

Published by S.R.S.V. Publications and Archives Committee
Editor: David Langley, 20 Alfred Street, Seymour, 3660.
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Dead line for November 1979 issue is 21 October 1979.

NEXT MEETING: 21 September 1979.

VENUE: A.R.H.S. Library Room at Windsor Railway Station.
SYLLABUS ITEM: Discussion of answers to the 53 questions.

MINUTES OF JULY 1979 GENERAL MEETING

HELD AT: A.R.H.S. Library Room at Windsor Railway station
on Friday, 20 July 1979. The meeting commenced
at 2010 hours.

PRESENT: Jack McLean (Leader), Jim Brough (Minutes
Secretary, David Langley (Archivist and
Editor), Philip Miller (Treasurer), Geoff
Cargeeg, Graeme Inglis, Alan Jungwirth, Keith
Lambert, John McCallum, Stephen McLean, Alex
Ratcliffe, Colin Rutledge, John Sinnatt, Rob
Weiss, Andrew Wheatland and Bob Whitehead.
Dr Wilfrid Brook was welcomed to the meeting as
the Guest Speaker. Apologies were received from
Roger Jeffries and Chris Guy.

MINUTES OF PREVIOUS MEETING: Adopted as read and confirmed
subject to the recording of Andrew Wheatland as
having attended the meeting.

BUSINESS ARISING: Alan Jungwirth reported on the proposed visit
to signal boxes in the Bendigo area on
Thursday, 27 September 1979, Melbourne Show
Day. Travel will be by train to Bendigo and
then by locally chartered bus. Further details
will be announced at the September meeting.

FINANCIAL: Phillip Miller reviewed costs of running the
Branch (including Membership Subscription
transmitted to the parent body in UK) and
forecast (or is foreshadowed a better word) an
increase in full Victorian membership to \$10.

CORRESPONDENCE: Jack McLean referred to an inquiry received by
the Latrobe Library from a researcher in Leeds
regarding the history of McKenzie and Holland
in Australia. Latrobe Library were advised (i)
that Mr. Howker would be a likely person to
answer the question, and (ii) that the SRS
existed in the UK and they might care to send
the enquirer the details supplied.

GENERAL BUSINESS: 1. Jack McLean reported that at the 25th
birthday of his model railway (The Wingrove
Harbour Railway - the one that uses his nine
wire, five position block instruments), Tony
Howker brought along his very miniature
electric staff instruments and his 16 lever
interlocking frame, both of which were made by
apprentices of the Railway Signal Company,
Liverpool, around 1910.

2. Alan Jungwirth outlines the 53 question paper he has prepared. It will be published in the next issue of Somersault and will be discussed as the syllabus item at the next General Meeting, the results of the discussion being published in a later issue of SOMERSAULT.

3. Review of VR tasks ahead (and some just completed). A brief description of works throughout the state including reference to the proposed triangle connection at Heywood and the provision of three new crossing loops (away from existing stations) which will be necessary for the handling of future wheat traffic. This diverted the meeting to a discussion of "non-commercial" crossing loops in Victoria.

SYLLABUS ITEM: The Group Leader then invited Dr Brook to speak and illustrate his experiences in the anatomy of signal and interlocking installations during his travels (and postings) in Britain, Europe and Canada. Wilfrid entertained, informed (and gathered corroborative comments from members who had crossed his paths) for about 90 minutes and received the appreciative thanks of his listeners/viewers.

MEETING CLOSED: at 2230 hours.

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SIGNALLING ALTERATIONS

7.6.1979 MURRUMBEENA. The signal box was abolished and the boom barriers were converted to automatic operation inconjunction with the co-ordinated traffic lights. Signal box control was removed from automatic signals D417 and D427.

7.6.1979 FYANSFORD. Flashing lights were provided at McCurdy Road level crossing, MP 46 + 1340 metres. Notice boards suitably lettered instruct Drivers of trains that they must not enter the crossing until the flashing lights are operating. Start/Stop buttons are provided on either side of the crossing. Operating the Start button will illuminate the light in that button and will extinguish the light in the Stop button. When the shunting movement clears the crossing, the Stop button must be pushed and this will cause the light in the Start button to be extinguished and light in the Stop button to be lit. The Start button must be operated for every movement over the crossing, whether the lights are operating or not, ensuring that the lights will remain operating even if a Stop button for a parallel move has been pushed. The illumination of the Stop button indicates that the circuitry for the completed move has operated for its part in cancelling the flashing

