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Editor: David Langley, 20 Alfred Street, Seymour, 3660.  
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Dead line for September 1979 issue is 19 August 1979.

NEXT MEETING: 20 July 1979.

VENUE: A.R.H.S. Library Room  
at Windsor Railway Station.

Guest speaker will be Dr. Wilfrid Brook who will present  
some slides of overseas signalling.

#### MINUTES OF MAY 1979 GENERAL MEETING

HELD AT: A.R.H.S. Library Room at Windsor station on  
Friday, 18 May 1979. The meeting commenced at  
2015 hours.

PRESENT: Jack McLean (Leader), Jim Brough (Minutes  
Secretary), David Langley (Editor & Archivist),  
Geoff Cargeeg, Chris Guy, Graeme Inglis, Alan  
Jungwirth, Roger Jeffries, Keith Lambert, John  
McCallum, Colin Rutledge, John Sinnatt and Bob  
Whitehead.

MINUTES OF PREVIOUS MEETING: adopted as read (Jungwirth/Rutledge)  
Mr. Jungwirth, in moving the adoption motion,  
pointed out that he did attend the previous  
meeting.

BUSINESS ARISING: Mr. Jungwirth reported no further progress on  
the Footscray project.

CORRESPONDENCE: The following letters were received:  
1. Mr. N. De Pomeroy regarding membership,  
2. Mr. A. Ponton and Mr. R. Weiss regarding change  
of address, and  
3. Mr. D. Gregory regarding the purchase of the  
Wandong interlocking frame and the intention  
to re-erect it at "Signals Park" near  
Wangaratta.  
Correspondence received (Brough/Langley).

PROPOSED VISIT TO BENDIGO: Discussion of the proposed visit to  
the Bendigo signal boxes on Show Day was under-  
taken and the use of private cars was thought  
the most probable and suitable. Mr. Jungwirth  
was asked to examine the details and report at  
the next meeting.

GENERAL BUSINESS: 1. John Sinnatt sought information on the  
following questions:-  
i) Level Crossing warning bells (Chicago Bells)  
installed prior to 1911 at crossings between  
Royal Park and Northcote Loop?  
ii) Operation of boom barriers at Bacchus  
Marsh, Keon Park and Stawell for through, or  
shunting movements where applicable?  
iii) Rochester - interlocking between the Pilot  
Lever and the flashing light circuits?  
iv) Tatura - staff or annett locking on Rosella  
Siding points? (John Sinnatt has since written  
to me and following his perusal of the Tatura

circuits, confirms the staff lock - Ed)  
Following discussion on details of the foregoing, David Langley requested that researched answers to these and similar questions be supplied to him for publication in "SOMERSAULT".

2. Roger Jeffries spoke on the arrangements for working UP trains at Croydon during the interim stages of track alterations leading up to the duplication from Ringwood to Mooroolbark.

3. Discussion also ensued regarding the interlocking of signals with level crossing gates at Linton Junction and North Ballarat.

MEETING CLOSED: at 2145 hours and informsl discussion continued until lockup at 2300 hours.

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#### MAY 1979 - S.R.S.(UK) NEWSLETTER

Received by the leader and contains: Society News, Drawing Office lists of diagrams for sale, Around the Centres - Slough, Namesakes - Wellington, The Midland Rotary Interlocking Block system and latest signalling alterations including single line working through the Penmanshiel Tunnel which collapsed during maintenance work. East Coast Main Line trains have been seriously affected at the beginning of the new High Speed Train service. A report of the AGM was also included.

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#### SIGNALLING ALTERATIONS

- WN18/1979 SWITCHING OUT OF SIGNAL BOXES. Signalmen are instructed to obtain Train Controls permission before switching out and the Train Controller must record the time permission was granted on the train graph.
- 1.4.1979 SEAFORD. The signal control panel and the 5P key operated switch were relocated to the new station building.
- 10.4.1979 TOORA-WELSHPOOL. Ordinary electric staff working, together with the intermediate electric staff instrument at Barry Beach Junction, were abolished. Train staff and ticket working was provided inlieu. The working of the annett locked points at Barry Beach Junction is unchanged.
- 25.4.1979 MITIAMO. The home signals, plunger locks and No 2 road were abolished. The main line siding points are provided with staff locks.
- WN19/1979 HORSHAM. The hand points at the down end of the goods shed road (No 4 road) are now provided with a WSA lever inlieu of a CCW lever.
- WN19/1979 KORUMBURRA. Signalling diagram No 4'79 became effective and diagram No 21'67 is cancelled.
- 29.4.1979 GREENSBOROUGH. The up starting signal was moved about 20 metres in the up direction.

