.

## SIGNALLING ALTERATIONS

*The following alterations were published in WN 42/15 to WN 51/15 (the last for 2015), WN 1/16 to WN 2/16, 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.*

- |                   |  |                           |
|-------------------|--|---------------------------|
| <b>29.09.2015</b> | <b>Newport Workshops</b><br>On Tuesday, 29.9., the Down end of No 1 Track (Test Track) was booked in and the overhead power was restored. SW 210/15 was cancelled. | <b>(SW 436/15, WN 48)</b> |
| <b>14.10.2015</b> | <b>Rosedale</b><br>On Wednesday, 14.10., alterations were made to the operation of the two position Automatic signal.  | <b>(SW 145/15, WN 42)</b> |

The Automatic signal will now display a proceed aspect except when placed to stop using the keyswitch. Operating the keyswitch will have no effect, however, unless the platform track is occupied. The key will be secured in the keyswitch while the key is turned to the 'cancel' or 'proceed' position.

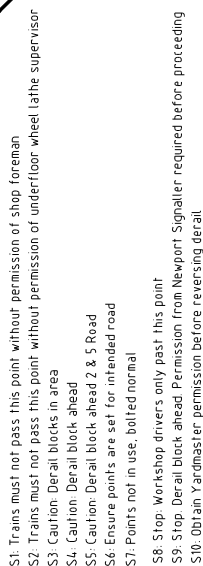
If a train is delayed in the platform, operation of the keyswitch to the 'cancel' position will restore the Automatic signal to stop. The level crossing will cease to operate after a time delay.

When the train is ready to proceed, the keyswitch is to be placed to the 'proceed' position. The level crossing will commence to operate and, after a delay, the Automatic signal will clear.

- 14.10.2015 Stratford** (SW 145/15, WN 42)  
On Wednesday, 14.10., alterations were made to the operation of the two position Automatic signals. These alterations are identical to those made at Rosedale.
- 19.10.2015 Werribee – Manor Junction** (Metro L1-CHE-GDL-055, WN 42)  
There are too few trains scheduled to operate between Werribee and Manor Junction to ensure that the rail surface is free of contamination and that trains are consequently reliably detected by the track circuits. Experience with diesel rail cards is that reliable detection requires a high service frequency to maintain rail head condition.  
Consequently, Vlocity and Sprinter rail cars must not be operated between Werribee and Manor Junction. Locomotive hauled trains with a mass of at least 250 tons may be operated.  
Metro procedure 'Chief Engineer's Directive – 54 Hour Service Suspension – Contaminated Rail Cleaning' will apply between Werribee and Manor Junction.
- 19.10.2015 Maryborough** (SW 147/15, WN 42)  
Between Saturday, 17.10., and Monday, 19.10., the following alterations took place:  
The dual gauge fixed turnout forming the junction to the Ararat line was removed. Dual gauge Points 5U (leading to No 2 Road at the Up end) and 17D (leading to No 2 Road at the Down end) were replaced by broad gauge points. Derails 15U and 17U (in Nos 3 & 2 Roads respectively) were replaced by catch points. These catch points are operated by dual control point machines. Dwarf MYB34 in No 3 Road was relocated 5 metres in the Up Direction to be opposite Dwarf MYB32.  
Amend Diagram 152/12 (Maryborough).
- (20.10.2015) Deer Park Junction – Manor Junction** (SW 136/15, WN 42)  
Operating Procedure 55 (Deer Park Junction – Manor Junction) was reissued. SW 136/14 was cancelled. The alterations concerned the operation of the dual control point machines at Deer Park Junction and Wyndham Vale South (see SW 135/15).
- (20.10.2015) Werribee – Geelong** (SW 136/15, WN 42)  
Operating Procedure 54 (Werribee – Geelong Defective Signals) was reissued. SW 17/15 was cancelled. The alterations concerned the operation of the dual control point machines at Manor Junction (see SW 135/15).
- (20.10.2015) Echuca** (SW 146/15, WN 42)  
Operating Procedure 119 (Echuca) was reissued. The location description was updated, the method of securing facing points by point clip was amended, and permission was granted for the Signaller to cease duty prior to the departure of an Up passenger train (see SW 1/14). SW 75/07 and 1/14 were cancelled.
- 24.10.2015 Glenhuntly** (SW 383/15, WN 42)  
On Monday, 26.10., co-acting signals were provided for Down Homes 1 (Down line) and 3 (Centre line). The co-acting signal for Down Home 1 will be situated on the left hand side of the track and will be numbered 1P. The co-acting signal for Down Home 3 will be situated on the right hand side of the track and will be numbered 3P. The co-acting signals will be ground mounted Siemens Style L4 case with UGL tricolour LEDs.  
Amend Diagram 65/12 (Glenhuntly – Highett).
- 26.10.2015 Glenhuntly** (SW 382/15, WN 42)  
Between Saturday, 24.10., and Monday, 26.10., the warning times for Up and Down trains were extended at Neerim Rd and Wattle Avenue pedestrian crossing.
- 26.10.2015 Ormond** (SW 382/15, WN 42)  
Between Saturday, 24.10., and Monday, 26.10., the warning times for Up and Down trains were extended at North Road.
- 26.10.2015 McKinnon** (SW 382/15, WN 42)  
Between Saturday, 24.10., and Monday, 26.10., the warning times for Up and Down trains were extended at McKinnon Road.
- 26.10.2015 Bentleigh** (SW 382/15, WN 42)  
Between Saturday, 24.10., and Monday, 26.10., the warning times for Up and Down trains were extended at Centre Road.