- 10.6.1979 AIRCRAFT. Boom barriers have been provided at Aviation Road level crossing in addition to the existing flashing lights. Stopping and express push buttons have been provided on the panel at Laverton for use when the station is attended and switched in. Push buttons to select the stopping operation for the Up Home signals were provided for use when the station is attended but not switched in, for use when a train is to stop at Aircraft. When the station is unattended and switched out, the signals on posts 6, 18, 8 and 20 will clear as for express trains.
- 10.6.1979 FLINDERS STREET D BOX. The trackwork in the vicinity of Nos 218U points and 219D points was realigned.
- 10.6.1979 FLINDERS STREET-SPENCER STREET. The automatic semaphore signal on post 307 was converted to a light signal.
- 12.6.1979 TABILK. The points at the down end of the siding were spiked normal and will be removed at a later date. The goods siding now terminates on the upside of the level crossing.
- 12.6.1979 RAVENSWOOD. A co-acting arm for the existing down distant signal was provided on the upside of the up line.
- 12.6.1979 NORTH SHORE. Flashing lights were brought into service at Seabeach Parade. The lights are manually controlled by Start/Stop push buttons located at the crossing.
- 12.6.1979 DEVENISH. The Up and Down Home signals and plunger locking was abolished. The main line points were provided with large pattern staff locks and WSA levers. Scotch blocks were provided in the siding.
- 13.6.1979 WARRACKNABEAL-LAH. Flashing lights have been provided at the Henty Highway level crossing at MP 217 + 1544 metres.
- 13.6.1979 SPENCER STREET. From this date and until further notice, No 9 platform will be out of use due to rehabilitation works associated with the underground loops.
- WN25/1979 CROYDON. An emergency point pump handle has been provided for emergency operation of the electro-hydraulic points. Removal of the handle will hold signals controlled by levers 2, 5, 13, 21, 23, 31 and 33 at Stop.
- 19.6.1979 WINDSOR. Signalling Diagram No 19'78 (Pahran-Sandringham) became effective and diagram No 18'66 is cancelled. The crossover between the Up and Down lines, and the connections to the Goods Yard were abolished. The points will be removed at a later date. The Up and Down Home signals, Nos 14 and 16, were converted to automatic signals B200 and B187, the lever controls were removed from B200. Levers 5,

- 6, 7, 8, 9, 10, 11, 12, 13, 14 and 17 were sleeved normal.
- 20.6.1979 GOORAMBAT. The Up and Down Home signals and plunger locks were abolished. The main line points are equipped with large pattern staff locks and WSA levers. Scotch blocks were provided in the siding.
- WN27/1979 BACCHUS MARSH-BANK BOX-BALLAN. Instructions have been issued regarding the dividing of goods trains in these sections. Having due regard to various rules (numbers quoted), a maximum of equal to 18 vehicles for crossing purposes are to be detached and hauled forward to the first available location where the vehicles can be accommodated.
- WN27/1979 BALLARAT EAST-WARRENHEIP. Similar instructions for this section have been issued (see above) regarding the dividing of up goods trains. The vehicles taken forward to Warrenheip are to be stowed in Siding B if practicable.
- WN27/1979 UPFIELD-FORD'S SIDING. Instructions have been issued regarding the shunting from Ford's Siding towards the main line. A board lettered "SHUNTING MOVEMENTS MUST NOT PROCEED BEYOND THIS BOARD UNLESS DRIVER IS IN POSSESSION OF THE STAFF" is provided adjacent to the Ford Motor Company gates. Following the arrival of a train at the siding, the driver must, where practicable, retain the staff until all shunting movements towards the main line have been carried out.
- 25.6.1979 WAAIA. The points leading to the disused stock siding have been spiked normal and will be removed at a later date in conjunction with the dismantling of the siding.
- 27.6.1979 DIMBOOLA. Flashing lights have been provided at Rainbow Road level crossing on the down side of Dimboola. Operation of the flashing lights is automatic for all trains.
- WN27/1979 DIMBOOLA. The up distant signal, post 1, has been electrically lit.
- 28.6.1979 HEYWOOD. Flashing lights have been provided at the Mt Clay Road level crossing at MP 235 + 422 metres. A new Up Home (light) signal was provided and is worked from a miniature lever on the platform. If the signal lever is reversed when the approach section is unoccupied, the signal will clear immediately, however, if the approach section is occupied, the signal will clear after 12 seconds of flashing light operation. Stop/start buttons were provided near the crossing for shunting moves and for train departing from No 2 road.
- WN28/1979 TALLANGATTA. No 4 road has been removed and No 3 road taken out of use until further notice.