- 29.4.1979 MURRUMBEENA. The interlocked gates and wickets were abolished and manually operated boom barriers provided in lieu. The former gate stop lever is used to operate the booms. Signal control of signals D407, D441 and No 6 was removed. Down home signal No 5 was converted to automatic signal D417 and down home signal No 6 became D427. Levers 1, 3, 4, 6, 11 & 12 were sleeved normal. Stopping/Express Train push buttons were provided on the block shelf at Caulfield and are interlocked with the operation of signal D359 (lever 32 at Caulfield), or 29, 30 and 31 home signals. A 5P key operated switch was provided on the down platform at Carnegie to control down automatic signal D397 when a down train is to remain at the platform for any excessive time.
- 30.4.1979 MELBOURNE YARD. Koppers Siding (Standard Gauge) was abolished.
- 1.5.1979 FLINDERS STREET B. Post 131, one disc signal, was moved six metres in the down direction.
- WN20/1979 PORTLAND. Radio telephones have been provided for use by shunting staff to facilitate train working.
- WN20/1979 NANDALY. This station has been closed as a telephone block post in the staff & ticket section Sea Lake to Kulwin.
- WN20/1979 ALBION-BROADMEADOWS. Signalling diagram No 10'79 became effective and diagram No 10'62 is cancelled.
- WN20/1979 ALBION-ST ALBANS. Signalling diagram No 1'79 became effective and diagram No 19'61 is cancelled.
- 6.5.1979 SPENCER STREET No 2 BOX. Signalling diagram No 12'79 (Flinders Street-North Melbourne) became effective and diagram No 20'78 is cancelled. The baulks were removed from Nos 10 and 10A roads, and these roads together with the layby sidings were brought into use. Automatic signals W62 and W68 were abolished. Automatic signal W72 was converted to a home signal and renumbered 532. Home signals 301, 524, 543, 545 and 547, controlled automatic 304, dwarf signals 528 and 530 and points 201D, 420, 422, 424, 428, 430, 443 and 445 were brought into service.
- 9.5.1979 TIMBOON JUNCTION-COBDEN. Flashing lights were provided at Princes Highway level crossing at MP 127 + 960 metres.
- WN21/1979 BENALLA B BOX. The up distant signal for the Yarrawonga line, post 30, has been fixed at caution. An approach bell has been provided.
- 11.5.1979 CROYDON. Points 11 were spiked normal and disconnected from the interlocking frame. The catch points were removed. Signal posts 12 and 13 were abolished. Levers 10, 11, 13, 21 and 23 were sleeved normal.

- 13.5.1979 CROYDON. New signalling diagram No 14'79 (Ringwood East-Lilydale) became effective and diagram No 22'73 is cancelled. The existing level crossing equipped with flashing lights was replaced by a new level crossing equipped with boom barriers. The new crossing known as Cool Store Road and the boom barriers are automatic for main line movements, being controlled via the signals on posts 5, 6, 7, 8 and 9. For movements controlled by posts 5 and 6, the boom barriers are manually operated by push buttons on the block shelf and the commencement of the boom barrier warning will electrically release the disc signal levers 21 and 23. Existing posts 8, 10, 11, 13 and 15 were replaced by new posts 7 (Up home bracket light signals), and 8 and 9 (dwarf light signals). Levers 15, 16, 17, 18, 19 and 20 were abolished and signals controlled by levers 2, 4, 5, 13 and 30 were electrically repeated in the signal box. A new power operated electro-hydraulic turnout and catch were provided leading to the car sidings. An emergency pump handle was provided and removal of the handle from the switch lock secures the signals controlled by levers 5, 13, 21, 23, 31 and 33 at Stop.
- 12.5.1979 GEELONG. Signalling diagram No 13'79 became effective and diagram No 9'73 is cancelled. The signals on posts 2, 6, 7, 7B, 8, 9, 10, 11, 12, 13 and 15 were abolished. A new down three position light home signal, post 92 (controlled by Maitland Street signal box) and a new up three position light home signal, post 58, were brought into service. Dwarf signals 42, 43, 44, 57, 64 and 96 were also brought into service. Dwarf signal 57 replaces the disc on post 7 and applies from Loco Road F to the Wharf Siding, Sidings A or B, Nos 1, 2, 3 or 4 roads via X, or to Sidings D or E. The levers operating dwarf signal 57 are led by Pilot levers. Many of the existing mechanical signals were altered to apply to the new signals. The Clear Normal Speed aspect on post 58 will only be displayed when signals on posts 5 and G2393 are at proceed. The interlocked gates were secured against road traffic. Points 51, 71, 73, 74, 75 and 76 are motor operated and may be worked in an emergency by the point operating handle normally secured in a circuit controller in Geelong A Box. Facing point lockbars 18, 20, 22, 25, 32, 35 and 50 were replaced by plungers and track circuits.
- 12.5.1979 GEELONG. Withdrawal of the emergency point operating handle will secure the signals 14 & 58 on post 14, signals 92, 98 & 99 on post 92, signals 57, 94 & 95 on post 57, signals 96 & 97 on post 96 and dwarf signals 42, 43, 44 & 64 at the stop position.
- WN22/1979 MERINGUR. The points leading from No 1 road to Nos 2 and 3 roads at the down end, and the points leading to No 2 road at the up and down end have been provided with WSA levers in lieu of CCW levers.
- WN20/1979 VIOLET TOWN. The Crane Road has been removed.