- 26.10.2015 Moorabbin** (SW 382/15, WN 42)  
Between Saturday, 24.10., and Monday, 26.10., the warning times were extended at Exley Drive pedestrian crossing (Up and Down trains).
- 26.10.2015 Highett** (SW 382/15, WN 42)  
Between Saturday, 24.10., and Monday, 26.10., the warning times were extended at Wickham Rd (Down trains), and Highett Rd (Down trains).
- (27.10.2015) Bacchus Marsh – Bank Box Loop** (SW 151/15, WN 43)  
Diagram 28/15 (Bacchus Marsh – Bank Box Loop) replaced 102/12 as in service. The alterations are the provision of boom barriers at Manns Rd (SW 127/15) and the closure of the occupation crossing at 69.133 km (SW 130/15).
- 27.10.2015 Absolute block working on the MTM network** (SWP 8/15, WN 44)  
Commencing Tuesday, 27.10., General Operating Procedure 3 (Absolute Block working on the MTM network) was reissued. The alteration consisted of the addition of clauses 8, 9 & 10 relating to a failure of rolling stock to be detected by the signalling system.
- 05.11.2015 St Albans** (SW 394/15, WN 44)  
The Main Road level crossing was closed to road traffic after the passage of the last train on Thursday, 5.11., until Monday, 9.11. Rail traffic will continue to operate during this period. The boom barriers and flashing lights will be taken out of use, but the pedestrian gates and warning bells will remain in use.
- 08.11.2015 Rainbow** (TON 565/15, WN 47)  
On Tuesday, 8.11., the section of line between 431.000 km and 431.500 km at Rainbow was booked into service. Baulks are provided at 431.500 km.  
The section of line from 431.500 km to Yaaapeet remains booked out of service.  
TON 91/2012 was cancelled.
- 12.11.2015 North Melbourne** (SW 410/15, WN 45)  
On Thursday, 12.11., Dwarf NME730 (North Melbourne sidings) was replaced by a new mast with a Style U2L head.
- 14.11.2015 Caulfield – Moorabbin**  
On Saturday, 14.11., the Up line between Caulfield and Moorabbin was taken out of service for grade separation works. All Down trains will use the Down line, and all Up trains will use the Centre line.
- 15.11.2015 Warncoort Loop** (SW 158/15 & 159/15, WN 46)  
Between Saturday, 14.11., and Sunday, 15.11., axle counter resets were provided for all track sections at Warncoort Loop. The axle counter reset functions were renamed 'Infrastructure Works commands'. Global commands were provided for the infrastructure works commands.  
On 0001 hours Monday, 16.11., Operating Procedure 56 (Warncoort Loop) was reissued to reflect these changes. SW 205/14 was cancelled.
- 15.11.2015 Sunshine** (SW 161/15, WN 46)  
On Sunday, 15.11., the axle counter equipment for track circuit 916T was replaced with a high voltage impulse track circuit.
- 16.11.2015 Book of Rules, Section 36** (SW 160/15, WN 46)  
Book of Rules, Section 36, Version 15.01 was effective on 0001 hours Monday, 16.11. The main alteration concerned the axle counter resets at Warncoort Loop. SW 232/14 was cancelled.
- 18.11.2015 Broadford – Tallarook** (SW 162/15, WN 46)  
On Wednesday, 18.11., Kennys Lane (80.060 km) was closed to road traffic. The roadway was abolished and the passive road signs will be removed. Road barriers will be installed.
- 20.11.2015 Geelong** (SW 163/15, WN 46)  
Between Monday, 16.11., and Friday, 20.11., the Carriage Wash Rd was slewed to a new alignment on the Down side of the carriage wash plant. The road was connected to the Bridge Road by a set of WSa points 150 metres from the fouling point of the Bridge Road and No 11 Road. The remainder of the Down end of the Carriage Wash Road to the baulks was abolished.  
Amend Diagram 8/11 (Geelong).
- 23.11.2015 Newport** (SW 406/15, WN 45)  
On Monday, 23.11., Up Homes NPT706 and NPT708 were converted to LED.
- 23.11.2015 Newport Workshops** (SW 395/15, 416/15, SWP 7/15, WN 43, 47)  
On Monday, 23.11., signalling and power operation of the points was provided in the Newport Workshops Yard.  
The Newport Workshops yard is divided into three zones: Zones 1, 2, & 3.





Zone 1 (Connections to Newport and Up  
end of Stabling Sidings)

Zone 1 comprises the leads from Newport and the Up end of the Newport Workshops Stabling Sidings (North Yard). The points and signals in Zone 1 are worked by the Signaller Newport. When on duty, the Newport Yardmaster is responsible for supervising all shunting operations within the Newport Workshops / Metro Trains Maintenance Yard. The Signaller Newport must obtain the permission of the Yardmaster (when on duty) before signalling a train into the Newport Workshops yard.

Newport Workshops Stabling Sidings Nos 1 – 4 are for stabling trains waiting attention or return to service. Stabling Siding No 5 (Through Siding) is to be used as a through access track and must not be used to stable or store trains. Stabling Siding No 6 (Project Rolling Stock) is to be used for project purposes.

Dwarfs NPS100, NPS102, NPS104, NPS107, NPS116 (\*), NPS118 (\*), NPS120 (\*), NPS122 (\*), NPS124 (\*), & NPS126 (\*) were provided. Dwarfs marked with a (\*) are mounted on a tilt mast. Dwarf NPS107 is provided with a co-acting signal.

Points 002, 004, 006, 016, 018, 020, 022, & 026 and Crossover 008 were provided. All points are equipped with dual control point machines, and Points 006 auto-normalise 10 seconds after the locking is released.

Security Gates 007 (No 1 Lead) and 009 (No 2 Lead) were provided, but not commissioned and were secured open.

*Zone 2 (Down end of Stabling Sidings and South Yard)*

Zone 2 comprises the Down end of the Newport Workshops Stabling Sidings and the South Yard, including the Metro Train Maintenance Facility, the Loco Wash, and the Overhead Gantry areas. The points in this Zone are primarily motorised (although they may be worked by hand). Routes are set using Driver Operated Control Units (DOCUs). Signals are not provided. When motorised points are worked by hand they are non-interlocked.

Points 010 (\*), 011 (\*), 014, 015, 017 (\*), 019 (\*), 021 (\*), 025 (\*), & 027 (\*) were provided. Points marked with a (\*) are trailable dual control point machines (TD84 type). After these points have been trailed through the detection will remain "Out of Correspondence" until



the next facing direction route is set. Points 014 & 017 are dual control point machines. Derails 28 & 36 were provided. These Derails will auto normalise 10 seconds after the locking is released.

DOCUs PBK1, PBK2, PBK3 & PBK4 were provided. PBK1 & PBK3 requires a key operated slot for train movements to the Train Maintenance Facility, and PBK2 & PBK4 require a slot from the Signaller Newport. DOCU PBP6 is provided to set routes from the South Yard towards Stabling Siding No 4 or 5.

Each DOCU consists of buttons to request and cancel the route and three lights. If the release for the DOCU has not been given, the red route not set light will be lit and the route available light will be dark. When the release has been given the white route available light will be lit. The Driver or Shunter can then press the green route request button. The white route available light will flash while the points run to the required position (the route set will depend on the release given). When the points are detected in the correct position the green route set light will be lit (and presumably the red route not set light and the route available light will be dark). The train movement can then commence. If it is necessary to cancel a route, the red route button can be pressed. This will start a 5 minute timeout, during which the red route not set light will flash. The end of the timeout the red route not set light will become lit. DOCUs PBK1 & 3 also have a yellow route request button which will request the route to the Paint Shop or Carriage Test Bay. This button is only to be used by a shunter. When pressed, it will call the route to the Paint Shop or Carriage Test Bay. The white route available will flash while the points are running and then become steady when the points are set correctly. The movement can then commence.

Hand Derails 13, 23, 29, 33, 34, & 35 were provided. These derails are detected in the normal position. Authority of Yardmaster (Derails 13, 23, & 33) or Signaller Newport (Derail 29) is to be obtained before removing one of these derail blocks.

Key switches KSK1 to 8 were provided. These control the road crossing lights (red rotating lights). Key switches 1 to 6 are interlocked with DOCU PBK1 & PBK3.

#### *Zone 3 (Heritage and Loco Maintenance)*

Zone 3 comprises the leads to the Loco Maintenance Area, Wheel Lathe, East Block, Gardens Platform, and West Block. The points in this Zone are primarily motorised (although they may be worked by hand). Routes are set using Driver Operated Control Units (DOCUs). Signals are not provided. The Signaller Newport will grant permission for the Driver of a movement to operate DOCU PBK8.

