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During December 1978, the first wholesale destruction of mechanical signalling at the west end of Flinders Street station occurred with the commissioning of the new Viaduct lines and a control panel in Flinders Street "A" Box. The control panel in Spencer Street No 2 Box was also brought into use although some of the equipment in the relay room was already in use. This box replaced Viaduct Junction. This is just another example of the progressive elimination of mechanical signalling in Victoria and particularly the metropolitan area. To provide historical records for future railway enthusiasts, we must ensure that adequate records are kept and probably the best method is by photography thus all members are urged to photograph the remaining areas of mechanical signalling and also old power installations, e.g. Caulfield before much more destruction takes place. There is, naturally, a danger of overlapping of photographic subjects but surely it is better to have two shots of a certain signal than none at all.

The Signalling Record Society in England is currently compiling an index of members photographs of signal boxes and the Publications & Archives Committee think that, at the moment, this would be a better method of gauging the photographic coverage of signalling installations than actually collecting copies of the photographs. It is hoped that the Archives will eventually house a photographic collection of Victorian signalling.

#### ARCHIVES NEWS

The long awaited move into the Archives Room has occurred and the lengthy task of sorting the collection has commenced. Members are asked to be patient with the continued (hopefully for not too long) delays to the activities of the Publications and Archives Committee.

#### SIGNALLING ALTERATIONS

- 22/10/1978 FLINDERS STREET "A" BOX. The down home and calling on signals on post 21 were relocated five metres in the down direction.
- 22/10/1978 MARIBYRNONG RIVER JUNCTION. The up end of No 4 points and safety overrun were abolished.
- 25/10/1978 STAWELL. The interlocked gates at the down end were abolished and replaced by boom barriers. The operation of the booms is automatic via the signals on Posts 2, 5, 6, 11, 13, 15 and 17. When the approach track sections are unoccupied, the signals may be cleared at any time but if the section is occupied, the booms are lowered by push button before the signal lever is free.

- 25/10/1978 NORTHCOTE-EPPING. New signalling diagram No 1'78 became effective and diagram No 11'70 is cancelled. A new automatic signal TS599 was provided on the down side of Thomastown to prevent unnecessary operation of the Mann's Road flashing lights during shunting operations at Thomastown. TS599 is approach operated by stopping or express trains but is held at Stop when the Train Staff has been exchanged for the Annett Key in the exchanger apparatus.
- 25/10/1978 LALOR. A new up departure home signal, post 1 lever 10, was provided on the down side of Mann's Road level crossing to prevent the unnecessary operation of the flashing lights whilst trains are shunting at Lalor. Posts 1, 2, 4 & 5 were renumbered 2, 4, 5 & 6 respectively.
- 29/10/1978 ELSTERNWICK-GARDENVALE. Two additional crossovers were provided for the single line operations over the Nepean Highway bridge during the reconstruction period. It is hoped that further details of the working will be published later. Concurrently, automatic signals B313 and B368 were converted to home signals with illuminated letter "A" lights and signals B323, B330, B341, B350 and B357 were temporarily abolished for the duration of the work.
- 30/10/1978 RUTHERGLEN-WAHGUNYAH. The staff ticket boxes were removed and all trains must now carry the staff.
- 30/10/1978 COBURG. No 4 road was abolished and the disc on post 43B removed. The top left hand disc on post 42 was altered to apply to No 3 road only.
- 4/11/1978 FLINDERS STREET "A" BOX. New signalling diagram No. 14'78 became effective and diagram No 17'77 is cancelled. The following alterations were brought into use:-
1. A control panel was brought into use and operates the points and signals for the St Kilda and Port Melbourne lines to Nos 10A, 11 & 12 roads at Flinders Street.
  2. Posts 17, 30, 32, 56, 58 and 59 were abolished.
  3. Posts 148, 161 and 162 were renumbered 951, 944 and 940 respectively.
  4. Signals K27, K50, P27, P36 and P66 were converted to searchlight signals.
  5. Levers 144, 148, 149, 156, 159, 161-163, 165, 166, 170-175, 181-183, 185, 188, 189, 191-195 and 207 were sleeved normal.
- 7/11/1978 CORIO-NORTH SHORE. The down end points and small point lever at the down end of Distiller's siding were removed. The switch lock will be removed at a later date.