- WN20/1979 AVENEL. The down distant signal has been converted to motor operation and both distant signals have been electrically lit.
- 15.5.1979 GEELONG A BOX. Point indicators have been provided on Nos 37U & 38U points.
- 18.5.1979 GLENLOTH. The Home signals, plunger locks and No 2 road were abolished. The main line points have been provided with staff locks and scotch blocks were provided on the goods sidings.
- 18.5.1979 WUNGHNU. The points leading to the spur siding were spiked normal and will be removed at a later date, along with the siding itself.
- 20.5.1979 GOWRIE. Boom barriers have been provided in addition to the flashing lights at Camp Road.
- WN23/1979 MININERA. The up end staff locked points were relocated 120 metres in the down direction connecting the dead end siding to the main line and increasing the siding accommodation between the main line points. The catch points were replaced by a scotch block.
- WN23/1979 NORTH GEELONG. A shunters warning device has been provided on the Ballarat line to warn of the approach of trains about to pass over the shunters pathway. Fully automatic for up and down trains.
- WN23/1979 DARNUM. The down end connection from the main line to the goods siding has been removed.
- 28.5.1979 MARMALAKE. The intermediate electric staff instrument has been removed along with the special master key located at Murtoa.
- 29.5.1979 PORTLAND. Flashing lights have been provided at Kennedy Street level crossing and a new up home (light) signal F was provided. The flashing lights are controlled by track circuits and through signals C and F. Signal F is worked by push buttons located on the passenger platform, the Freight Terminal Office and at the plunger locked points. When the plungers are in, the signal will clear immediately provided the approach track sections are clear but if one of the plungers is out, the signal will only clear after 12 seconds of warning time.
- 3.6.1979 FLINDERS STREET-SPENCER STREET. Automatic signal W21 was converted to a light signal. Signals W94, W95 and M93 were relocated from ground masts to a signal bridge.
- 4.6.1979 GOORNONG was closed as an Electric Staff station and the new section is now North Bendigo Jen-Elmore. The home signals, plunger locks and No 2 road have been retained for the present.
- 6.6.1979 GREENSBOROUGH. Points 8 and 9, and the discs on Posts 4 and 7 were taken out of use.

6.6.1979 LILYDALE. Red flashing lights have been provided at the Maroondah Highway level crossing and are worked by switches located on both sides of the level crossing. The hand gates have been retained.

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#### ELSTERNWICK-GARDENVALE

##### Provision of Emergency Crossovers

On Sunday 29 October 1978, between the hours of 12.01am and 11.59pm, two emergency crossovers will be brought into use. The crossovers will be used for single line working during the reconstruction of the Nepean Highway overbridge.

The crossover points will be operated from ground frames and these frames will be released by Annett Keys, A and B pattern type.

Down automatic signal B313 and up automatic signal B368 will be converted to home signals and provided with an illuminated letter "A". Automatic signals B323, B330, B341, B350 and B357 will be temporarily abolished.

Four Annett Locks (two of each type) will be provided in the down side station office at Gardenvale. Removal of either the A or B pattern keys will secure the home signals at Stop and also prevent the operation of the illuminated letter "A" lights.

The type A Annett Keys will release the ground frames for single line working on the down line and the B type keys will release the ground frames for single line working on the up line. A telephone connected to post telephones at both home signals will be provided at the ground frames and down side office.

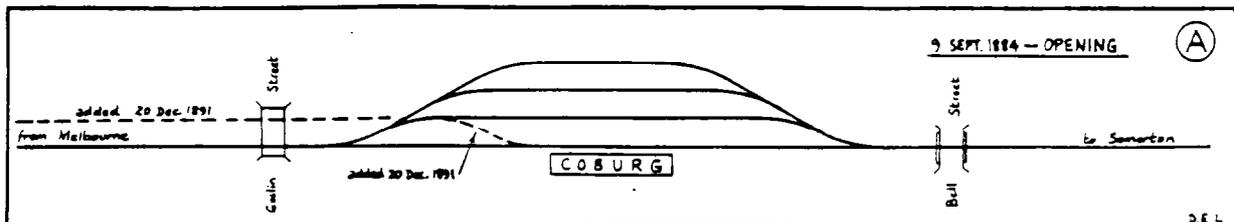
This information was contained in circular A 3221/78, issued on 23 October 1978.

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V.R. SIGNALLING HISTORY  
No 7A - COBURG

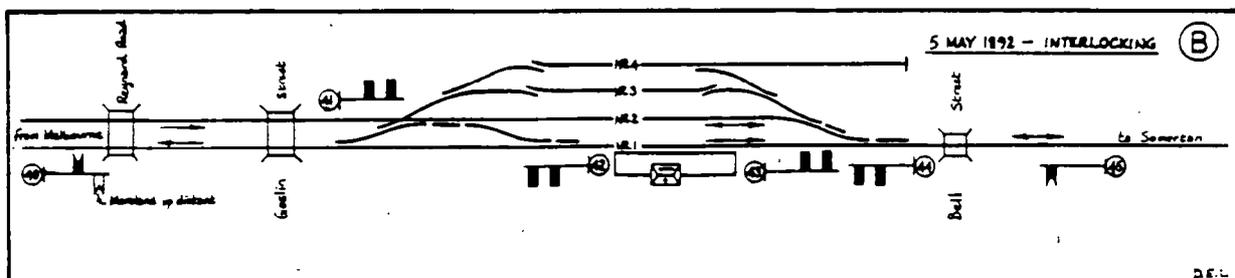
Following the publication of the signalling history of Coburg in the January 1979 issue of Somersault the article published below was received from Jack McLean.

When the line was opened on 9 September 1884, Coburg was working staff and ticket with Brunswick. It is reasonable to assume that the trackwork at the station was as is shown in Diagram A. (This four road layout is a very common type of V.R. layout provided at single line crossing stations and varieties of this layout may be seen at many stations.)



When the line was duplicated on 20 December 1891, the additions shown by dotted lines on the diagram could easily have been added and the result would seem likely, as the new crossover would have to be worked or "steadied" by a pointsman for every train and therefore its position close to the platform would be convenient. Winter's Block was superimposed on the staff and ticket some time in 1886 and on 24.9.1889, Moreland became a staff station. Staff and ticket with block working seems to have been worked on the Somerton extension right from its opening, with various staff sections - North Coburg being the adjacent staff station in the 1890 WTT. No record of signals in the non-interlocked days at Coburg has emerged but they would have been few and worked from signal quadrants located on the platform.