DOCU PBK8 is provided near the Gardens Platform to set routes towards NPT732. It requires a slot from the Signaller at Newport.

Motorised Derail 30 is provided in the West Block/Turntable Road and will auto normalise 10 seconds after the locking is released.

Fixed train stops (detected in the normal position) are provided in the lead to Nos 2 – 5 Roads (Load Test area), the lead to West Block/Turntable Road, the lead to East Block, the lead to the Works Train Stabling, and the crossover from Through Road No 5 to Stabling Siding No 4.

Train detection is by axle counters.

Diagrams 11/15 (Newport Workshops North Yard) & 53/14 (Newport Workshops South Yard) replaced 55/14 & 87/06 respectively.

<b>23.11.2015</b>	<b>North Williamstown</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., Automatic W451 was converted to LED and the ladder and landing were replaced.	
<b>23.11.2015</b>	<b>Newport South</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., the warning time for Up trains at Champion Rd and Maddox Rd was extended.	
<b>23.11.2015</b>	<b>Altona Junction</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., Home 214 was converted to LED.	
<b>23.11.2015</b>	<b>Laverton</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., the warning time for stopping Down trains at Balmoral St pedestrian crossing was extended.	
<b>23.11.2015</b>	<b>Aircraft</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., the warning time for stopping Down trains at Aviation Rd was extended.	
<b>23.11.2015</b>	<b>Hoppers Crossing</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., the warning time for express Down trains at Old Geelong Rd was extended.	
<b>23.11.2015</b>	<b>Werribee</b>	<b>(SW 406/15, WN 45)</b>
	On Monday, 23.11., the warning time for Down trains at Cherry St crossing was extended.	
<b>29.11.2015</b>	<b>Korumburra – Leongatha</b>	<b>(SGR News Jan 2016)</b>
	On Sunday, 29.11., the last services (a Red Hen) ran between Korumburra and Leongatha. Services were subsequently suspended. (The last train between Nyora and Korumburra, a charter, had run on Tuesday 2.7.2013. The SGR had commenced passenger services on the section between Nyora and Leongatha on 26.12.1994 after the SGR gained accreditation on 19.12.1994.)	

- 30.11.2015 Book of Rules, Section 15, Rule 21 (Track Warrants) (SW 155/15, 531/15, & 167/15, WN 44, 45 & 47)**  
As from 0001 hours Monday, 30.11., the instructions in the Book of Rules, Section 15, Rule 21, as amended in SW 1078/01 will not apply to the V/Line network. A new Operating Procedure 151 (Supplementary Infrastructure Operations) was issued to cover the use of Track Warrants on the V/Line network. SW 1089/13 and SW 200/14 are cancelled.
- 30.11.2015 Aspendale (SW 411/15, WN 46)**  
On Monday, 30.11., the warning times for Down trains at Grove St was extended.
- 30.11.2015 Chelsea (SW 411/15, WN 46)**  
On Monday, 30.11., the warning times for Up trains at Showers Ave pedestrian crossing and Down trains at Argyle St were extended. The interlocking between Home 18 at Chelsea and the Golden Ave pedestrian crossing was altered.
- 30.11.2015 Bonbeach (SW 411/15, WN 46)**  
On Monday, 30.11., the warning times for Down trains at Bondi Rd was extended.
- 30.11.2015 Carrum (SW 411/15, WN 46)**  
On Monday, 30.11., the warning times for Up trains at Mascot Ave, and for Up and Down trains at Station St was extended.
- 30.11.2015 Seaford (SW 411/15, WN 46)**  
On Monday, 30.11., the warning times for Up trains at Station St, and for Down trains at Seaford Rd was extended.
- 30.11.2015 Track Warrants (SW 155/15, 531/15, & 167/15, WN 44, 45, & 47)**  
Commencing 0001 hours on Monday, 30.11., Book of Rules, Section 15, Rule 21 (Rules for Track Warrants) will not apply on the V/Line operated network. Issue of Track Warrants on the V/Line network will be controlled by an amended Operating Procedure 135 (Supplementary Infrastructure Operations). SW 1078/01, 1089/13, and 200/14 were cancelled.
- (01.12.2015) Road Rail Operations (SW 169/15, WN 48)**  
Operating Procedure 134 (Road Rail Operations) was reissued. SW 70/15 was cancelled. The alterations concern the change in procedures for Track Warrants, and the use of Road/Rail vehicles for weed spraying.
- (01.12.2015) Werribee – Manor Junction (SW 170/15 & 421/15, WN 48)**  
With the commissioning of the RRL, the section between Werribee and Manor Junction sees limited use. The portion between Werribee and the V/Line/Metro lease boundary is operated under the Metro procedure 'Chief Engineer's Directive – 54 Hour Service Suspension – Contaminated Rail Cleaning' (however, for consistency with V/Line the period will be 48 hours instead of 54 hours). The portion between the boundary and Manor Junction is operated under the V/Line procedure 'Infrequent Rail Traffic Patterns – 48 hour lapse – Active Level Crossing Requirements. The lease boundary is located at 34.470 km (signal bridge G1178, GG1178, G1179 & GG1179)  
Rail movements between Werribee and Manor Junction are signalled in the usual manner, except that Homes 6, 8, 18, & 20 protecting Werribee St must be held at stop until the approaching movement has been brought to a stand. The signal can then be cleared. The Driver of the train is responsible for ensuring that the boom barriers have fully lowered and the pedestrian booms closed before the train enters the level crossing. Centrol is responsible for checking the 48 hour infrequent rail traffic period. Prior to a movement being signalled from Werribee towards Manor Junction, the Senior Network Controller at Metrol must confirm with the Senior Train Controller, Centrol, that the 48 hour period has not been exceeded.  
Chief Engineer's Directive L1-CHE-GDL-055 (Rev 1) is cancelled.
- 11.12.2015 Caulfield – Moorabbin**  
After the evening peak on Friday, 11.12., the Down line between Caulfield and Moorabbin was taken out of use. All trains will use the Centre and Up lines.
- 13.12.2015 Essendon – Glenbervie (SW 419/15, WN 49)**  
On Sunday, 13.12., Automatic E340 and Home ESD532 were equipped with TPWS. Amend Diagram 17/15 (Kensington – Essendon).
- 14.12.2015 Burnley (SWP 9/15, WN 50)**  
On Monday, 14.12., Burnley Group Operating Procedure 3 was reissued. The principle change involves the provision of voice recording facilities at Burnley.
- 14.12.2015 Caulfield – Moorabbin**  
On Monday, 14.12., the Up line between Caulfield and Moorabbin was restored to use. All Down trains will use the Centre line, with Up trains using the Up line.

## ESSENDON

The North Melbourne to Essendon railway was one of those rarities in Victoria, a line constructed by a private company. The Melbourne, Essendon & Kilmore Railway Company was proposed in late 1858 to build a railway from North Melbourne to Essendon, and, ultimately extending to Broadmeadows and Kilmore. The authorised capital was to be £50,000 in £10 shares, which was intended to be sufficient to build the line to Essendon, with powers to increase the capital to £200,000 to extend the line to Kilmore. Stations were proposed at Racecourse Road (i.e. Newmarket), near the Moonee Ponds Turnpike, and at Essendon. The terminus was to be at the road leading to Braybrook (presumably today's Mount Alexander Road) close to the Famers' Hotel. The engineer was Francis Bell.