- 10/11/1978 FLINDERS STREET "E" BOX. The illuminated letter "A" lights on posts 352, 353, 362, 363, 364, 365, 772, 773, 774, 775, 782, 783, 784, 982 992 and 785 were electrically disconnected and taken out of use until further notice.
- 10/11/1978 RINGWOOD. Siding "F" taken out of use and new siding No 4 was brought into service. The signalling arrangements which applied to Siding "F" also apply to No 4 siding.
- 14/11/1978 WANDONG was disestablished as a double line block post. The interlocking frame and all signals were removed. The siding points were spiked out of use and will be removed as a later date.
- 20/11/1978 SPENCER STREET No 2 BOX. Commencing on 17 November, an Entrance-Exit control panel will be commissioned in Spencer Street No 2 box and Viaduct Junction will be abolished. The operation of the Special Yard at Spencer Street will also be controlled from No 2 box and the control panel in No 1 box will be abolished.
- 22/11/1978 WODONGA. The home signal on post 4 was to be converted to a light signal but Weekly Notice 50/78 indicates that the work was not done.
- WN 48/1978 FLINDERS STREET-NORTH MELBOURNE DIAGRAM No 15'78.  
\* - Amend the arrow between posts W62 and W68 to indicate up direction only.  
\* - Amend the arrow opposite post 46 to indicate down direction only.  
\* - Amend the arrow opposite post 520 to indicate up direction only.  
\* - Amend post 14 to read post 722.
- 23/11/1978 MALMSBURY. The sidings on the down side of the main line were removed and the points leading from the main line were spiked.
- WN 49/1978 STAWELL "B" BOX. A signal repeater for the down distant signal was provided at Stawell "B" Box. The down distant signal is worked from Stawell "A" Box.
- 4/12/1978 RINGWOOD. No 4 siding was extended and sidings 3 and 5 were brought into use.
- 6/12/1978 BARNES. Provision of flashing lights at the Cobb Highway level crossing. An up home (light) signal, post F, was provided to protect the crossing and prevent unnecessary operation of the flashing lights whilst any train is standing on the down side of the crossing for safeworking purposes. The bracket post protecting the junction points was relocated to the upside of the level crossing.
- 11/12/1978 FLINDERS STREET-NORTH MELBOURNE. New signalling diagram No 20'78 (Flinders Street-North Melbourne) and No 21'78 (Flinders Street) became effective and

diagram Nos 15'78 and 14'78 respectively were cancelled. The following alterations were brought into use:-

1. The new South Viaduct lines were brought into use replacing the former South Viaduct lines. The new lines are signalled with searchlight signals and these type of signal will replace the existing upper quadrant signals, installed on 2 December 1917, on the former South Viaduct lines when they are brought into use again.
2. Three position signals E21, E24, E25, E29, E30, E34 and E35 were abolished.
3. At Spencer Street No 2 Box the new track layout has been installed but the points leading to the former South Viaduct lines have been spiked out of use.
4. At Flinders Street "A" Box, posts 4, 5, 9, 10, 11, 18, 20, 50, 51, 52, 53, 54, 55 and 57 have been removed.
5. Signal arms on posts 89, 119, 129, 132, 141, 147, 226 and 227 have been removed.
6. Points 117U abolished, 117D, 224U and 248 have been spiked normal, 111D, 219 and 247U were spiked reverse.
7. Plungers 118, 219 and 220 were abolished and the levers are worked as Pilot levers.
8. Levers 89, 117, 119, 129, 132, 141, 147, 151, 169, 177, 180, 188, 197, 200-202, 204, 205, 208, 210, 214, 215, 217, 221-223, 226, 227, 229-233, 244, 245, 248, 249, 252-259, 262-265, 267 and 268 were sleeved normal.
9. The new power operated points and signals are worked from the control panel.

- 12/12/1978 MORIAC. Switching instruments were provided and when switched out the long section will be South Geelong-Winchelsea. Two Composite staffs have been provided in the long section instruments to enable Moriac to be a Block Post as required. Moriac is only switched in as required and the intermediate electric staff instrument at Waurm Ponds is connected to the long section. Special instructions have been issued to allow for a South Geelong-Moriac staff to be transferred to and from Waurm Ponds in the event that Moriac has been opened.
- WN 51/1978 MERBEIN and YELTA. Guard in charge of safeworking unless trains are to cross.
- 12/12/1978 BALLARAT "B" BOX. Flashing red lights and "Stop on Red Signal" signs were provided at the Lydiard St. interlocked gates.