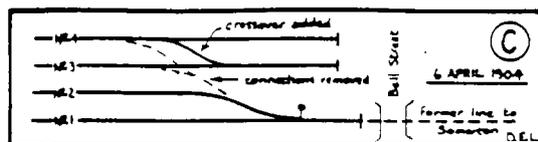
The first interlocking at Coburg was installed on 5 May 1892, a 31 lever McKenzie & Holland rocker frame with 25 working levers. The register of 1 July 1899 shows that there were ten signals, ten points and five lockbars with six spaces. From Weekly Notice No 40 of 1900, we can reconstruct diagram No 217'00, which came into use in January 1900 and is shown as Diagram B.



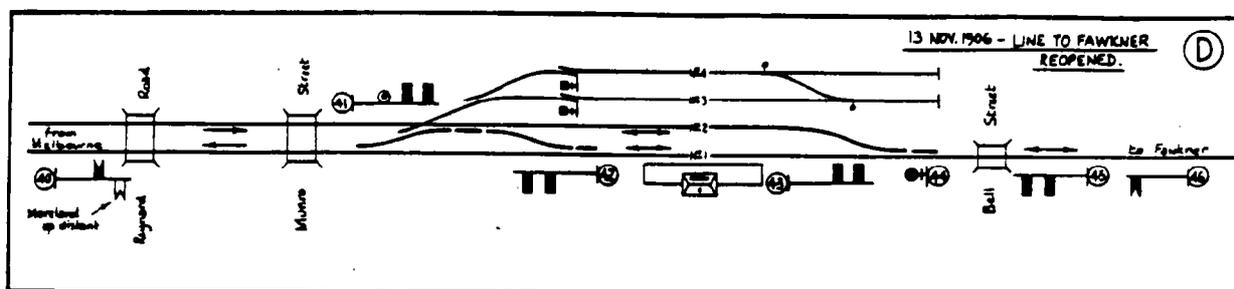
In the meantime, the staff and ticket, and block on the Somerton line had been replaced by Tyer's No 5 pattern tablet. The reference is Weekly Notice No 22 of 1895 but the improvement was not for long as the line, which was opened on 8 October 1889, was closed beyond Coburg on 13 July 1903. This resulted in the de-interlocking of the down end of Coburg yard on 6 April 1904 as

shown in Diagram C.

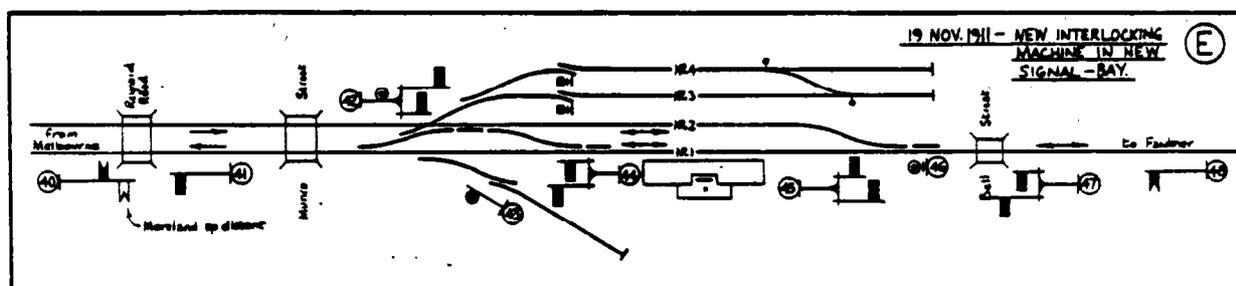
On 13 November 1906, in preparation for the new Cemetery service, the down end was again interlocked but only Nos 1 and 2 roads, No 3 & 4 roads being disconnected some time between the de-interlocking and the reopening, however, the actual date has disappeared in the mists of time.



Here then was another suburban terminus where engines had to run round their trains while the staff for the section (this time Fawcner) was away. Accordingly, a disc signal was provided at the points to signal trains from the main line to No 2 road with the up home signals being placed some distance back from the facing points to afford some measure of protection to the shunting engine. This is shown in Diagram D. To assist in the running round of engines, a disc was added beneath the arms on post 41, the down home signals, to signal engines from the up line onto their trains standing in the platform.



A number of alterations took place on 19 November 1911, the most notable being the provision of the bracket posts and these are shown in Diagram E.

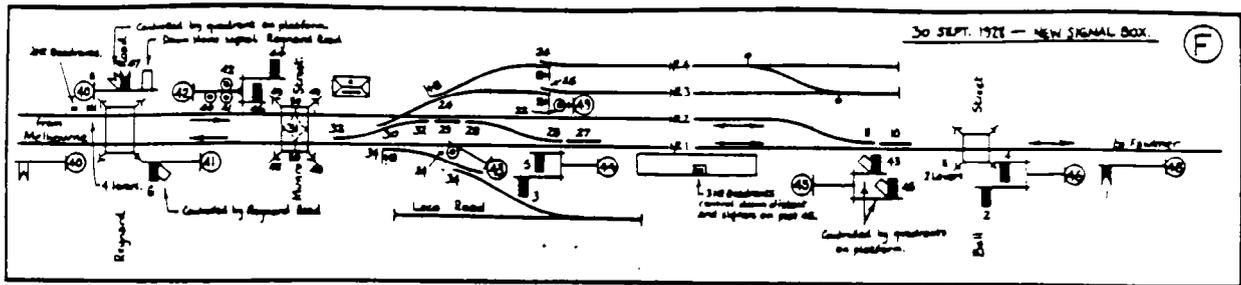


The first interlocking had been, I suppose, in a separate building on the platform, as Mitcham had and Ballan still has. It was now replaced by an interlocking frame in the signal bay provided in the station buildings and this frame worked, among other things, a new up starting signal and the new loco sidings. On 6 June 1912, three extra discs were added, two of these on post 42 and a ground disc 49 which, in conjunction with a newly fitted point indicator on the siding points, signalled trains out of either 3 or 4 roads to the up main line.

