

SIGNALLING RECORD SOCIETY (VICTORIA)

SOMERSAULT

July 1981. Vol 4, No 3.

Published by S.R.S.V. Publications and Archives Committee.
Editor: David Langley, Crichton Street, Avenel. 3664.
Articles may be reprinted without prior permission but
acknowledgement is required.
Dead line for September 1981 issue is August 9th, 1981.
NEXT MEETING: July 17th, 1981.
VENUE: A.R.H.S. Library Room, Windsor Railway Station.

Minutes of May 1981 General Meeting

HELD AT: A.R.H.S. Library Room, Windsor Railway Station.

PRESENT: J.McLean (Leader), G.Inglis (Minutes Secretary), D.Langley (Editor & Archivist), R.Jeffries, A.Jungwirth, S.McLean, C.Rutledge, J.Sinnatt, R.Whitehead, and others.

MINUTES OF PREVIOUS MEETING: adopted as read. (Jungwirth/Langley).

BUSINESS ARISING: The saga of the November UK Newsletter has been resolved at last. The Leader explained about the situation and mentioned that after the affair was over he ended up with three copies.

* - The A.R.H.S. is quite happy for us to provide our own blackboard for use at our meetings and store it in the Library Room at Windsor. It was moved that the Executive investigate the supply of a board and easel. (Brough/Langley).

CORRESPONDENCE: Out- to Bob Taaffe requesting details of his expenses so he can be paid.

In- From S.R.S.U.K. (Tim Guest) replying to various matters including the missing Bendigo Races article submitted for inclusion in the UK Newsletter.

From Tony Kociuba - seeking membership details.

From Peterborough S.A. - advertising record for sale.

MEMBERSHIPS: Only one member has yet to renew his subscription which is very encouraging to the Executive.

GENERAL BUSINESS: 1. Jack McLean advised members of the commencement of a Guards course for the Bellarine Peninsula Railway on June 17th, 1981.

2. Alan Jungwirth requested that thanks be expressed in Somersault to those UK members whose hospitality was much appreciated by Victorian members on their their recent visit. Thanks very much to George Prior, David Wittamore, Adrian Paull, Peter Jordan and Tim Guest.

3. Wilfrid Brook reported all the action at Alliston, Canada, after spending twelve months in that part of the world.

4. Colin Rutledge outlined the changes in signalling at Belgrave during the station rebuilding program by the P.B.P.S.

ITEMS OF INFORMATION: 1. One of the new suburban trains is stabled in the Belgrave sidings at Flinders Street and is undergoing extensive testing around the suburban area. Crew training is also being undertaken in readiness for the introduction of the new sets.

2. Various new types of tail lights including flashing types are being tested on the Seymour line passenger trains.

3. Show Day tour - announcement in the near future hopefully at the next meeting.

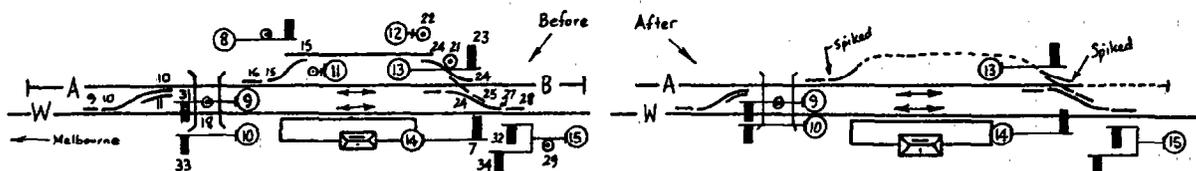
4. Future speakers - Alan Jungwirth and Co. to give an illustrated talk about their tour to the U.K.

SYLLABUS ITEM: Members were entertained by Stephen McLean who showed a series of excellent slides about signalling practices in Asia and India. Various exotic safeworking systems were seen including Neale's Ball token, and a great variety of signals ranging from very British in India to German signals in Asia. After the screening Wilfrid Brook moved a vote of thanks.

MEETING CLOSED: at 2215 hours after which members chatted until the 'signal-box' sent the 3-4-3 at 2300 hours.