VICTORIAN RAILWAYS  
THREE POSITION SIGNALS  
DATES OF INSTALLATION

SUBURBAN LINES  
PORT MELBOURNE and ST. KILDA

Flinders St "A" Box - Inglis Street	1919 - Jun 8
Inglis Street - Port Melbourne	1969 - Dec 14 (19)
Flinders Street "A" Box - St Kilda	1919 - Dec 7
St Kilda Station	1928 - Oct 14 (1)

SANDRINGHAM

Flinders St "B" Box - Flinders St "E" Box	1918 - Dec 15
Flinders Street "E" Box	1919 - June 1
Flinders Street "E" Box - Richmond	1918 - Sep 1
Richmond - Prahran	1915 - Oct 4
Prahran - Ripponlea	1917 - Dec 16 (2)
Ripponlea - Elsternwick	1918 - May 13
Elsternwick - Brighton Beach	1926 - Jul 18
Brighton Beach - Sandringham	1926 - Dec 19

CAULFIELD THROUGH LINES AND FRANKSTON

Flinders St "C" Box - Flinders St "E" Box	1918 - Dec 15
Flinders St "E" Box - Richmond	1919 - Jun 1
Richmond - Hawksburn	1915 - Oct 4
Hawksburn - Caulfield	1921 - Dec 18
Caulfield Power Box	1933 - Nov 26
Caulfield - Glenhuntly	1933 - Nov 26
Glenhuntly Station (not yet done)	
Glenhuntly - Bentleigh	1974 - Nov 10
Bentleigh - Patterson	1961 - Jun 25
Patterson - Highett	1958 - Jan 19
Highett - Cheltenham	1972 - Dec 12
Cheltenham - Mordialloc (not yet done)	
Mordialloc - Chelsea	1977 - Jan 23
Chelsea - Carrum	1976 - Dec 19
Carrum - Frankston	1976 - Oct 29

CAULFIELD LOCAL LINES AND DANDENONG

Flinders Street "E" - South Yarra	1960 - May 2
South Yarra - Hawksburn	1915 - Oct 4
Hawksburn - Caulfield	1921 - Dec 18
Caulfield - Carnegie	1933 - Nov 26 (3)
Carnegie - Oakleigh "A"	1940 - Dec 8 (4)
Oakleigh Station	1975 - May 11
Oakleigh "B" - Clayton	1970 - Dec 6
Clayton - Westall	1971 - Jul 25
Westall - Springvale	1972 - Feb 20
Springvale Station	1975 - Feb 16
Springvale - Dandenong	1971 - May 9
Dandenong Station	1929 - Jun 23

LILYDALE AND BELGRAVE

Flinders St "C" & "D" - Flinders St "E"	1918 - Dec 15
Flinders Street "E" - Richmond	1919 - Jun 1
Richmond - East Richmond	1919 - Aug 31
East Richmond - Hawthorn	1922 - Oct 15 (5)
Hawthorn Station	1925 - Jun 14
Hawthorn - Camberwell	1922 - Oct 29 (5,6)
Camberwell Station	1924 - Jun 22
Camberwell - Canterbury	1922 - Nov 5 (5,8)

Canterbury - Surrey Hills	1927 - Mar 30
Surrey Hills - Box Hill	1929 - Oct 20
Box Hill Station	1930 - Jun 15
Burnley Through-Lines	
Flinders St "D" - Richmond	1973 - Feb 4
Richmond - Burnley	1967 - Jan 9 (20)
Centre Line (S) (7)	
Burnley - Hawthorn	1972 - Aug 13
Hawthorn - Camberwell	1963 - Dec 8
Camberwell - East Camberwell	1964 - Nov 8
East Camberwell - Box Hill	1971 - Dec 19
Box Hill - Blackburn	1958 - Jul 13 (26)
Blackburn - Mitcham	1960 - Nov 13
Mitcham - Ringwood	1958 - Sep 7
Ringwood Station (up end)	1958 - Oct 26
Ringwood Station (dn end)	1973 - Dec 2
Ringwood - Croydon (S)	1973 - Nov 11
Ringwood - Bayswater (S)	1974 - Jun 30
Bayswater - Ferntree Gully	1977 - Jul 24
Ferntree Gully - Upper Ferntree Gully (S)	1964 - Mar 18
U.F.G. - Belgrave (S) (762mm gauge)	1921 - Dec 22 (9)
U.F.G. - Belgrave (S) (1600mm gauge)	1964 - Mar 17