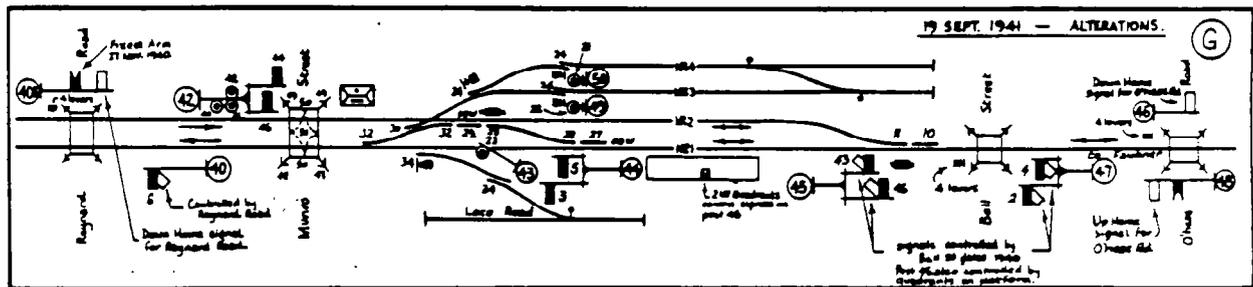
So far, the Fawcner service had been for Cemetery traffic only, but after 1 October 1914, the line was opened to ordinary suburban traffic with stations at Batman (formerly Bell Park) and Merlynston (formerly North Coburg) being re-opened.

The third and present interlocking was installed on 30 September 1928, adjacent to Munro Street (once known as Goslin Street), the interlocked gates and wickets being controlled from the brick signal box. There was space for 50 levers and a gate wheel (lever 51) but 21 of these were spare. Ground disc 46 was taken out of use as electric trains had been running since

2 December 1920, but otherwise the signals remained the same. Diagram F shows the layout in 1928.

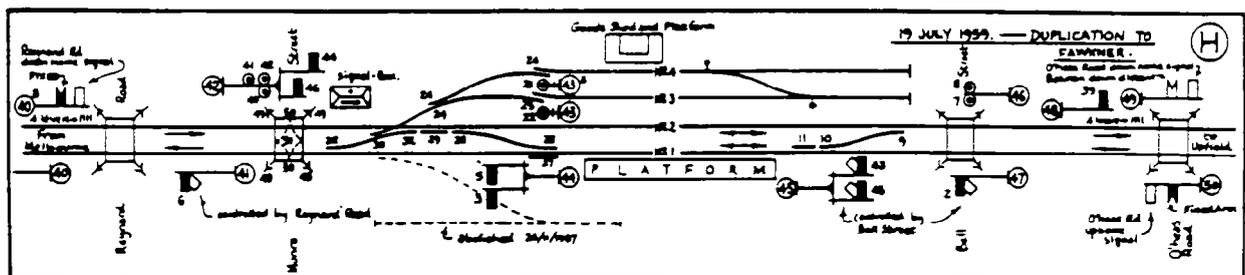


Several minor alterations took place over the next twenty years. On 27 August 1940, the up distant, post 40, was moved 66 yards further out and on 27 November 1940, both distant signals were fixed at caution due to the provision of hand gates at Bell Street and O'Heas Road and gatekeepers control over certain signals. This prevented drivers sighting a distant at clear without all the home or starting signals also at proceed. It was also about this time that the loco sidings were renamed Siding A and on 19 September 1941, ground disc 50 was added to signal trains out of No 4 road, the point indicator that was provided in 1912, being removed. The discs on post 42, which were altered some time about 1919, were again altered on 7 March 1944 and the results of these changes are shown in Diagram G.



Siding A and post 43 were removed on 24 November 1957.

The last major alteration took place on 19 July 1959, when the line beyond Coburg was duplicated as far as Fawcner, Winter's Block replacing the staff and ticket. At the down end, No 2 road became the new down main line and a trailing crossover, with attendant set-back discs, replaced the facing points of the single line days. Bracket signal posts 44 and 45 as a legacy from the years 1911 to 1913, had high and low dolls, although they directed trains to the same tracks, but since 1959, they have been of even height. Figure H shows the layout after duplication.