SIGNALLING ALTERATIONS

- WN17/1981 STAFF EXCHANGE BOXES. Instructions amended whereby the Engineman is not permitted to attempt to exchange the staffs until the necessary hand signal has been received from the guard.
- 9-4-1981 LITTLE RIVER-LARA-CORIO. Automatic signals Nos G1680 and G1746 were relocated 4m out from the main line.
- 14-4-1981 SOUTH DYNON. Dwarf No 170 relocated 6m in up direction.
- 14-4-1981 TELFORD. Rodded derails replaced by Haye's derails.
- 15-4-1981 LITTLE RIVER-LARA-CORIO. Automatic signals Nos G1986, G2034 and G2100 relocated 4m out from the main line.
- 16-4-1981 MOOROOLBARK. No 3 road and the down end extension of No 2 road (Siding "B") abolished. Points Nos 16U and 24D spiked normal, Nos 16 & 24 catch points abolished, Posts Nos 8, 11 & 12 abolished, and disc signals Nos 21 & 29 removed from Posts Nos 13 & 15.



- 26-4-1981 LARA. No 1 road taken out of use and a new back platform road added. Signal No 6 removed from signal bridge and relocated 20m in the up direction on a ground mast and now applies from the back platform road. Post No 34 relocated on a ground mast and Post No 36 removed until further notice.
- 28-4-1981 LARA. Post No 8 relocated 100m in the down direction.
- 13-5-1981 TRAWALLA. Flashing lights were brought into service at Langi Kal Kal Road level crossing at the down end of Trawalla yard. The mechanical signals on Posts 5 & 6 were replaced by light signals which clear immediately when operated if the approach track is unoccupied or after 12 seconds of flashing light operation if the approach track is occupied. The operation of the flashing lights is automatic and trains may be held behind Posts 5 & 6 without activating the flashing lights.
- 14-5-1981 LARA. Points Nos 9 were relocated 100m in the down direction. Post No 36 was restored to service and relocated on the right hand side of the track 100m in the down direction. Dwarf signal No 28 was relocated 12m in the down direction. The interlocked connection to No 3 road at the down end will be abolished.
- 14-5-1981 GARDINER. Traffic light co-ordination was brought into use with the interlocked gates. The co-ordination is initiated by a push button located on the block shelf and a lever lock is provided for the gate stop lever.
- 15-5-1981 LARA. Home signal No 16 and dwarf signal No 10 were taken out of use and points Nos 5 & 11 were spiked normal.
- 16-5-1981 FLINDERS STREET. New signalling diagram No 16/81 issued and diagram No 10/81 was cancelled. At "C" Box, points Nos 108, 146, 149 and 157 double catch were provided, points Nos 154 & 155 became power operated as Nos 154 crossover. Dwarf No U131 and disc signal No 165 were abolished, new dwarf (light) signals Nos 901, 902, 903, 907 and 909 were provided. Levers Nos 155 and 165 were sleeved normal.
- 19-5-1981 TOTTENHAM. The existing up track was replaced by a new up track on a high level with grade separation at Ashley Street. Up signals Nos M338, M352 and 8 were replaced by new signals Nos M338, M356 and M376 on the new level. Crossover No 5, plunger No 6 and dwarf signals Nos 3 & 4 were abolished. The control of signal No M339 by lever No 1 was removed and down home signal No 2 was renumbered No 12. Levers Nos 1 to 10 inclusive will be removed from the frame at a later date.

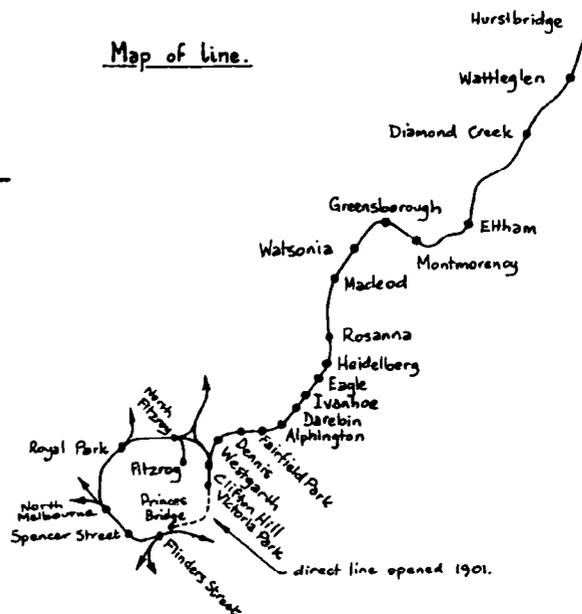
(continued on Page 38)

V.R. SIGNALLING HISTORY
ALL STATIONS TO HURSTBRIDGE

Referring to the map, it will be seen how the Heidelberg line was originally connected to the city by the 'Great Way Round' through Royal Park. Opened on May 8th, 1888, there was also a short single line branch from Clifton Hill to Victoria Park (then called Collingwood), a dead end terminus to or from which city passengers made cable tram journeys. On October 21st, 1901, the direct line from Princes Bridge to Victoria Park (high level) was opened and on June 5th, 1902, the line was extended from Heidelberg to Eltham with a further extension to Hurstbridge opened on June 25th, 1912.