GLEN WAVERLEY

Burnley - Heyington	1926 - Aug 8
Heyington - Tooronga	1957 - Dec 15
Tooronga Station	1966 - May 29
Tooronga - Glen Iris	1957 - Nov 10
Glen Iris - Darling	1956 - Mar 18
Darling Station	1976 - Aug 29
Darling - Eastmalvern	1956 - Jun 24
Eastmalvern - Mt Waverley (S)	1958 - Sep 7 (10)
Eastmalvern - Mt Waverley (D)	1964 - Jun 28
Mt Waverley - Syndal	1958 - Sep 7
Syndal - Glen Waverley (S)	1958 - Sep 7 (10)
Syndal - Glen Waverley (D)	1964 - Nov 29 (1)

ALAMEIN

Camberwell - Riversdale (S)	1955 - Jul 31 (7, 11)
Camberwell - Riversdale (D)	1959 - Nov 29 (12)
Riversdale - Hartwell	1955 - Jul 31
Hartwell - Ashburton	1962 - Nov 8
Ashburton Station	1977 - Aug 2 (21)

EPPING and HURSTBRIDGE

Flinders Street "D" Box	1926 - Apr 11
Flinders Street "D" - Clifton Hill	1921 - Apr 3
Clifton Hill Station (incomplete)	
Clifton Hill "B" - Northcote Loop Junction	1926 - Sep 19
Northcote Loop Junction - Merri	1961 - Jul 30
Clifton Hill "B" - Westgarth (S)	1926 - Sep 19 (7)
Westgarth Station	1968 - Jun 30
Westgarth - Fairfield	1964 - Sep 1
Fairfield Station	1969 - Nov 2
Fairfield - Alphington	1964 - Sep 2
Alphington Station	1966 - Jul 17
Alphington - Ivanhoe	1951 - Dec 16
Ivanhoe - Heidelberg	1949 - Jun 19
Heidelberg Station (incomplete)	
Heidelberg (dn end) - Macleod	1958 - Dec 14

FLINDERS STREET - NORTH MELBOURNE

Flinders St "A" - Viaduct Junction	1917 - Dec 2
North Viaduct and South Viaduct lines.	
Flinders St - Spencer St No 2 Box (25)	
Through Suburban lines	1978 - Dec 11
Viaduct Junction - Spencer St No 1 Box	1917 - Dec 2 (13)
Viaduct Junction - Franklin St	1924 - Aug 17 (14)
Viaduct Jcn - Franklin Street Special lines	1925 - Dec 13
Spencer St South End Box	1962 - Sep 21
Spencer St No 1 Box	1961 - Oct 14
Spencer St No 1 Box - Franklin St	1924 - Aug 17
Franklin St - North Melbourne	1924 - May 25

MELBOURNE GOODS YARD

West Tower (replacing Weighbridge Junction)	1968 - Dec 1
Melbourne Hump Yard	1968 - Dec 29

UPFIELD

North Melbourne - Macaulay	1928 - Jun 10
Macaulay - Royal Park	1972 - Apr 8
Royal Park - Jewell	1971 - Aug 22

BROADMEADOWS

Nth Melbourne - Kensington (Country Lines)	1918 - Oct 27
Nth Melbourne - Kensington (Suburban Lines)	1924 - Jan 20
Kensington - Essendon	1918 - Jun 17 (15)
Essendon Station	1969 - Nov 16
Essendon - Broadmeadows	1965 - Nov 15

ST. ALBANS

North Melbourne - South Kensington	1928 - Jun 28
South Kensington Station	1928 - Oct 21
South Kensington - Footscray	1976 - Nov 21 (22)
Footscray - West Footscray	1927 - Oct 15
West Footscray - Sunshine	1929 - Oct 11
Sunshine Station	1972 - May 21 (23)
Sunshine - Albion	1929 - Jul 1
Albion - St Albans	1930 - Feb 15
St Albans Station	1930 - Aug 1

WILLIAMSTOWN AND LAVERTON via ALTONA

South Kensington - Footscray	1927 - Aug 7
Footscray Station	1930 - May 4
Footscray - Yarraville "A" Box	1927 - Aug 7
Yarraville "A" Box - Newport	1929 - Mar 24
Newport Station	1967 - Jul 24 (23)
Newport "A" Box - Newport "B" Box	1946 - Mar 31
Newport "B" Box - Altona Junction	1967 - Oct 22 (25A)
Altona Junction - Altona (S)	1967 - Oct 22