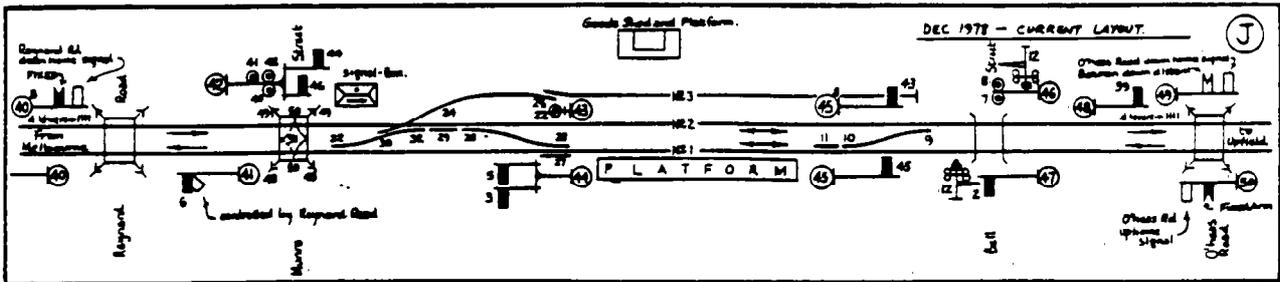


Hand operated gates are labour intensive for little return and thus following agreement with the local council, the hand gates at Bell Street were replaced on 29 November 1962 by manually operated (lever 12) boom barriers. The boom lever was

only required to be placed normal to lower the booms for down trains or for shunting movements. For up trains, the up home signal on post 47, now motorised, could be pulled without operating lever 12 and the up train occupying the approach track section would lower the booms. The signal on post 47 would return to danger with the passage of the train prior to the lever being placed normal.

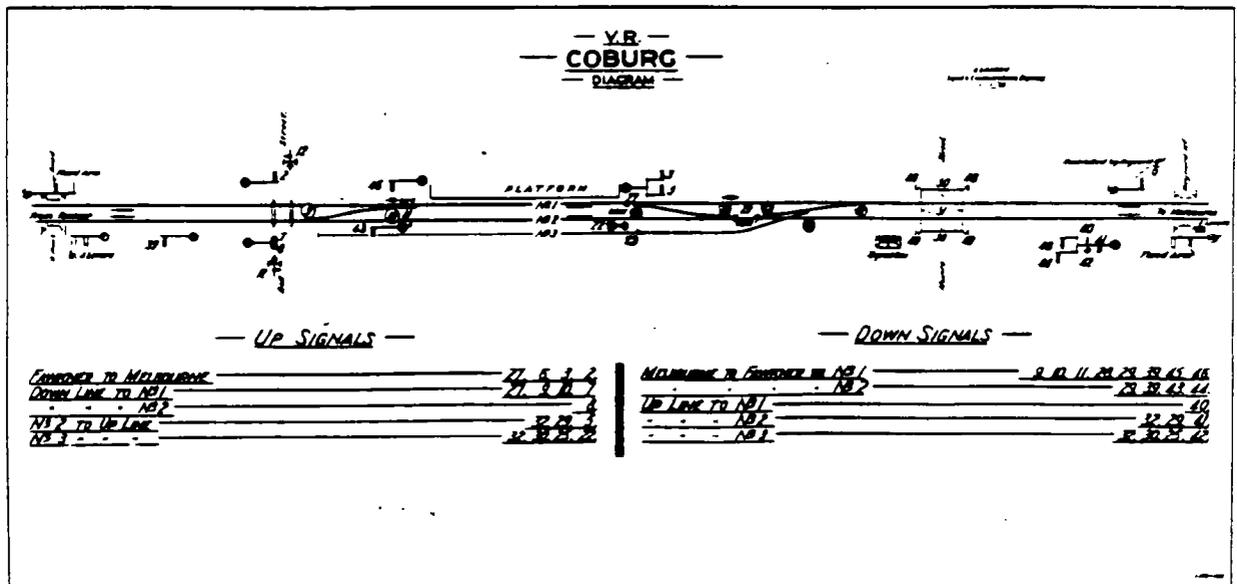
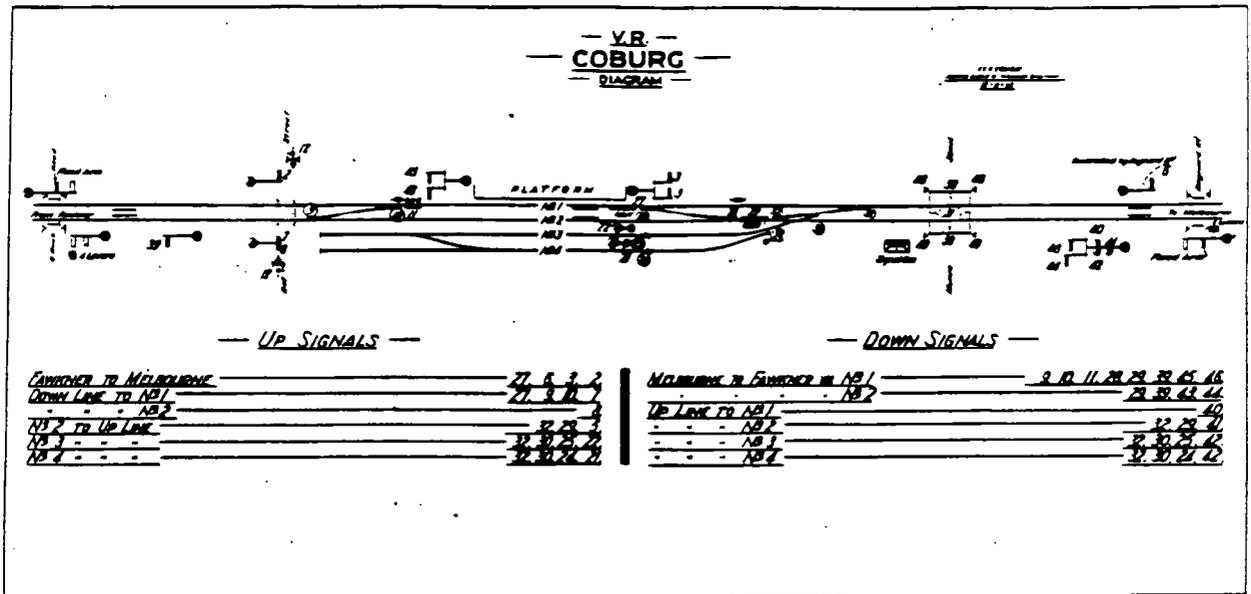
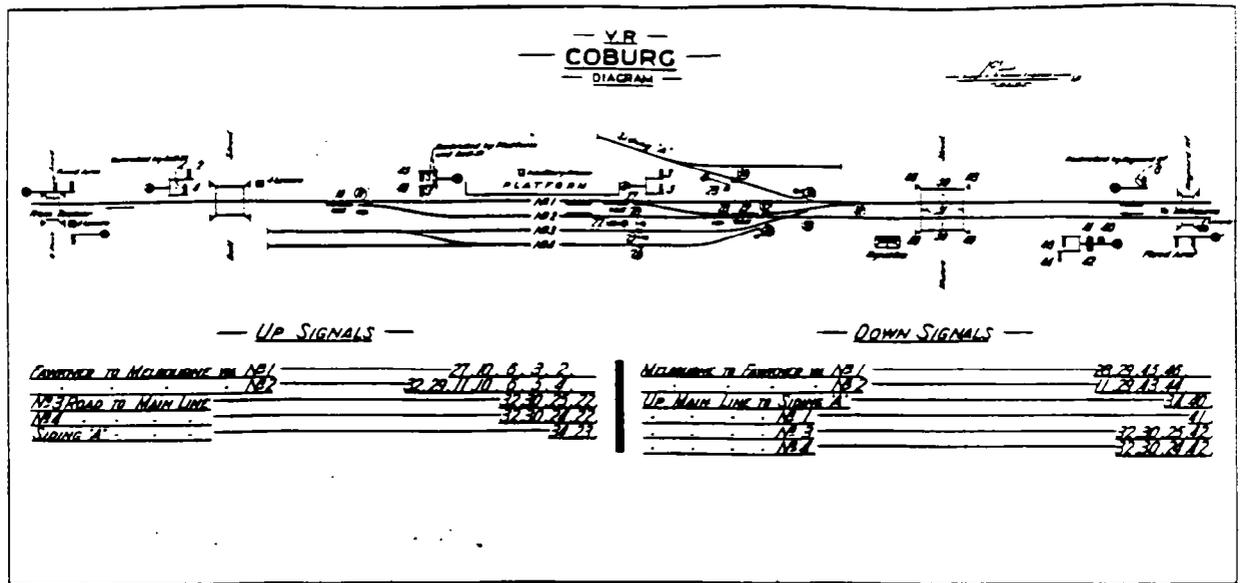
On 8 July 1973, bracket post 45 was abolished and two new posts were provided and were numbered 45 and 45B.