All of these lines, except Princes Bridge to Victoria Park, were built as single lines. Princes Bridge to Victoria Park was built double and the double line extended to Clifton Hill at the same time. Clifton Hill to Westgarth is still single, Westgarth to Alphington was doubled in 1912, Alphington to Ivanhoe in 1951, Ivanhoe to Heidelberg in 1949, Heidelberg Tunnel Junction to Macleod in 1958 and Macleod to Greensborough in 1979, the section on to Hurstbridge remaining single.

The lines were all run by steam hauled passenger trains until the electrification between Princes Bridge and Heidelberg in 1921, extended to Eltham in 1923 and finally to Hurstbridge in 1926. The North Fitzroy passenger services, electrified along with the Reservoir line in 1921, ceased in 1948 and the triangle connections between North Fitzroy and Merri/Rushall were removed in 1965.



Victoria Park to Clifton Hill was opened with staff & ticket working, the original block working being with morse telegraph. In 1890 this section had Winter's Block Telegraph instruments in lieu of the morse instruments and in 1898, Webb and Thompson large pattern electric staff instruments were provided. The double line between Princes Bridge and Clifton Hill in 1901 had Winter's Block on opening, Sykes' Lock & Block by 1902 and finally three position upper quadrant signalling in 1921.

In Victoria, two position and three position signals are used in 'areas'. In two position areas, somersault signals have been used since about 1890 with distants, homes, starters, etc., brackets and gantries for direction and discs for shunting. In three position areas, the American Railway Signal Association code of 1913 is used with normal, medium and low speed indications; semaphores were installed until 1922, multiple lights until the 1940's and searchlights in current installations although in recent years there have been some installations of multiple aspect signals - Mordialloc to Frankston equipped in 1976/77.

Until 1901, Clifton Hill to Heidelberg followed the pattern of Victoria Park to Clifton Hill; staff & ticket with morse telegraph, then with Winter's Block, followed by large electric staff. In 1912, Westgarth to Alphington (the easy section between two deep valleys) was doubled and Winter's Block re-installed. Later this section was track circuited. In 1916, the remaining single line sections were converted to miniature electric staff and in 1927 to Lever Locking & Track Control, a directional lever system. Ivanhoe had been a staff station since 1910. The duplication of 1949/51 between Alphington and Heidelberg resulted in the provision of three position signalling and Westgarth to Alphington was similarly converted in 1964. In 1968, the signal-box at Westgarth was closed and the junction there regarded as part of Clifton Hill from which it now remotely controlled. The signal-boxes at Alphington and Ivanhoe lasted with duplication but were closed when boom barriers replaced the interlocked gates in 1966 and 1960 respectively.

Heidelberg to Eltham was opened as one section of staff & ticket with morse telegraph. Greensborough was made a temporary staff station on holidays and later became a permanent staff station just before the miniature electric staff was installed between Heidelberg and Eltham in 1916. At this time, a composite (or divisible) electric staff was provided on the Heidelberg to Greensborough section by which Macleod could be worked as a temporary telephone block post. Macleod became a staff station, "switching in and out with a train" in 1923. Beyond the Heidelberg tunnel, the section to Macleod was doubled in 1958 with three position multiple aspect signals, not searchlights, whilst the duplication was extended to Greensborough in 1979 with three-position searchlight signals. Greensborough to Eltham remains single with miniature electric staff.

Eltham to Hurstbridge has always been staff & ticket with telephone block, and in peak periods, Diamond Creek is open as a non-interlocked staff & ticket station with only one platform at which to cross multiple unit electric suburban trains.