When the bill to authorise construction was introduced into Parliament the name had been truncated to the 'Melbourne and Essendon Railway Company', but the company never lost the ambition to extend further northwards (at various times to Broadmeadows, Kilmore, or Seymour). The necessary construction Act received Royal assent on 24 February 1859.

George Holmes & Co received the contract to build the line on 7 July 1859 for £30,000 (£23,000 in cash and £7,000 in shares). The first sod was turned by the Governor near the Newmarket Hotel in Flemington on 23 July 1859. The contractors were bound to complete the line by 1 August 1860, but were held up by delays in receiving permanent way material from the UK. By the beginning of September 1860 the line was nearly completed, and had cost £41,300 inclusive of stations, track, and formation.

The line was inspected by the VR Engineer-in-Chief on 20 October 1860 (this was the local equivalent to the UK Board of Trade inspection) and granted the necessary certificate to operate. The official opening took place on 22 October 1860, but limited public services did not commence until 1 November. The delay was due to the Engineer-in-Chief requiring completion of the junction semaphore at Essendon Junction. The full service began on 8 November with 11 trains daily at roughly hourly intervals.

The line was 3 miles 34 chains long from the junction with the VR at Essendon Junction. Stations were provided at Kensington, Newmarket, Ascot Vale, Moonee Ponds, and Essendon. The trains ran through to Spencer Street – running rights between Essendon Junction and Spencer Street had been negotiated with the VR. The railway had also negotiated with the VR to supply rolling stock for its trains. The original agreement was for six months from 1 November 1860 and appears to have been for two engines, a break van, two first class carriages, four second class carriages and two trucks. Later it appears that the service was maintained by one locomotive and three carriages. The private company was responsible for providing the train crew, all fuel and stores, and maintaining the rolling stock. For this the leasing charges were quite high. The company paid £15 per cent per annum on the estimated cost of the rolling stock (agreed at the time to be £10,000). In addition, the company was required to pay 30 shillings a day towards the cost of a clerk and two porters at

Spencer Street and 20% of the gross receipts (this was 29% of 70% of the gross receipts - the VR owned 29% of the distance between Spencer Street and Essendon). For this up to 11 trains per day could be run. It is not surprising that the Essendon company reduced the amount of rolling stock used and complained that the VR was swallowing their profit.

The company was quick to extend their line, but not beyond Essendon. Instead, they chose to construct a branch to Flemington Racecourse. The first sod of the branch line was turned on 23 November 1860, and the branch line was formally opened on 16 February 1861. The bill to authorise construction, however, was not introduced into parliament until the 21 February 1861 and the Act did not receive Royal Assent until 3 July 1861.

In the September 1861 AGM it was noted that the line was just profitable – since opening the expenditure had been £10/19/6 per day and the receipts £13/1/8 per day. One excuse for the poor profitability was that the use of one locomotive and three carriages (including brake van?) cost £1050 per annum, plus the toll to access Spencer St. Locomotives had been ordered from the UK to reduce the payments to the VR and two locomotives had been shipped but not yet received<sup>1</sup>. In addition, the terminus at Essendon was considered to be inconveniently situated, and the engineer suggested the extension of the line for three or four miles to intercept the traffic on the Keilor, Deep Creek and Broadmeadows Roads (i.e. roughly to the present Broadmeadows station).

Little is known about Essendon station during the reign of the private company. The station was located just to the north of Buckley St and it appears that the platform was located on the Up side of the line. As to the actual station building, The Age noted that the stations on the line were erected with a 'greater regard to the utilitarian than the ornamental.' In support of this statement, the station building appears to have been roofed with wooden shingles. A lease of a refreshment room and stables were advertised when the line was opened. It certainly appears that the refreshment room existed for a time as John Whitehead, the lessee of the refreshment room became insolvent in March 1861 due to 'depression in business, and disappointment at refusal of trustees of Melbourne racecourse to allow the erection of a refreshment booth at terminus of railway.' In the early days of the company, the company office was located in the city, but by the end of its existence the office had been relocated to Essendon station. By closure in 1864 it appears that the station was open for inwards goods as one argument for government operation was the difficulty the local farmers would face in receiving wood for fencing material. It appears that no engine shed was provided at Essendon during company operations, as after the line shut the company was forced to erect a shed at Essendon to house their engine.

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<sup>1</sup> Two locomotives were received in December 1861, but one was immediately sold to the South Australian Railways. A third had been received by the end of 1862, but this was sold to the New Zealand Railways. Carriages continued to be hired from the VR.

Presumably prior to this the engine was stabled with the VR locos at Melbourne. For this reason, it is unlikely that a coal stage and water supply were provided at Essendon. A run-around loop would have existed, with all the points operated by hand levers and completely devoid of any locking. It is quite likely that no signals were provided.

### Closure

No traffic figures or annual reports appear to have been published by the company after opening, but the indications are that financials were depressing. Reading between the lines, it would appear that construction of the 'main line' to Essendon had absorbed all of the shareholders' capital. Raising further capital was not feasible due to the lack of profitability of the existing line, so further investment in the company was funded by borrowing money. Initially these loans appeared to be from the directors, but these were later converted into bank loans guaranteed by the directors. These bank loans were at a relatively high rate of interest (possibly 8%) which made it impossible for the company to become profitable.

By June 1863 the promoters of the line were asking the Government to purchase the line for the 'cost price' of £90,000. This 'cost price' was the sum of the capital subscribed by the shareholders and that borrowed from the banks. This, of course, did not represent the cost of the lines, but included the accumulated losses. In addition, The Age suggested that this 'cost price' was inflated by excessive land purchase costs – the land had been purchased from the proprietors who had received fully paid shares in return. Unfortunately for the company, the Government fell and the new administration appeared to be less sympathetic.

Around the end of September 1863 the staff were removed from the company stations to reduce costs and henceforward tickets were issued by the Guard. An attempt was made by the company to extend this practice to Spencer St, but this was not agreed to by the VR. The cynics in the media suggested that this was because the VR preferred to take their cut out of the money received in ticket sales at Spencer St and remit the excess to the company, rather than attempt to get their money from the company.

Early in 1864 the company asked the Government to purchase the Essendon and Flemington Racecourse lines for £30,000. The Government declined, and the company announced that they would consequently cease to run services as from 1 July 1864 (the last day of service appears to have been 30 June). The company blamed the 'heavy charges' by the Department for running over the 1 mile 34 chains between Spencer St and Essendon Junction. The local residents – quite likely with encouragement from the company – urged the government to either lease the line or take it over. Engineer-in-Chief Higinbotham, however, stated that the line was not in a safe condition, and if the company had not closed it, he would have recommended suspension of services. The government's position was that they were willing to discuss purchase, but not at the exorbitant price asked.

After closure the Department removed the points at Essendon Junction. The Department also refused to house

the company's engine, and the company was forced to erect a shed for it at Essendon.