With the closure of Coburg to goods traffic in late 1978, No 4 road and ground disc 50 were abolished on 2 November 1978. Figure J shows the layout in December 1978.



Coburg is the only regularly used intermediate station on a section of double line, which has only one platform for up and down trains. White City has a number of down trains stopping and there is one local train which becomes an up in the platform.

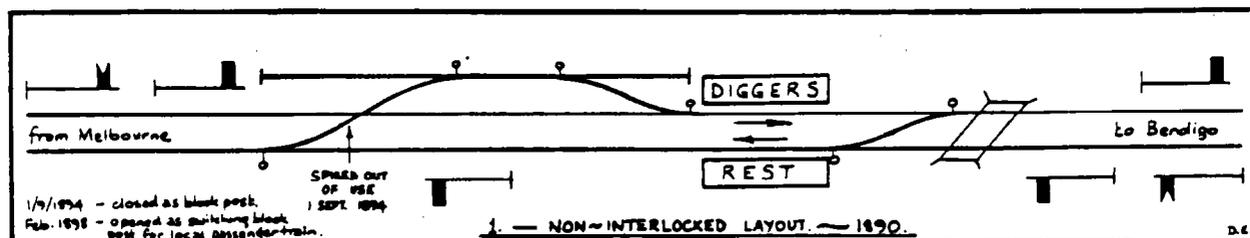
No mention has been made here of the signals and boom gates at level crossings. Of the 15 level crossings mentioned in the 1888 list, 14 remain, and are obviously a study in themselves.



V.R. SIGNALLING HISTORY  
No 11 - DIGGERS' REST  
by Jack McLean.

Although Diggers' Rest was opened for traffic, either on the same day as the new line to Sunbury (10 February 1859) or within a month (Bradshaw's Guide shows a limited service to Diggers' Rest during January 1859), little information has become available about the station before 1894. We know that it was not a block post (working with Sydenham and Sunbury) when Winter's Block was first shown in a Working Time Table dated 17 March 1890.

The first description of the place comes from Weekly Notice No 9 of 1894, which shows that on 1 September 1894, it would cease to be a block post (as a regular block post anyway), and that the crossover between the up main line and the up end of the goods siding was spiked. The Easter timetable for 1896 shows that it was a block post for special traffic and that the Starting signals, normally crossed, would be in use. The 1898 General Appendix refers to the down end crossover and the list of non-interlocked signals dated 1 July 1899 shows that it had two distants, two homes and two starters. No reference has come to hand about gates at the level crossing and so, adding all this information together, we arrive at Figure 1.