For many years Heidelberg was the focal point of the train services as most trains terminated there, in the steam days engines were serviced at the small depot and trains to Hurstbridge were usually locals connecting with city services at Heidelberg. In 1892 there were 16 trains from Melbourne but by 1901 the number had increased to 25. The 1910 WTT shows 29 to Heidelberg with only four connecting to Eltham, there was also one train to Ivanhoe and Fairfield Park in the morning, however, by 1916 there were 30 Heidelberg trains with six connecting to Eltham. Two of these went through to Hurstbridge but on Sunday there were through trains to Eltham possibly from the time of opening but certainly by 1910 and by 1916 all four trains beyond Heidelberg were through trains, one going to Hurstbridge in the morning and returning in the evening.

In electric days, the pattern remained much the same although it increased in frequency over the years. In 1929, the WTT shows 63 trains to Heidelberg but only nine went beyond mostly to Eltham. There were in addition six connecting services from Heidelberg to Eltham (three went through to Hurstbridge) whilst seven through Eltham trains connected at Eltham for Hurstbridge. On Sunday there were still only two trains to Hurstbridge both running through from Princes Bridge. As suburbia spread so the service altered accordingly with many trains being extended to either beyond their original terminus, there being in 1947, five through Hurstbridge trains on weekdays and a number of Heidelberg locals being extended to Rosanna or Macleod. The 1980 WTT shows a frequent service of trains to Eltham and Hurstbridge with a local connecting train service running between Eltham and Hurstbridge (still a very rural trip) at night on weekdays and all weekend. There are now no Heidelberg locals, most short distance workings now going to either Macleod or Greensborough.

The goods service has never been frequent and for many years was operated by making one of the connecting local trains into a mixed from Collingwood before 1901 and from Heidelberg in the early 1900's. By 1916 a goods train was running to Hurstbridge on Monday, Wednesday and Friday. By 1947 the service still ran on the same days and was hauled by two electric suburban motor cars between Hurstbridge and Heidelberg where it connected with the local Heidelberg goods. With little goods traffic offering, the goods service beyond Eltham was cancelled in November 1957. The weekly goods service now only serves Eltham when extended beyond Heidelberg and the main traffic these days is briquettes for home heating. The Paper Mill at Fairfield is served by direct brown coal trains from Bacchus Marsh as required and also the local Heidelberg goods clears any wagons offering.

That then is a broad outline of the history of the Hurstbridge line and following will be a more detailed description of each station and its role in the safeworking of the line on our imagined journey - "All Stations to Hurstbridge".

Dennis, Darebin, Eaglemont, Rosanna, Watsonia, Montmorency and Wattle Glen have not been safeworking posts but are included in this survey as each have had some interest in the signalling on the line.

No 15. WESTGARTH

Westgarth Street was opened with the line on May 8th, 1888 and was mostly likely a single platform which eventually became the up platform. On 19-7-1888, just over two months after opening, the name was changed to Northcote South. There were two other stations nearby which shared the name Northcote; Northcote (now Merri) and Middle Northcote (now Northcote), both of which are on the Reservoir line. Northcote South, along with the other Northcote's, changed its name on December 10, 1906 and became Westgarth.

There would have been few changes to the appearance of Westgarth between 1888 and 1912 but in December of that year, a second platform was provided when the duplication to Alphington was brought into use. The double line would have extended into Clifton Hill if it wasn't for the Merri Creek valley which intervenes between these two stations. This little piece of single line has created a bottleneck which exists to this very day.

With duplication, the signal-box with 16 levers, was opened on December 8th, 1912, working ordinary electric staff with Clifton Hill "B" Box and Winter's Block with Fairfield Park. The interlocked gates at Westgarth Street were connected up in July of the following year. Figure 1 shows the layout of Westgarth at this time.

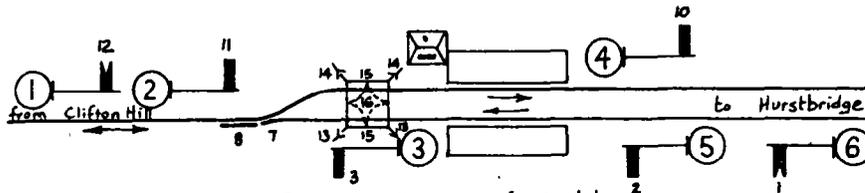


Fig 1. Opening of signal-box.

As mentioned earlier, the section from Clifton Hill "B" Box was worked by large pattern electric staff until 1916 when, according to Weekly Notice No 33, miniature electric staff instruments were provided.