- 29.6.1979 ST JAMES. The points leading from No 2 road to No 3 road were fitted with staff locks and WSA levers. The points at the down end of No 3 road were fitted with a CCW lever and hand locking bar weighted to lie for the dead end. A scotch block was provided at the up end of No 3 road.
- 29.6.1979 TABILK. The down end points, which were previously spiked normal, were removed. The siding is now available to be worked from the up end only.
- 4.7.1979 BRIGHTON BEACH-HAMPTON. Automatic signal B498 was converted to a light signal.
- WN28/1979 WINDERMERE. Until further notice, Windermere is only switched in as arranged by the Train Controller, Ballarat.
- WN28/1979 WINDSOR. The points in the main line have been removed.
- 5.7.1979 BENALLA B BOX. Lever 118 has been removed from the frame. This lever formerly worked the Up Branch Distant signal.)
- 5.7.1979 KANGAROO FLAT. The Down Distant signal was moved 409 metres in the up direction.
- 8.7.1979 GLENROY. The Up Home signal, post 8, was altered to display a medium speed warning indication when automatic signal E516 is displaying the Stop indication. Automatic signal E544 can now display a Reduce to Medium speed when Post 8 is displaying the Medium Speed Warning indication.
- 11.7.1979 NATHALIA. The points at the up and down ends of No 2 road were spiked normal and No 2 road will be removed at a later date.
- WN29/1979 CULGOA, BERRIWILLOCK, MATHOURA & MANANGATANG. Except when trains are to cross, these stations will be Guard in Charge of safeworking and the guards must make the necessary entries in the train register books.
- 16.7.1979 AVOCA was closed as a staff and ticket station, the new section becoming Maryborough-Ararat and is 87.7 Kms long. This section is the longest worked thus in Victoria. Other long sections are: Barnes-Wakool 73 Kms, Moulamein-Balranald 66 Kms and Ultima-Manangatang 62 Kms. The section Avoca-Ararat previously rated the third longest at 63 Kms.
- 18.7.1979 ELPHINSTONE. The Down Distant signal was moved 315 metres in the up direction.
- 19.7.1979 CLARKEFIELD. The Down Home signal, post 2, was converted to a straight post (previously a lop-sided bracket) and moved 18 metres further in the up direction.

- WN30/1979 NORTH GEELONG B BOX. Until further notice, this box will be switched out after the last pilot arrives Geelong on Saturdays until 2.45am the following Monday morning.
- WN30/1979 NORTH GEELONG B BOX. A track indicating light has been provided in the signal box for No 12 points, which are the down end points forming the crossover between the Up and Down lines at the down end of the passenger platforms and formerly used by the Ballarat-Geelong passenger trains after stopping in the up platform.
- 22.7.1979 MITCHAM. The flashing light masts at Rooks Road and Mitcham Road were relocated due to road widening.
- 23.7.1979 KILMORE EAST. The points leading to No 3 road were spiked normal and will be removed at a later date.
- 23.7.1979 SPRINGHURST. The interlocked crossover between Nos 1 & 2 roads at the down end of the platform (formerly used by trains stopping in the platform and then proceeding to the Wahgunyah line) were spiked normal and will be removed later. The hand operated crossover between Nos 3 & 4 roads was also spiked normal and will be removed later.
- 24/7/1979 EUROA. Post 1, the Down Distant signal, was converted to motor operation. This motor was obtained from one of the Down Distant signals at Wandong following that stations demise as a block post.
- 24.7.1979 BRIGHT. The points leading to the goods shed road were spiked to lie for No 3 road. The goods shed siding will be removed later together with the double compound at the up end of No 3 road. The compound will be replaced with a simple turnout.
- WN31/1979 ELECTRO-HYDRAULIC POINT MACHINES. Instructions have been issued, for insertion in the Book of Signals, regarding the procedure for emergency working of the electro-hydraulic point machines now being installed at various suburban locations.
- 30.7.1979 BARNAWATHA. The points at the up end of No 3 road leading to No 4 road were spiked normal and will be removed later, together with portion of No 4 road.
- 1.8.1979 BLACKBURN. Dwarf signals 16, 24 & 26 were abolished.
- 1.8.1979 ST JAMES. The Up Departure Home signal was removed and the intermediate crossover altered to lie for the straight road. The Up and Down end points were provided with plunger locks.
- 2.8.1979 CASTLEMAINE. The disc on post 5, formerly worked by lever 70, was altered to be worked by lever 73. The double ended main line crossover, No 69, was altered to be worked by two levers - No 69 (down end) and No 70 (up end).