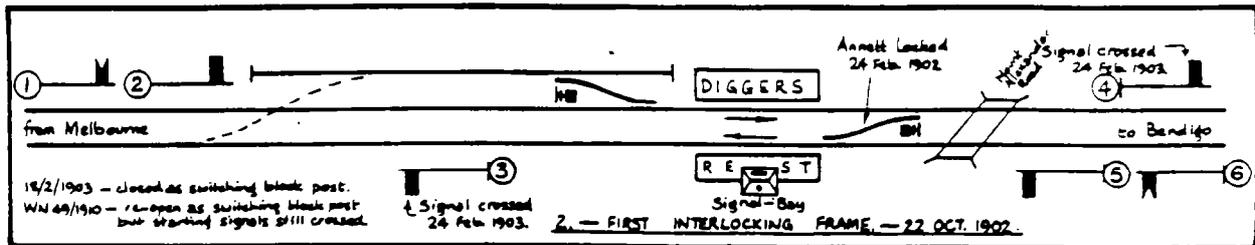
The Working Time Table dated 2 May 1898, according to Graham Cleak, shows that Diggers' Rest was once more a block post and the 1898 General Appendix refers to the local passenger train terminating there. "Diggers' Rest must be switched in as a block post for the 8.55am down suburban train and when switched in, the block sections will be Sydenham and Diggers' Rest, and Diggers' Rest and Sunbury on the up and down lines. On the arrival of the down train at Diggers' Rest platform, the engine must be crossed over to the up side and the train then tailroped clear of the crossover, when the engine must be attached and the train hauled to the up platform, whence it will start for Melbourne". Then follows some instructions about the 9.30am Up Goods (from Woodend) being the only train to shunt there without authority, which must have been an error, as the up end crossover was still out of use.

The WTT of 2 May 1898 shows that the down passenger train arrived at 9.50am and the 9.55am departure, after the tailroped run-round, shows quite a bit of optimism in the dexterity of those shunting. However, the WTT of 21 October 1901, show a 10am departure, which rather indicates that the 9.55am up sometimes ran late. By 1 May 1902, the last time the local appeared in the WTT, the local there from 9.50am until 9.58am

Both the 1898 and 1900 General Appendices refer to the block remaining switched in for the 9.30am up goods. In 1898, this was shown as the only train which could shunt there. This was an obvious error as the up end crossover had been taken out of use (maybe even removed) in 1894, and the correction is shown in the

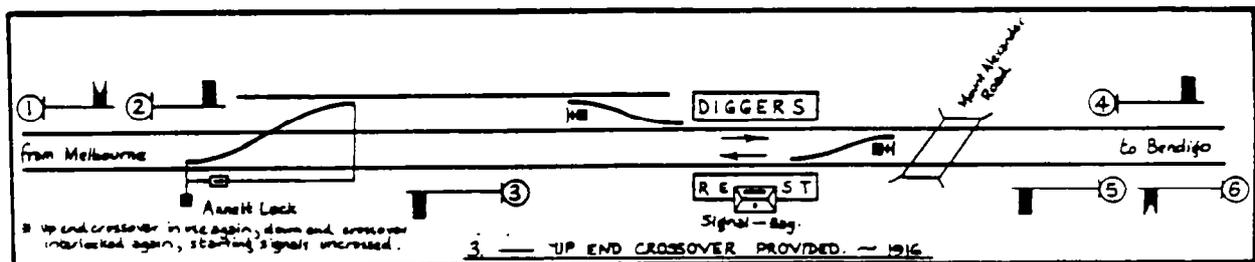
Appendix of 1900, that the only train allowed there, was the 6.42am down goods. Trucks on up goods trains were to be taken to Sydenham and returned from there. The 1901 WTT shows Diggers' Rest switching in for the 10am up suburban and the 9.30am up goods train, and remaining switched in until 5pm.

On 22 October 1902, the points and signals were interlocked a 12 lever McKenzie and Holland "rocker" frame being installed, presumably in a signal bay in the station buildings on the up platform. As we have no copy of the Diagram No 884'02, the arrangements in Figure 2 are assumed from information contained in A 101/08 and the 1913 Book of Signals. The interlocking of



1902 was, ironically, a prelude to the station being closed as a block post on 18 February 1903, perhaps the equivalent then of painting the station before closing it, and on 24 February 1903, a woman was put in charge, the starting signals were crossed and the main line crossover disconnected from the interlocking frame and secured by Annett Lock. To ensure that the crossover was not used lightly, the Annet Key was held by the Superintendent of Goods Trains, presumably at Spencer Street.

Block working was resumed in 1910, the reference being Weekly Notice No 49, but it was not until 1916 that the Annett Key was returned from Spencer Street. Weekly Notice No 21 of 1916 shows that the annett locked up end crossover was returned to use (or rebuilt) and the Annett Lock taken off the main line crossover, the points again being worked from the interlocking frame. Diagram No 17'18, from which Figure 3 has been drawn, was issued some time in 1919 and rather belatedly, showed these alterations.



The last major alteration took place in 1928, when the present signal box was built on the down end of the up platform and the 12 lever frame replaced by a 16 lever McKenzie and Holland A pattern tappet frame, controlling among other things, the THREE gates across Mount Alexander Road (the future Calder Highway). Because of the gates, it has been a block post for all trains since 20 August 1928, the date of installation of the new frame. The three gates are necessary because of the acute angle the highway makes with the railway but, of the two gates that swing from the north side of the railway, one swings across the railway and the other swings into a neutral position clear of both road and rail. Signalling Diagram No 15'28 was issued to