Eleven years later a further refinement in the form of Lever Locking & Track Control was provided on October 19th. With this system, the starting signal into the single line section is controlled by the control lever at the other end of the section and the starting signal is track locked by means of a signal reverser (or replacer). At Westgarth, the starting signal was replaced by a light signal obviating the need for a signal reverser, the control to the signal operating relay being taken through the track relays. Concurrently the down distant (and also Clifton Hill "B"'s up distant) were replaced by three position automatic light signals, normally displaying a red indication. This cleared to yellow when the control lever ahead was reversed and to green when the necessary home and starting signals also cleared.

To serve the expanding suburban area, a new station was opened between Westgarth and Fairfield called DENNIS. This station has never been a double line block post but was provided with home signal protection in both directions. Post 6B was erected about 200 yards on the upside of the platforms and worked by a quadrant lever located at the up end of the platform. To protect up trains, another quadrant lever was provided on the up platform controlling Fairfield Park's up starter on Post 8. These additions date from 4-2-1924.

Figure 2 depicts the section, Westgarth to Dennis after 1927.

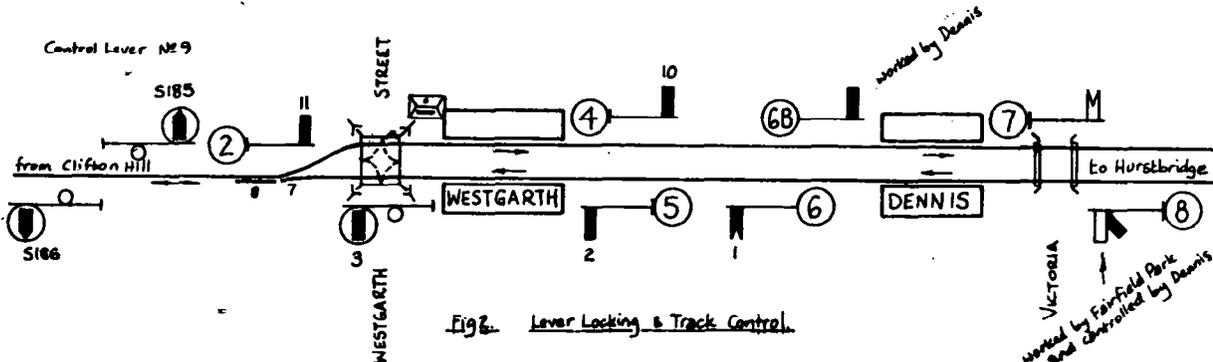


Fig 2. Lever Locking & Track Control.

The double line to Fairfield Park (later Fairfield) was worked from the outset by Winter's Block telegraph instruments and as an added safety precaution, the line was also track circuited. Double line block lasted until 1964 when, as shown by signalling diagram No 8/64, three position signalling was installed. This alteration occurred on October 2nd and the only alteration at Westgarth was the removal of the up distant, Post 6B at Dennis was also removed. The arrangements at this time, culled from diagram No 8/64, have been reproduced in Figure 3.

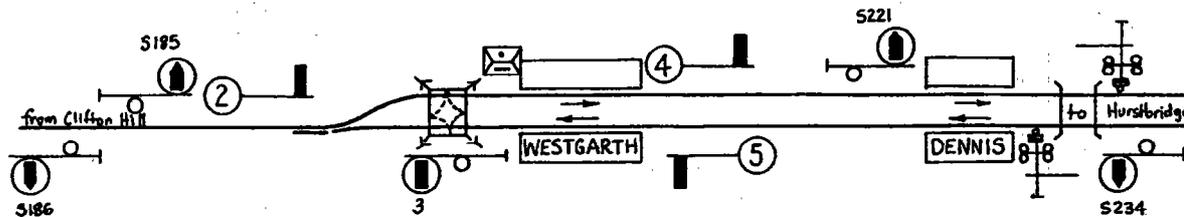


Fig 3. Automatic signals replace Winter's Block.

This was the situation at Westgarth when the author came to learn the frame and spent many an afternoon working the box instead of learning his real trade outside installing the new signalling. This has been my sole experience of working the LL&TC system and unfortunately, those days came to an end very quickly when the working of the single line and junction was taken over by the control panel provided in Clifton Hill "B" Box. The mechanical signals were replaced by three position light signals and boom barriers were installed instead of the interlocked gates. The down automatic signal for Westgarth, S185, now shows a proceed indication except when the junction points are set for an up train from Hurstbridge. This final alteration occurred on June 30th, 1968 and the present layout is shown in Figure 4.