OTHER LINES

Newmarket - Flemington Racecourse	1919 - Jul 5 (16)
Sth Kensington - West Footscray Goods lines	1927 - Oct 16
Albion - Broadmeadows (D)	1929 - Jul 1
Albion - Broadmeadows (S)	1961 - Nov 25 (17)
Spotswood - Newport Power House (S)	1947 - Dec 18 (24)
Franklin Street - Reversing Loop Junction	1962 - Aug 10 (18)

- NOTES            (S) - Single line            (D) - Double line
1. Points work automatically when box is closed.
  2. First three-position light signal - B210 - in cutting near Windsor, originally co-acted with semaphore high up on other side but now abolished.
  3. First searchlight signal - No 23 at Caulfield.
  4. First large scale installation of searchlight signals.
  5. First large scale installation of ordinary light signals.
  6. Up and Down lines resignalled 1963 - Jul 14 & Nov 10.
  7. Lever Locking and Track Control.
  8. Re-signalled 1964 - Nov 8.
  9. Abolished 1930 - Aug 28.
  10. CTC from Eastmalvern until line doubled.
  11. LL&TC 1924 - Nov 2 but two-position signals at Riversdale.
  12. LL&TC retained on up line after duplicating.
  13. Via old suburban island platform.
  14. Via new suburban island platforms.
  15. First four-aspect signalling - Kensington-Newmarket.
  16. Two-position automatic (light) signals.
  17. CTC from Spencer Street 1963 - Mar 25.
  18. Victorian Gauge Engine Flyover road.
  19. Graham-Port Melbourne singled and now part of Graham yard.
  20. Up line 1966 - Aug 1.
  21. Ashburton-Alamein (single) now part of Ashburton yard.
  22. New main suburban lines.
  23. Main lines only.
  24. Signals abolished 1972 - Aug 15.
  25. Spencer Street No 2 Box replaced Viaduct Junction Box 1978 - Nov 20

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V.R. SIGNALLING HISTORYNo 7. COBURG

by Rod Smith.

(Reprinted from Newsrail)

Coburg was opened as the terminus of the line from North Melbourne on Tuesday, 9 September 1884. The line was worked by staff and ticket, the sections in 1886 being North Melbourne-Royal Park-Brunswick-Coburg. The extension to Somerton was opened on Tuesday, 8 October 1889 and was worked by staff and ticket also. Duplication reached Coburg on 20 December 1891 although there was still a single line section between South Brunswick (now Jewell) and Brunswick, not duplicated until 1892.

On 5 May 1892, an interlocked 31 lever signal box was provided, probably on the platform. No 5 Tablet replaced the staff and ticket to Somerton during 1895 and lasted until the Coburg to Somerton section was closed on 13 July 1903. Subsequently the interlocking was removed at the down end.

The line was reopened to Fawcner in late 1906 and was electrified from North Melbourne to Fawcner on 2 December 1920.

On 3 September 1928, a new 51 lever signal box, adjacent to the Munro St level crossing and worked the interlocked gates a the crossing, replacing the original box. This new box is similar to Viaduct Junction, Caulfield and Dandenong signal boxes, constructed in the same era. Between 1928 and 1940, the substation (numbered 33) was built on the site of the locomotive depot. The substation siding was removed sometime between 1940 and 1959.

The line to Fawcner was duplicated on 19 July 1959 but a down platform was not provided. Hand gates at Bell Street level crossing were replaced by boom barriers on 29 November 1962. In 1955, Coburg box was reduced from class 1 to class 3 and later to class 4 but with the duplication to Fawcner was raised again to class 3.

The station building is of typical VR 1880's style (Kew, Maldon, Coleraine were others). It had a central entry - booking area flanked on the upside by the office and on the down side by the toilets. A new toilet block has been constructed at the down end, the toilet area being converted to the entry area and the former area being taken over by an expanded office.