A balance sheet prepared after closure stated that the shareholder's capital was £41,724, while loans, guaranteed by the directors, amounted to £54,507. The government had offered £25,000 for the line which was rejected.

The company offered the railway to the government several times over the following three years. In late November 1864 the company proposed that the price be fixed by arbitration, with a maximum price being set at the debt to the banks (now £58,084). The government declined as the price was considered excessive. A deputation waited on the Commissioner of Railways in February 1865, which agreed on a price range of £20,000 to £30,000 without arbitration. The Company promptly agreed to the higher price, as it was 'near' the estimate of the Engineer in Chief (£26,466). Parliament was not supportive, however, and the matter lapsed. The matter kept resurfacing; the main sticking point apparently that the government had no particular interest in buying the line, while the company wasn't being forced to sell. Negotiations finally succeeded in July 1867 when the government agreed to purchase the line for £25,000 (an additional £16,000 would be necessary to repair the lines). The agreement was, however, subject to ratification by Parliament. There was debate in the Legislative Assembly as to whether the price to be paid should be £20,000 or £25,000. Eventually a compromise of £22,500 was agreed to. What the company thought of this was not recorded. The necessary bill was passed in August 1867.

At the time, The Argus noted two reasons for the purchasing the line: all the railways should be brought under one management; and the need for serving the Racecourse and serving the cattle yards. Little mention was made of the local residents and no mention at all was made of extending the line northwards. However, there was contemporary pressure from locations north of Melbourne for railway communication. The Kilmore Railway Committee, for example, reported in August 1867 on trial surveys it had carried out for a line to Kilmore. Three surveys had been carried out: from Lancefield station (i.e. Clarkefield), Essendon, and from the terminus of the Yan Yean tramway. The committee recommended the line from Essendon as opening up the most country.

### Government takeover and (eventual) reopening

The government quickly took possession of the line after the purchase agreement was signed in August 1867 and commenced to rehabilitate the section from Essendon Junction to the Racecourse. Repairs were sufficiently complete for trains to serve the November 1867 Cup Meeting. The government were not so quick to pay the company – payment not being made until December 1868 after an Act was passed transferring the line to the Board of Lands and Works.

The 'main line', however, languished for more than more two years. Vague promises and excuses were made, but instructions to repair the line between Newmarket and Essendon were not issued until January 1870 – after the Act to build the NE railway was passed commencing at Essendon and tenders were called. By November 1870 the earthworks for the extension in the immediate vicinity

of Essendon had been completed. It is clear from the description that the private line had not extended as far as Mount Alexander Road. Another interesting feature was that Mount Alexander Road had to be raised seven feet to cross the new line on the level. The cutting immediately beyond was originally much shallower than it is now – being only about 7 ½ feet deep at the deepest point.

Train services were eventually reopened to Essendon on 9 January 1871. Seven trains were to be run each day, and The Argus noted that only a single carriage was necessary to accommodate the passengers. A Stationmaster was placed in charge at Essendon, but the remaining stations on the line were unstaffed and tickets were sold by a 'travelling clerk' in the guards van.

By this date work had commenced on the construction of the NE main line to Wodonga. Contracts for the construction of the line to Seymour had been let in June 1870, and the Essendon line was required to carry construction material. The first section of the NE main line, from Essendon to the south bank of the Goulburn River at Schoolhouse Lane was opened for passengers and goods traffic on 18 April 1872 (the formal opening had occurred two days earlier).

I know little about the station at Essendon at this period. The line from Newmarket remained single, as was the line northwards. It is likely that Essendon had a crossing loop, a single platform, and Up and Down station semaphores.

Staff and ticket working was introduced on the single track NE main line (and into Victoria) on 17 December 1873. Essendon was a staff and ticket station from the outset, the sections being Newmarket – Essendon (blue staff and tickets) and Essendon – Wallan (red). Around December 1874 Craigieburn was opened as a staff station, making the section Essendon – Craigieburn, and around April 1877 the section was further split again when Broadmeadows was opened as a staff station. On or just before 1 October 1877 telegraph block working in both directions had been introduced in both directions between Essendon and Broadmeadows. Within two months, however, Broadmeadows had been closed as a staff and block station, and the telegraph block was being worked to Craigieburn in both directions. By 1 December 1879 Broadmeadows was once again a staff station, but not a telegraph block post going by notes to the Service Time Table. This may have been a mistake because, by 1 April 1880, Broadmeadows was once again both a staff station and telegraph block post.

Some interesting tales of the early working are preserved in contemporary newspapers.

In April 1875, The Age reported on problems regulating the staff working at Essendon as the telegraph had been removed. It noted that on Saturday 24 April 1875 "the stationmaster being in ignorance of the cause of detention, after waiting three-quarters of an hour in suspense, sent the gatekeeper off to Newmarket with the staff to give to the Essendon train from Melbourne, leaving at 10.45, but before he had left five minutes the Seymour train appeared in sight, and the stationmaster then went on with the train and overtook the gatekeeper at Moonee Ponds station." A couple of months later The

Argus noted that the Department intended to restore the telegraph instrument to Essendon.

A second tale dates from the early hours of Wednesday 19 February 1879. A special cattle train from Tallarook, consisting of 14 trucks, failed to stop at the Essendon Home signal and collided with an empty passenger train standing at the platform. The cattle train had the hand brake applied on three trucks, in addition to the van and engine brakes. The driver reversed the engine and opened both sand boxes as soon as he saw the distant signal at danger, but the rails were too greasy to pull up in time. Both engines were damaged and two light frame composite carriages badly damaged. Solomon Mirles, the Locomotive Superintendent reported "It is a common occurrence for heavy trains to descend Oliver's Bank uncontrollable (sic), drivers having often to run with their engines reversed and steam against, and in all cases it requires goods judgement on the part of drivers and guards to brake their trains sufficiently to enable them to stop at Essendon. There is a small rise before reaching Essendon to break the momentum of trains descending Oliver's Bank, but there is a fall again of nearly half a mile into the station." To show that inter-branch finger pointing started early, Mirles continued "If a man had been at the facing points at the far end of the station he would have turned the cattle train clear of the train standing at the platform and nothing would have happened." The paper continued the theme, stating "There is an old rule in existence that the facing points should be held in such cases" which ignores the fact that the cattle train should not have passed over the points at all.

The third tale involves a near collision of an Up Wodonga goods and a Down suburban passenger train near Moonee Ponds, probably on Wednesday 18 June 1879. The two trains were timed to cross at Newmarket, but on this day the goods train was 10 minutes late at Essendon. The stationmaster at Essendon consequently telegraphed Newmarket to allow the suburban train to come on. Inexplicably, however, the SM then handed the goods train a Staff ticket for the Newmarket section and signalled the train to depart. The passenger train had just arrived at Moonee Ponds when the goods came in sight. Fortunately, the driver of the goods was alert and the train was brought to a stand before colliding with the suburban train. The stationmaster at Essendon was dismissed and the Guard of the goods was fined two weeks pay. The Minister promoted the stationmistress at Moonee Ponds as she had realised the danger and attempted to stop the goods train.