- The Up Distant signal for B Box was moved 930 metres further out.
The Home signals on posts 3 (A Box) and 24B (B Box) have been electrically lit.
- 7.8.1979 NUMURKAH. The points leading to the rail motor fueling and stabling area were spiked to lie for the turntable road. These sidings will be removed later.
- WN32/1979 McINTYRE & SOMERTON. Radio telephones have been provided for use of shunting staff at these locations. The Guard of each pilot proceeding to work at these areas, will be issued with two radio telephones at Melbourne Yard before departure.
- 8.8.1979 GORDON. Signalling diagram No 11'79 (Gordon-Warrenheip) became effective and diagram No 7'70 is cancelled. Flashing lights were brought into service at Mt Egerton Road at the up end of the station. The Home signals on posts 2 and 3 were converted to light signals. A notice board lettered "TRAINS MUST NOT EXCEED 15 MPH TO CROSSING" was provided at the up end of the platform for trains stopping at Gordon.
- WN33/1979 BLACKBURN-RINGWOOD. Signalling diagram No 8'79 became effective and diagram No 1'74 is cancelled.
- 11.8.1979-12.9.1979 MACLEOD-GREENSBOROUGH. Signalling diagrams No 2'79 (Westgarth-Macleod) and 9'79 (Watsonia-Hurstbridge) became effective and diagrams Nos 24'69 (Westgarth-Eaglemont), 34'69 (Watsonia-Hurstbridge) and 17'72 (Heidelberg-Macleod) are cancelled. The diagrams have been issued in connection with the extension of double line, with automatic signalling, from Macleod to Greensborough.
At Macleod, the mechanical frame and signals were abolished and the new signals and electro-hydraulic points are worked from a control panel. A back platform road and new car sidings were also provided. Signals 104 and 111 are provided with illuminated letter "A" lights. A 5P key operated switch has been provided to hold signal 111 at Stop if an up train is to stop longer than necessary, preventing unnecessary operation of the flashing lights at Ruthven Street.
At Greensborough, the up end of the station was converted to three position signalling and No 3 road was taken out of use.
- 14.8.1979 TIMBOON. The Down Home signal and plunger locking was abolished. A location board was provided 400 metres out from the facing points.
- 16.8.1979 WOODEND. The Down Home signal, post 3, was moved 13 metres in the up direction onto the end of the down platform.
- 19.8.1979 MACLEOD. The control panel was relocated from the signal bay to the station master's office.
- 20.8.1979 GEELONG A BOX. The wicket gates and levers 102 & 103 were abolished.

- 21.8.1979 BRIGHT. WSA levers were provided at the up and down ends of No 2 road inlieu of CCW levers.
- 22.8.1979 SOUTH YARRA-PRAHRAN. Up automatic signal B142 was converted to a light signal.
- 22.8.1979 CHINKAPOOK. The extension of No 2 road was taken out of service. Concurrently the catch points in the siding were abolished and scotch blocks provided inlieu.

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ALAN JUNGWIRTH'S SIGNALLING QUESTIONS

Members are invited to attempt to answer the following questions and bring along the results to the next meeting for discussion. It promises to be a very interesting night and the results of the night will be published in a forthcoming issue of 'SOMERSAULT'.