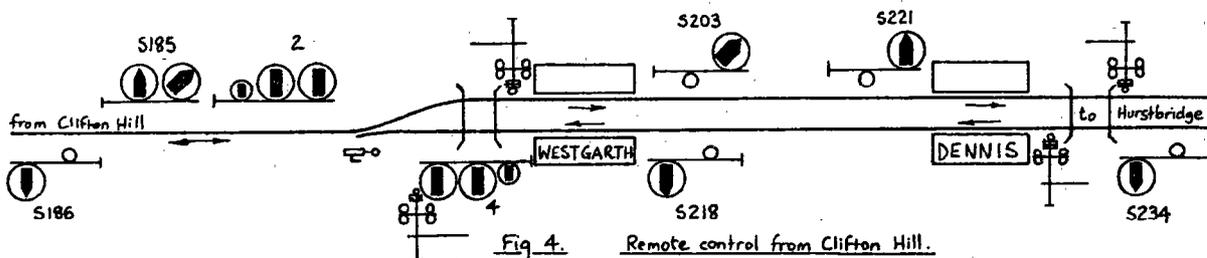


Fig 4. Remote control from Clifton Hill.

No 16 FAIRFIELD

Opened with the line as Fairfield Park, the 'Park' was dropped on October 10, 1943. Fairfield, like Westgarth, took no part in the safeworking of the line when opened but to enable ballast trains to operate to and from the Outer Circle line, then under construction, Fairfield Park was opened as a staff station on June 23, 1890. Two days later Winter's Block Telegraph was superimposed on the staff & ticket system and this is probably when these instruments were first used on the line, the block posts being Clifton Hill-Fairfield Park - Alphington - Heidelberg. Interlocking was provided on March 23, 1891, to control the junction of the Outer Circle line to Riversdale which opened on the following day. Initially there were eight trains each way on the new line, mostly connecting with Heidelberg trains at Fairfield Park. The layout of Fairfield Park at this time is thought to look like our Figure 1.

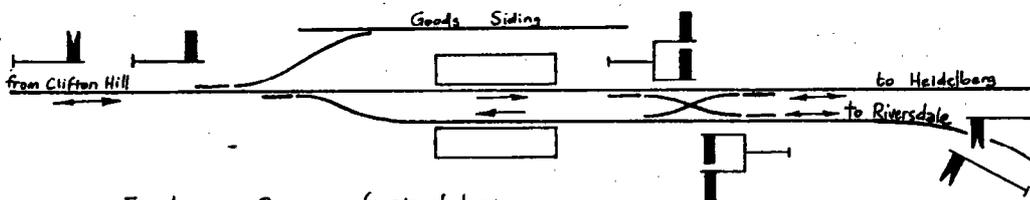
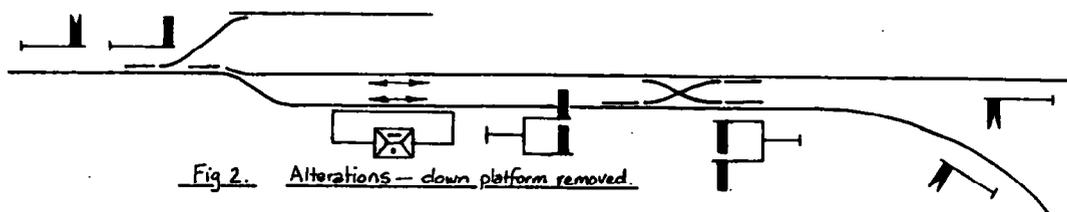


Fig 1. Opening of signal-box.

The arrangement of two platforms with up and down working for such a sparse service was obviously an extravagant arrangement and it is no surprise that economies were effected. The down platform was taken out of use and the working altered to main and loop, a common Victorian practice. The interlocking register entry for this alteration, does not show any change in the total number of levers in the frame nor to the number of working levers and so we can deduce the layout at Fairfield Park quite easily. The date of the alteration was June 13, 1892, and Figure 2 is the result of our deductions.