This conveniently takes us up to the first Service Time Table I have; that of 1 December 1879. This shows that Essendon was open for goods traffic, so must have possessed at least one goods siding. The first Down suburban service arrived at 0600, and departed 5 minutes later back towards the city. Thereafter a suburban train arrived roughly hourly until just before midnight. The most interesting aspect of this timetable was the complete absence of any peak service. The single line section to Newmarket was covered in 10 minutes in each direction, including the stops at Ascot Vale and Moonee Ponds. The line beyond Essendon was a country line, with only 11

trains per day in each direction – only two of which were passenger trains, and one a mixed. Down trains took between 15 and 21 minutes to clear the section to Broadmeadows.

### **Duplication southwards and sidings**

In mid April 1880, the contractors C&E Millar asked permission to extend the siding 'near Essendon' by 8 chains to store an engine and wagons. This was approved.

In October 1880 the platforms (note plural) were being lengthened.

The duplication between Newmarket and Essendon was brought into use on 24 April 1882. The double track line was worked under the time interval system. It is not clear what alterations were made at Essendon at this time – no work is recorded in the EEL's correspondence books except the erection of a single home semaphore. It is known that there were Up and Down platforms and a Down Distant. An Up Distant was subsequently provided on 4 February 1884 at a cost of £35.

The limitations imposed by the former single line can be seen by the almost increase in suburban services to Essendon – these increased from 19 per day in March 1882 to 24 in December 1882. The extra trains appear to have been mostly in the peak hour, and this started to distinguish the peak hour service from the non peak hour service.

David Munro & Company requested the provision of a siding at Essendon in June 1883 into land they intended to use as a storage area for contractor's plant. Instructions were issued to construct the siding in late September 1883. In November 1883 instructions were issued to lengthen the siding, and then the company requested that the siding be extended the full length of the paddock. The siding was completed by mid January 1884.

Both Millar's and Munro's sidings were situated on the Up side of Essendon. The 1898 Private Sidings Register shows that Bloomfield Brothers<sup>2</sup> had two sidings near Essendon which were also known as Millar Brothers siding and the City of Melbourne Bank siding<sup>3</sup>. The 'Record of Distances' book records two 'Bloomfield Material Sidings' on the Up side of Essendon. One led off the Up line and was situated on the right hand side of the line at 4 miles 30 chains 70 links (just south of Park St at 4 miles 47 chains 34 links), and the second off the led off the Down line and was situated on the left hand side of the line at 4 miles 55 chains 74 links. When these sidings were removed is not known, but in 1898 it was recorded that the points had been removed and there is no sign of them on the MMBW plans surveyed just after 1900.

Winters Block was introduced between Essendon Junction and Essendon on or shortly after 15 September 1884 (the date marks the provision of an Up Starting signal at Essendon). The block was only worked on weekdays, probably to avoid working the intermediate block posts at Ascot Vale and Moonee Ponds on the weekends as block switches had not been adopted at that time. On weekends time interval presumably continued to

be worked. Telegraph block remained in use north of Essendon to Broadmeadows.

In January 1883 the local residents requested a siding be provided at Essendon for firewood, bricks, etc., but nothing appeared to have been done at this time. A further complaint was made about the lack of accommodation for goods in May 1884 and the Commissioners requested plans be prepared for increased accommodation. The EEL's correspondence register implies that both Millar's and Munro's Sidings were then adopted for traffic purposes. In December 1884 instructions were issued to re-instate the points to Millar's Siding, and in August 1885 the points to Munro's Siding were replaced and chock blocks provided. In September 1885 the Traffic Branch stated that Munro's siding couldn't be taken out of use.

### **Duplication northwards and interlocking**

Duplication north of Essendon towards Seymour was commenced in 1885. This marked the start of a long series of alterations at Essendon as facilities were improved, including the provision of interlocking and a separate platform for the suburban service.

First came a series of signal alterations. On 21 August 1885 the Up Starting signal was replaced by a new bracket post, but only the left hand arm was provided. On 10 September 1885 a new Down Home signal was provided, and on 16 September 1885 the Down Distant was relocated. These signals were all worked from quadrants as the station was not yet interlocked.

In mid September 1885, the Traffic Branch noted the poor condition of the wood siding. The following month the Commissioners approved the provision of a new siding after complaints from residents, even though the annual vote of money had not been received. In late October, the Traffic Branch asked to use Inspector Osborne's siding (Inspector Osborne was the Existing Lines Inspector responsible for duplication of the NE line.) This siding was situated on the Down side of Mount Alexander Rd on the west side of the line. No record has been found of the provision or removal of this siding.

The duplication between Essendon and Broadmeadows was brought into use on 23 November 1885 in conjunction with a new timetable on the Essendon line. The station was interlocked on this date. The signal box was situated on the Down side of the line at Buckley St and contained a 26 lever No 6 pattern frame with gates (21 levers were working).

In mid December 1885 it was recorded that the 'back of the centre platform) was available for use, but it appears that trains could not originate there. By late January 1886 a shelter shed had been provided on the island platform and the shingle roof on the original station buildings on the Up platform had been covered with galvanised iron. Both the Traffic Branch and the Essendon Borough complained about the lack of booking facilities on the island platform.

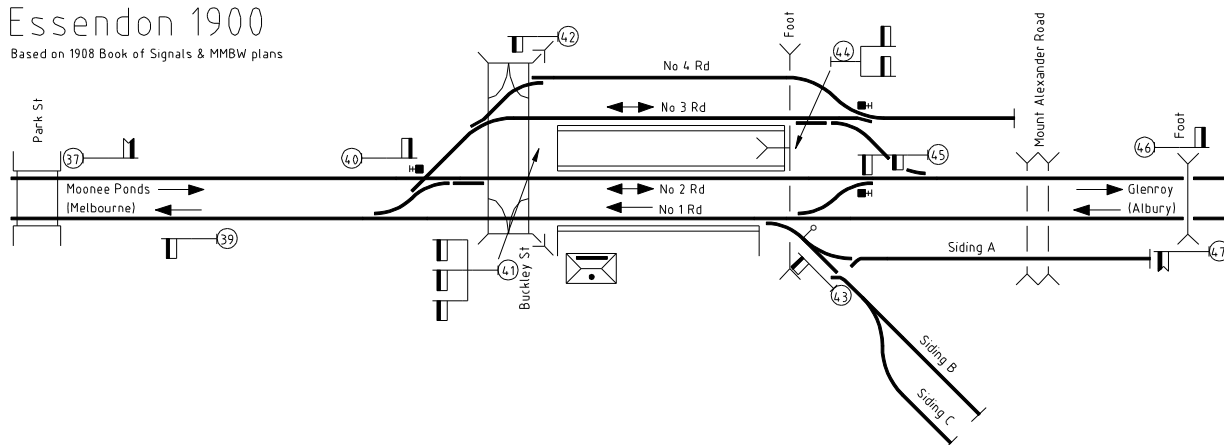
On the signalling front, the Traffic Branch requested that the lower arm on the semaphore (the Down Distant) at No 5 Gate near Essendon be altered to have a fishtail. Around the end of January 1886 rail circuits to operate ground bells were provided at Points 10 and in the Up line

<sup>2</sup> Bloomfield Brothers were railway contractors and had constructed the Terang to Warrnambool line.