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WILLIAMSTOWN RACECOURSE

The diagram on the following page is a reproduction of litho No 4'33 and shows the roads and signals between Newport South Junction and Williamstown Racecourse. The signal box at Williamstown Racecourse was provided on 1 November 1911 and the 30 lever frame worked 14 signals, 6 points and five lockbars. On 7 August 1912, an siding accommodation was provided and three extra signals, one pair of points and one lockbar were added. There were now no spare levers in the frame. This remained the situation until the station and signal box was placed out of use on 4 June 1951. Is this some sort of record for an interlocking frame to have had no spare levers for almost all of its life? On race days the line from Newport South Junction was worked by single line block telegraph and three intermediate block posts - levers A, B and C - kept the trains apart. Notice the "distant" disc signal, post 12, for up Altona trains, most unusual.

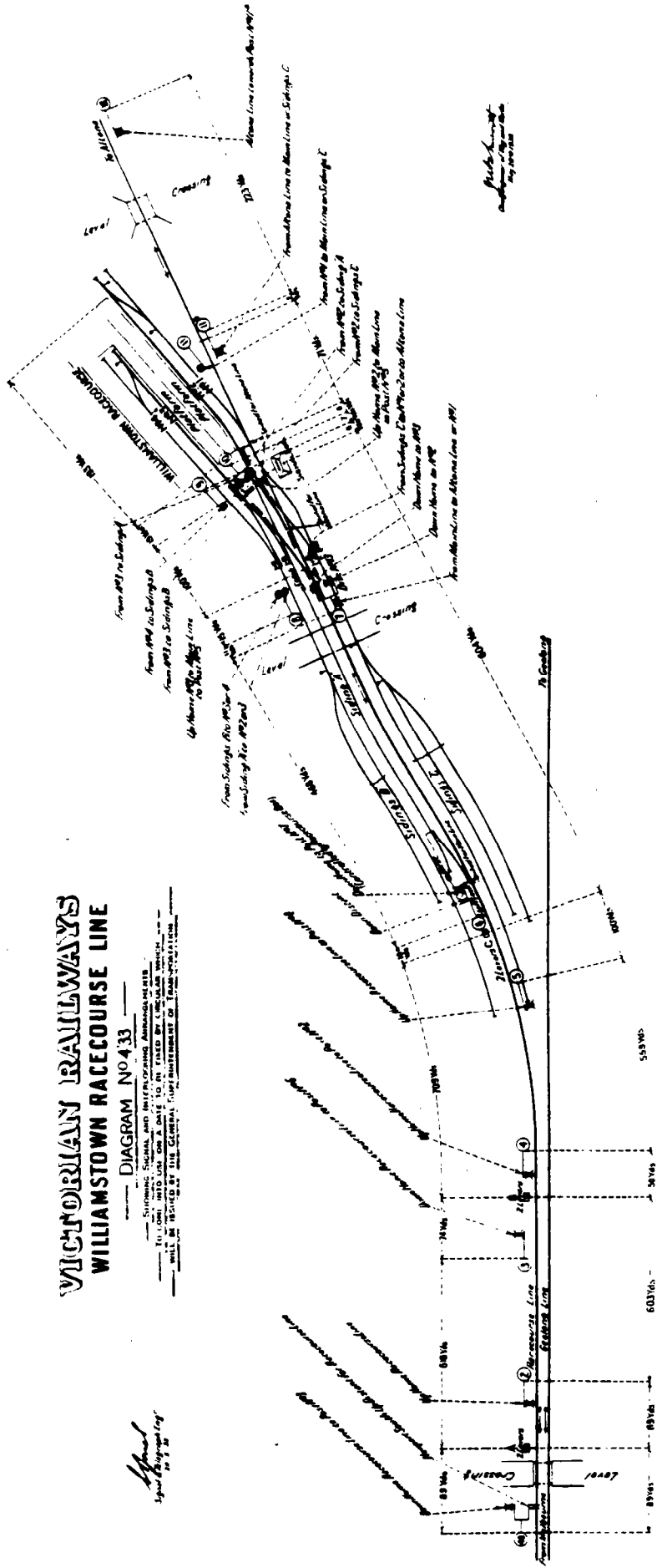
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**VICTORIAN RAILWAYS  
WILLIAMSTOWN RACECOURSE LINE**

DIAGRAM NO 433

SYMBOLS EXPLAINED AND INTERPRETING ARRANGEMENTS.  
 TO BE USED IN CONNECTION WITH THE RAILWAY MAP OF VICTORIA.  
 WILL BE ISSUED BY THE GENERAL MANAGERS OF THE RAILWAYS.

*W. J. ...*  
 1912



*W. J. ...*  
 1912