1. While it is fairly common to place TWO position signals on the wrong side of the track at places where the approach is difficult or there is insufficient room, name ONE location where there is a THREE position signal on the wrong side of the track to which it applies (Platform departures and dwarf signals excepted)?
2. With the previous question in mind, name ONE location where the THREE position signal has another set of rails between itself and the track to which it applies?
3. Regulation 74 (iib) warns a driver when passing an automatic signal in the Stop position to proceed cautiously and also advises him that even though he may pass a Repeating signal at Warning, he must still proceed cautiously as far as the line is clear or to the next fixed signal. Name ONE location where a driver on passing an Automatic signal will find the next signal is a Repeater?
4. Name THREE former locations where this used to be the case?
5. Name ONE location where a driver on passing a Home signal will, upon continuing along the track to which the Home signal applies, pass a Disc signal at Stop applying to the same movement? (Shunt ahead discs not included.)
6. Name ONE location where a signalman must issue a Caution Order to a driver to pass a Dwarf signal in the Stop position?
7. Name ONE location where a driver receives a Normal Speed indicator leading to buffers?
8. Name ONE former location where a driver on passing an automatic signal will find the next signal is a Dwarf signal?
9. Name ONE present and ONE past location where an arriving passenger train travelling on its normal route will arrive on TWO disc signals (i.e. one disc then another)?

10. Name ONE location where the aspects of a three position home signal are displayed like those of an automatic signal when the Home is at proceed?
11. Name ONE past and ONE present location where a TWO position home signal has an arm which is shorter than standard length but not as short as a calling-on arm?
12. Name ONE former location where there were annett locked points located outside the Home signal in an Electric Staff section instead of the usual Staff Lock? (Staff/Annett Key exchange apparatus excepted.)
13. Why were these points so locked?
14. Name TWO locations where the letter "Y" was used as a prefix for the lever number on a three position signal?
15. Name ONE location in the suburban area where the emergency crossover was used for a regular train movement, the signalman being provided with a key of the glass fronted box?
16. Name ONE location where the emergency crossover (annett locked) was worked from an interlocking frame and had a dwarf signal applying through it in the up direction only, yet was protected by automatic signals only?
17. Name TWO locations where the three position home signal at a junction may display either Normal or Medium Speed signals for the straight track, and a Medium speed signal for the diverging track?
18. Name ONE location where there are two position signals provided with train stops?
19. Name ONE location where a signal can display an indication which is not defined in the regulations for such a signal?
20. Name ONE mechanical interlocking which has two black and white levers?
21. Name ONE location which has three such levers?
22. Name TWO locations which have five electric staff instruments and one ONE location which used to have five instruments?
23. Name TWO locations where the distant signals were worked from Relay Control Panels?
24. Name TWO locations where there are TWO electric staff instruments which are the same pattern?
25. Name ONE location where the home signal applies to a track which has facing hand points ahead of it, yet the station is interlocked?
26. Name ONE location where there was a two position home signal which had a fixed arm and no calling-on arm or disc?
27. Name ONE location where there is a three position home signal which can display stop and nothing else?

28. Where was the last DOUBLE WIRE CONTROL machine installed?
29. Name ONE location where the signalman must prove he has possession of the staff for the section before he can operate the departure home signal?
30. Where is there an electric staff crossing station which has starting signals?
31. Name ONE interlocked electric staff crossing station where it is not possible to operate the interlocking to shunt with a train which is travelling on the THROUGH section staff?
32. Name ONE location where the signalling system is three position signalling and this place has ONE solitary two position home signal?
33. Which signal box has a periscope?
34. Name ONE location which has had four signal boxes, and has had four different types of interlocking? Name the four types of interlocking?
35. Name ONE location which has had three signal boxes and has had four different types of interlocking? Name the four types of interlocking?
36. Name ONE location which was provided with switching out facilities but was never switched out, except for testing?
37. Name ONE location which was provided with switching out facilities but was never switched in, except for testing?
38. Name ONE location which was a Double Line Block Post, capable of switching out, which had NO fixed signals? (The compiler of these questions has mentioned that he can think of four such locations.)
39. Name ONE location where there is a Repeater capable of displaying Reduce to Medium speed?
40. Name SIX other locations where this was once possible?
41. Name THREE locations where there were staff locked points which could be locked in either position?
42. Name ONE location where it is permissible to have TWO trains travelling in opposite directions in ONE electric staff section, Bank Engines excepted?
43. Name ONE location where a signal box was erected but never received interlocking?
44. Name ONE location where the foundations of a large signal box were laid down but the subsequent interlocking is housed in a portable building?
45. Name ONE location where there are two different types of mechanical interlocking in one signal box? (Interlocked gates excepted.)