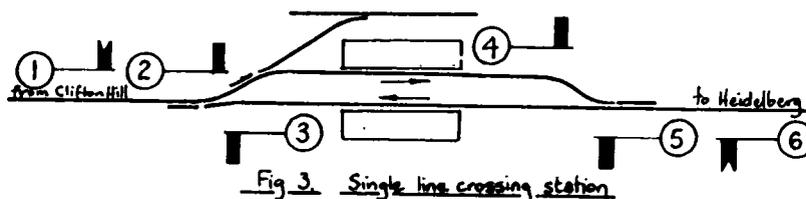


With the closing of the Riversdale line on March 24, 1893, there was little need for the interlocked loop and accordingly the facilities were reduced. The interlocking was removed along with the signals and the station closed as a staff, ticket and block station on August 26, 1893, the section becoming Clifton Hill to Heidelberg - one section of staff and ticket (Alphington closed as a staff station on the same day).

On April 6, 1896, Fairfield Park was reopened as a staff station but it was only for a short time although the date of closure is not known, it was certainly before December 15, 1896. To cater for holiday traffic, large pattern electric staff instruments were placed at Clifton Hill, Fairfield Park, Alphington and Heidelberg and were brought into use as required, the normal working was still one section staff and ticket. Between August 1900 and January 3, 1901, Fairfield Park was again a staff station this time working electric staff with Clifton Hill and staff & ticket with Heidelberg. This enabled plant trains to gain access to the former Riversdale line for the purpose of removing filling from the cuttings along the line. This was for the construction of embankments along which the Princes Bridge to Victoria Park line was being laid. Home signals appear to have been provided, if not from August 1893, almost certainly from August 1898 and Weekly Notice No 42 shows that on 22-4-1901 they were crossed out of use. This may be the date when the temporary arrangements of 1900 ceased because they would certainly be required whilst the station was open for the running of the plant trains.

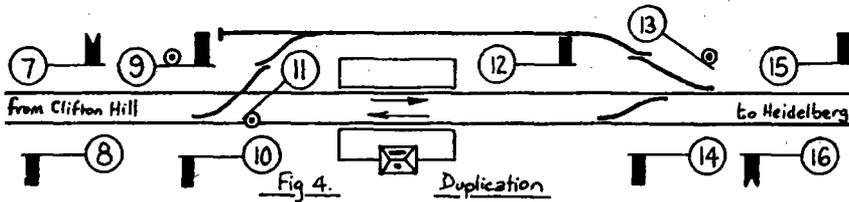
The date Fairfield Park reopened as a permanent staff station, my record does not say exactly, is most likely the same date as the opening of the Princes Bridge to Victoria Park line in 1901. The Working Timetable of 1901, which shows the half hourly Princes Bridge to Heidelberg service crossing at Fairfield Park, has the ES symbol against Fairfield Park and this service may well be the opening service from Princes Bridge because of the time of the year viz October.

Trains crossing at Fairfield Park every thirty minutes would have meant a lot of walking for the officer in charge and accordingly things were made a little easier for him when the yard was interlocked again on February 17, 1902. Signalling diagram No 117/02 was issued at this time and Figure 3 is drawn from the description of this diagram in the Weekly Notice. A 25 lever frame was provided with only 12 working levers and it is possible that it was housed in a small signal-box on the platform, a Victoria practice of the period.

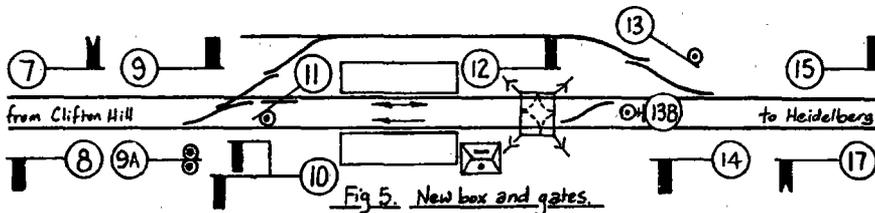


The 25 lever frame was replaced on February 13, 1912, by a 15 lever frame housed in a new signal-bay on the up side. The layout remained the same.

Duplication in 1912 saw a number of additional signals being added although the frame remained the same size, the additional levers required being those that formerly worked the lock bars. There was now 14 working levers and Figure 4 shows the arrangements after duplication.