<sup>3</sup> It is likely that this was Munro's Siding as David Munro and Co went bankrupt during the 1890s depression.

## Essendon 1900

Based on 1908 Book of Signals &amp; MMBW plans



at the Up Distant. On 15 February 1886 an Up Home was provided at No 1 Gates, Essendon (Mount Alexander Road) after a suggestion by Inspector Osborne. In mid March 1883 the catch points were connected with the interlocking frame after a request from the Traffic Branch.

By the 1 July 1886 issue of the Working Time Table, Winters Block had replaced the Telegraph Block on the Essendon – Broadmeadows section.

The new back platform was finally brought into service for suburban traffic on 21 November 1886. Track and signal alterations meant that all 26 levers were now working. It is likely that these alterations involved the provision for originating Up trains from the back platform. That the island platform was used for originating Up suburban trains was shown by the continual stream of complaints over the necessity for intending passengers to cross over the line at Buckley Street to the main (Up) station building to purchase tickets. In March 1887 instructions were issued for a crossover at the Up end to be taken out – possibly the old non-interlocked crossover. On 23 March 1887 the Up Home was relocated.

The timetable for January 1887 shows that the suburban service had grown to no less than 41 trains per weekday. There were also 31 down trains beyond Essendon, although roughly half were conditional, and only four were passenger trains. This reflects the relatively short and light trains working over the great divide.

Further infrastructure alterations were made in late 1886. A contract was let to D Spence in November 1886 for an iron verandah (for the island platform), a subway at Station Place, a footbridge at Brewster St, and a shelter for the protection of milk cans. This work was to cost £2567.18.6.

In late June 1887 the Traffic Branch recommended that a new signal box be erected as the view from the existing box (at the Up end of the island platform) was obstructed by the new verandah. After due consideration this was agreed to, with the new box to cost £150. The new box, on the Down platform opposite the old one, was opened on 28 October 1888 with a new 35 lever frame (30 working levers).

During 1888 the level crossing and gates at Mount Alexander Road were replaced by a road subway.

By 1 October 1888 the suburban service had been extended to Broadmeadows. The timetable shows that

each weekday there were 51 services to Essendon, of which eight were extended through to Broadmeadows. Block working was in force at all times, but after the suburban service finished Ascot Vale and Moonee Ponds switched out leaving the section Newmarket – Essendon. On the country side the section was still Essendon – Broadmeadows.

On 31 January 1889 a new siding signal was provided. The resulting layout was unchanged until after the turn of the century, and is shown below. The diagram is based on the 40 feet to the inch MMBW plans dating from the turn of the century, and the 1908 Book of Signals.

The most notable feature was that Down suburban trains could only terminate in No 2 Road. It is likely that, if there was time before the next Down train, the coaches were left in Number 2 Road with the engine running around via No 1. The Up Suburban service would then start from No 2 Road. If the Down line could not be blocked, it is likely that the train would be drawn forward onto the Down line and set back into No 3 Road where the loco would run around, and the train would originate from that platform. No 1 Road would have only been used for Up through trains. Broadmeadows suburban trains were through services at this time, so there was no requirement to accommodate connections. Sidings B and C were the goods sidings. Siding A would have been used to refuge Up goods trains to keep them clear of suburban traffic during the peak.

By August 1890 the weekday suburban service to Essendon had no less than 64 trains per day with 9 extending through to Broadmeadows. As an example of the intensity of the service, trains left Spencer St for Essendon in the evening peak at 5.00, 5.12, 5.25, 5.35, 5.45, 5.55, 6.05, 6.18, 6.28, and 6.45. In addition, there were 36 scheduled Down NE trains and 37 Up NE trains through Essendon (some were conditional). The signalmen at Essendon would have certainly earned their keep.

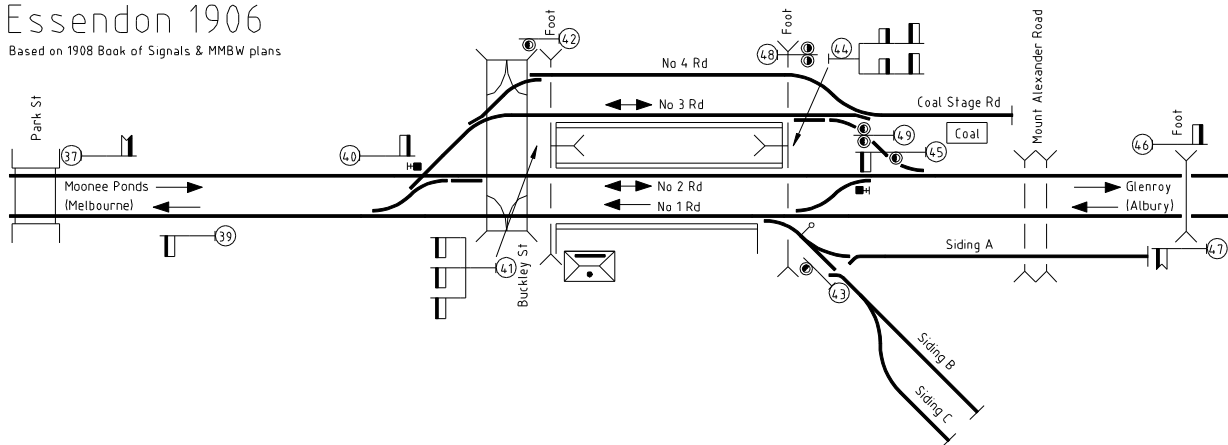
The service cuts during the 1890s depression seemed to have little effect on the Essendon suburban service – by May 1894 the weekday suburban service had been cut to 56 trains per day, and the number of through trains to Broadmeadows had actually increased to 11.

Services on the Essendon line were reorganised as from 17 December 1894 when the Flinders Street viaduct was opened for suburban traffic (it had been opened for some time for freight traffic). The Essendon trains were



## Essendon 1906

Based on 1908 Book of Signals & MMBW plans



extended to Flinders Street over the viaduct and were through routed with the Brighton Beach line. The number of daily services was reduced by one to 55. The through trains to Broadmeadows were cancelled and services were provided by a shuttle service between Essendon and Broadmeadows. Originally this was provided by a Rowan car, and subsequently by a motor train. Twelve services a day were provided. This would have significantly changed the operation of Essendon as now trains had to connect. Special instructions in 1899 suggest that the Down Broadmeadows motor departed from No 3 Road as the Guard was specially instructed to check that the facing points near the subway were in the correct position before departing. In addition, after the Up Broadmeadows train had arrived into No 1 Road, it was to be set back into No 3 Road at no greater than 4 mph. By 1908 this last instruction had been augmented. The SM was to instruct an employee to check and inform the signalman that the points were in the correct position for the shunt back from the Up line.

Other instructions that affected Essendon in 1899 was that it was specially permitted for Down trains to go forward to the Advanced Starting signal (Post 46) during foggy weather provided a fog signalman was available to inform the signalman when the line was clear between the Starting signal and the Advanced Starting signal.