46. Where is there a set of interlocked gates not protected by fixed signals?
47. Name TWO locations where a driver on finding a Distant signal at proceed will not find all the signals applying to the route he is to take at proceed? (Locations with two signal boxes excepted.)
48. Name THREE locations where a driver on finding the Distant signal 'ON' was required to stop at the Distant?
49. Name ONE location where there is a post which has Up and Down Distant on it, worked from two different signal boxes?
50. Where was there a post which had two Down Distant on it worked from two different signal boxes?
51. Flemington Racecourse line has two position automatic signalling. Where else have two position automatic signals been installed?
52. Name TWO locations where there are or were HAND points fitted with lock bars worked from an interlocking frame?
53. While it is usually necessary to restore the lever of a track locked Home signal and re-pull it again for a following train, where was it necessary to remake the road for the branch for a second branch line trains? Why was this facility provided?

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PROVISIONAL LIST OF INTERLOCKINGS
IN CHRONOLOGICAL ORDER
Compiled by Jack McLean - June 1978

This list commences in 1873 and intends to show
all those interlockings erected until 1 July 1899.

No.	Location	Lvrs	Installed	Remarks
1	Essendon Jcn	15	11. 7.1876	Removed 28. 9.1884. NF
2	Dudley St.	24	27. 8.1876	Removed to Franklin St on 6. 9.1884.
3	Nth Melb'rne	20	27. 8.1876	Removed 13.10.1884 a/c new box at Coburg Jcn.
4	Inner Jcn	32	xx.10.1876	Removed 13. 6.1886. NF (Dudley Street?)
5	West Geelong	21	21. 5.1879	Removed 3. 7.1886. NF
6	Newport	26	xx. 7.1879	Removed 23. 9.1886. NF
7	Foot'ray Jcn	17	8. 7.1879	
8	Foot'ray Stn	10	?	Removed 31. 1.1889. NF
9	Spen St No 1	70	21. 3.1880	
10	South Yarra	16	xx. 3.1880	Removed 3. 2.1884. NF
11	Newmarket	17	28.10.1880	
12	Richmond (Swan Street)	16	xx.xx.1873	Saxby and Farmer frame erected by private coy.
13	Jolimont (Rd)	25	1.10.1882	Removed 11. 5.1884 and moved to Punt Road.
14	Flinders St (East Box)	23	11. 3.1883	Removed 20. 2.1887
15	Flinders St (West Box)	51	27. 5.1883	Removed 28.10.1894 a/c new box Flinders St A.
16	Hawthorn	22	11. 6.1883	Removed 9. 3.1890. NF
17	Queenscliff Junction	9	23. 7.1883	
18	Beechworth Junction	9	1. 8.1883	Removed 17.12.1890. NF
19	Caulfield "B"	25	20. 8.1883?	Removed 30. 8.1889. NF
20	Caulfield "A"	16	20. 8.1883	Removed 6. 9.1889. NF
21	Graham Street	25	17. 9.1883	
22	Balaclava	8	25. 9.1883?	Removed 16.11.1884.
23	St Kilda Jcn	4	9.10.1883	
24	Balmain St	5	15.10.1883	
25	Elsternwick	21	1.11.1883	Removed 26. 8.1888. NF
26	Princes Bdg	49	11.11.1883	
27	Glenferrie	16	5.12.1883	
28	Williamstown "B" Box	12	8.12.1883	Removed 5. 8.1886
29	Carlsruhe	21	23. 1.1884	
30	Geelong (Latrobe Tce)	20	28. 1.1884	
	St Kilda Jcn	12	30. 1.1884	Removed 14. 3.1886 when cabin closed.
31	Sth Yarra Jcn		4. 2.1884	
32	Williamstown Station	40	30. 3.1884	
33	Lower Level	29	24. 3.1884	
34	St Kilda Stn	12	7. 4.1884	Saxby & Farmer frame.

No.	Location	Lvrs	Installed	Remarks
35	Richmond	18	4. 5. 1884	Removed 5. 7. 1885. Replaced by tempy frame on platform.
36	Transfer Jcn	14	11. 5. 1884	Removed 13. 3. 1887.
37	Punt Road	25	11. 5. 1884	Removed 29. 11. 1885.
38	Geelong (Nth)	35	26. 5. 1884	
39	Geelong (Sth)	25	26. 5. 1884	Removed 12. 5. 1889. NF
40	Maldon Jcn	9	16. 6. 1884	
41	Warrenheip	17	5. 8. 1884	Removed 25. 8. 1887. NF
42	Scarsdale Jcn	12	6. 8. 1884	Removed 9. 3. 1890. Beh line ext to Gillies St.
43	Outer Gds Jcn	100	27. 8. 1884	
	Franklin St	33	25. 10. 1885	Removed 20. 9. 1885. NF
44	Franklin St	29	6. 8. 1884	
45	Coburg Jcn	54	8. 9. 1884	Removed 8. 5. 1887.
46	Essendon Jcn	20	28. 9. 1884	Removed 1. 5. 1887.
47	Balaclava	16	16. 11. 1884	
48	Braybrook Jcn	23	1. 12. 1884	Removed 9. 2. 1890. NF
49	Foot'ray Stn	5	11. 1. 1885	Removed 31. 1. 1885. NF
50	South End	61	1. 3. 1885	
51	Newport Sth	24	18. 3. 1885	
52	Camberwell A	8	4. 5. 1885	Removed 2. 10. 1887. NF
53	Avenel	8	5. 5. 1885	Removed 16. 1. 1889. NF
54	Monea Siding	6	6. 5. 1885	Removed 20. 8. 1889. NF
55	Lydiard St	30	11. 5. 1885	Removed 23. 2. 1890. NF
56	Burnt Creek	6	6. 5. 1885	Removed 22. 8. 1889. NF
57	Tallarook	45	20. 5. 1885	
58	Longwood	18	25. 6. 1885	
59	Traralgon	34	1. 7. 1885	
60	Richmond (High Level)	15	5. 7. 1885	Out of use with new Hawthorn system.
61	Gravel Pit Siding	4	24. 6. 1885	
62	Baddaginnie	6	28. 7. 1885	
63	Euroa	17	11. 8. 1885	
64	Violet Town	17	11. 8. 1885	
65	Wandong	4	12. 8. 1885	Removed 21. 7. 1886.
	Ballast Pits			
66	Brighton Beh	9	19. 8. 1885	Removed 24. 3. 1887. NF
67	Glenrowan	14	8. 9. 1885	
68	Franklin St	43	20. 9. 1885	
69	Flemington Racecourse	59	31. 10. 1885	
70	Essendon Stn	26	23. 11. 1885	Removed 28. 10. 1888
71	Richmond (Brick Cabin)	40	29. 11. 1885	
72	Barnawatha	18	15. 12. 1885	
73	Chiltern	17	15. 12. 1885	
74	Armadale	25	12. 3. 1886	
75	St Kilda Jcn	15	14. 3. 1886	
76	McArthur St	30	22. 3. 1886	
77	Ballarat (Middle)	35	5. 4. 1886	Removed 10. 5. 1891. NF
78	Ballarat East	25	3. 4. 1886	Removed 19. 4. 1891. NF
79	Saltwater Rv	7	10. 5. 1886	Removed 8. 11. 1886.
80	Munro's Sdg	6	18. 5. 1886	
81	Munro's Sdg	4	18. 5. 1886	Removed 10. 6. 1889.

No.	Location	Lvrs	Installed	Remarks
82	Seymour "C"	34	1. 6. 1886	Removed 12. 3. 1889. NF
83	Inner Jcn	48	13. 6. 1886	
84	Nth Geelong	30	3. 7. 1886	
85	Williamstown ("B" Box)	12	5. 8. 1886	Removed 24. 9. 1886. NF
86	Franklin St	25	7. 8. 1886	
87	Mangalore	27	19. 8. 1886	Frame ext 25. 8. 1889.
88	Windsor	25	8. 9. 1886	
89	Newport	55	23. 9. 1886	
90	Sth Yarra Jcn	27	3. 10. 1886	
91	Goulburn Bdg	9	17. 10. 1886	
92	St Kilda Jcn	16	24. 10. 1886	Removed 16. 6. 1889
93	Spen St No 1	80	2. 11. 1886	
94	I & E Jcn	30	2. 12. 1886	North Bendigo Junction
95	Macaulay Road	8	19. 12. 1886	Removed 2. 9. 1888 a/c duplication.
96	Flinders St East Box	30	20. 2. 1887	
97	Jolimont Jcn	39	13. 3. 1887	
98	Springs	30	15. 3. 1887	
99	Brighton Bch	23	24. 3. 1887	
100	Brown's Hill Junction	23	27. 4. 1887	
101	Kensington	25	1. 5. 1887	
102	Nth Melb Jcn	79	8. 5. 1887	
103	Franklin St	25	7. 8. 1887	

NF - New Frame provided.

(to be continued)

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