### Into the new century

On 3 January 1900 the pedestrian wickets at Buckley Street were abolished and a subway was provided. The two wicket levers became spare.

It appears that a coal stage was provided on the dead end extension of No 3 Road around 1901. On 4 November 1901 four disc signals were provided for the 'new coal stage road.' These were provided on new Posts 48 and 49 to control movements into and out of the coal stage road.

On 14 October 1906 the Down line was tracklocked between Posts 44 and 46. No doubt this was to improve safety as all engines of terminating Down trains had to occupy this line during shunting. The two Home signals on Post 44 were controlled by the track circuits (possibly the levers were electrically locked instead of reversers being fitted). Calling-on arms were provided under the Home signals to control movements when the line was occupied. At the same time discs replaced the short shunting arms on Posts 42, 43, and 45. Two of the spaces

in the frame were used to work the calling-on signals, leaving just one space.

(To be continued)

(Opposite Above) A Down suburban train is standing in No 2 Road at Essendon sometime in 1908. The typical mixed carriage set of a Melbourne suburban train of the period can be appreciated. The extremely narrow island platform, verandah, and shelter provided in 1886/7 can also be seen to advantage. The building probably contained a porters room, but no booking office was provided. Although the building was only 20 years old when the photo was taken, the foundations have settled and the building is no longer level throughout its length. Tank engine E450 on No 4 Road may be the loco for the suburban train. Its destination board certainly reads 'Sandringham' and this is reinforced by the engine head signals – two white discs with black cross, one under the 'funnel' and one over the right hand buffer – which indicate a train on the Sandringham, Brighton, Essendon and Broadmeadows line. Just to the right of the locomotive, a wagon can be seen at the coal stage, and partially hidden by the end of the platform, a second locomotive is at the water tank situated on the lead to the Down main line. Post 44 can be seen at the end of the platform, but the two calling on arms are largely hidden by the verandah.

(Opposite Below). This photo is taken from Post 44 and is looking towards Melbourne. A Down suburban train has just arrived and the passengers are heading to the two subways that provide access to the island platform. The menace of the swing door can be clearly seen, as can, again, the mixed roof line of a suburban carriage set. In the back platform a short two car set can be seen, almost certainly the carriages for the Broadmeadows motor. On the right is the tall 1888 signal box. This contained a 35 lever frame. The building on the Up platform is probably the original 1860 station building. The lack of accommodation for passengers can be appreciated – particularly when it is remembered that practically all the passengers used the island platform. The photo is undated, but was clearly taken in the first half of 1909 as work is well under way for the new island platform. Number 4 Road has been lifted and two new roads laid further over. Close examination suggests that the new back platform wall has already been erected, and earth has been piled against it. The three armed bracket signal, Post 41, can be seen at the end of the platform. Beyond it the photo suggests a timber framework – perhaps this is the new signal box being erected?

Both photographs courtesy of Steve Malpass



## SIGNALLING ALTERATIONS

(Continued from page 10)

- (15.12.2015) North Ballarat Junction** **(SW 174/15, WN 50)**  
Diagram 16/15 (North Ballarat Junction) replaced 4/13 as in service. The principle changes are the Heinz Lane crossing upgrade (SW 125/15) and the abolition of the North Ballarat flour mill and West Line sidings (SW 123/15)
- 20.12.2015 Dandenong** **(SW 446/15, WN 50)**  
On Sunday, 20.12., the data in the Dandenong SSI was updated to address signalling control deficiencies. Up Controlled Automatic DNG749 was redressed as a Home signal and provided with a low speed aspect. DNG749 can display Reduce to Medium Speed.  
Up Home DNG719 will be able to display Medium Speed Warning. Down Home DNG704 will be able to display Medium Speed Warning for moves towards DNG706, depending on the overlap requirements.  
Amend Diagram 47/14 (Dandenong – Hallam)
- 21.12.2015 Flinders St – Franklin St** **(SW 444/15, WN 50)**  
Between Sunday, 20.12., and Monday, 21.12., the interlocking controlling the Through Suburban lines between Flinders St and Franklin St will be separated from the V/Line Smartlock interlocking (located in the Dudley St signal equipment room). A new MTM Smartlock interlocking will be commissioned and is located in the MTM Southern Cross signal maintenance depot.
- (22.12.2015) Wendouree – Beaufort** **(SW 176/15, WN 51)**  
Diagram 22/15 (Wendouree – Beaufort) replaced 110/14 & 76/11 as in service. The main alteration is the Avenue Rd level crossing upgrade (SW 33/15).
- 02.01.2016 St Albans** **(SW 2/16, WN 51)**  
On Saturday, 2.1., the Main Rd level crossing will be temporarily closed to road traffic. The road will be fenced off with the boom barriers latched up and the flashing lights off. The pedestrian wickets will operate normally. The crossing will reopen on Friday, 22.1.
- 02.01.2016 Gardiner** **(SW 1/16, SWP 1/16, WN 49 & 1)**  
On Saturday, 2.1., the level crossing, tramway square, and signal box were abolished. The existing line between 10.085 km and 11.321 km was removed, including the existing station, signal box, and tramway square.  
Automatics DG313, DG316, & DG290, Down Home 8, Up Home 10, and Co-acting Up Home 10P were abolished.  
Burnley Group Operating Procedure 16 (Gardiner – Operation of Tram Square) was cancelled.
- (05.01.2016) Geelong** **(SW 181/15, WN 1)**  
Operating Procedure 61 (Geelong) was reissued and SW 72/15 was cancelled. The alterations concern an altered procedure for the use of No 9 Road when no Shunter is on duty, and the track alterations at the Carriage Wash Road.
- 06.01.2016 Sunshine** **(SW 179/15, WN 1)**  
Between Sunday, 3.1., and Wednesday 6.1., the in-bearer point machines at Points 815 and 817 will be replaced by dual control point machines.
- 08.01.2016 Spencer Street No 1 Box** **(SW 180/15, WN 1)**  
From 2200 hours on Friday, 8.1.16, Spencer Street No 1 Box will be relocated from the temporary signal box to a new signal control room in the Southern Cross Yardmasters building.  
Amend Diagram 116/14 (Southern Cross – V/Line Passenger Lines).
- 11.01.2016 Rowsley Loop** **(TON 4/16, WN 2)**  
On Monday, 11.1., work commenced on the construction of Rowsley Crossing Loop between 55.500 km and 57.500 km.
- (12.01.2016) Ouyen** **(SW 1/16, WN 2)**  
The Down end connections to the yard have been temporarily removed.  
Points G (the trailable points at the Down end) have been removed, together with the trailable point machine, and the line straight railed for No 1 Road. No 2 Road remains booked out of service. The hand operated points leading from No 2 Road to No 3 Road have been removed. Baulks have been provided at the Down end of No 3 Road 60 metres from the points to No 4 Road. The hand points at the Down end of No 5 Road have been secured to lie for the dead end.  
The signal lamp on Post 5 has been replaced by a LED.  
SW 129/15 is cancelled.

End£