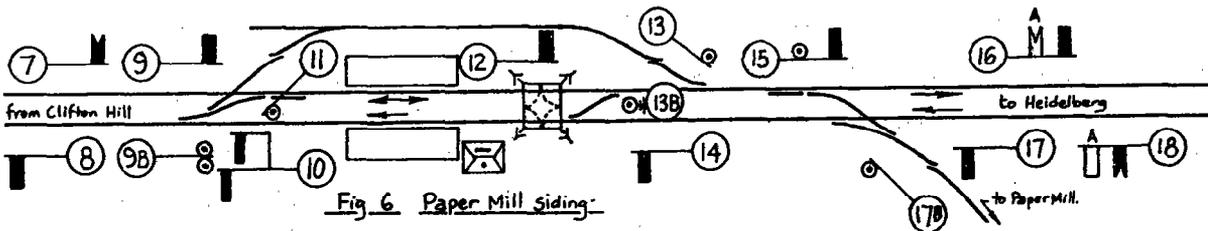


The present signal-box, 47 lever frame and interlocked gates date from October 24, 1913. At the same time facilities were provided for the easier operation of local trains, Ground Disc No 13B and discs on Post 9A signalled the engine running round its train, and the right hand arm on Post 10 signalled the train towards Princes Bridge direct from the down platform. Figure 5 shows the layout after the new box was opened.



A small alteration to signals occurred on June 6, 1919, when the down starting signal was removed from Post 15 and relocated to Post 16 above the down distant signal for Alphington. Similarly the up distant signal on Post 17 was relocated to Post 18 as the bottom arm beneath Alphington's up starter. These alterations permitted the existing posts to be used for the home signals protecting the Paper Mill siding.

The Paper Mill siding was constructed along the former right of way of the ill-fated Outer Circle line. The Mill itself is located on the south side of Heidelberg Road beyond the site of Fulham Grange, formerly the first station on the old line. Figure 6 is drawn from the information shown on signalling diagram No 45/19 issued for the opening of the new siding.

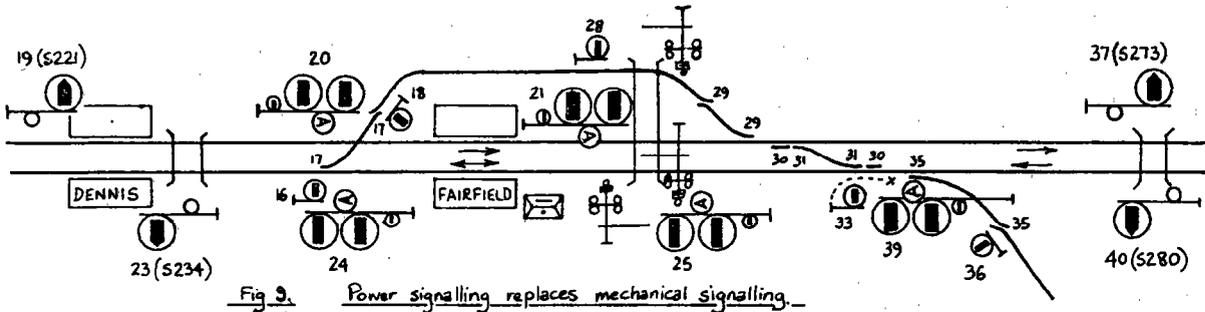


By 1916 there appear to no more Fairfield Park local trains and with the electrification in 1921, the compound points allowing trains to depart direct from the down platform to the up line were removed together with the right hand arm on Post 10. The connection from the goods siding was retained along with both discs on Post 9B, the date of alteration being 19-12-1921.

The right hand disc on Post 9B originally applied via the crossover to the down line but on 29-7-1920 was altered to apply to the up platform road and to protect the interlocked gates, ground disc No 12B was provided. Another ground disc applying to the Paper Mill siding, Post No 15B, was added on 10-9-1943 and at the same time, ground disc No 12B was altered to apply along the up line towards Post 15B as well as via No 27 crossover to the down line.

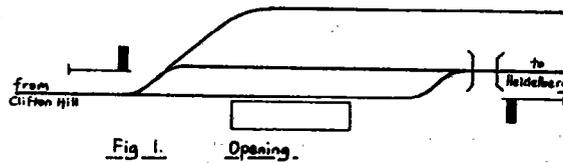
Post 17B initially only signalled trains from the Mill siding to the up line, however, after 28-10-1933 alterations were carried out to the interlocking enabling this signal to also apply to moves from the Mill siding to the goods siding.

The cost of providing signal-men around the clock is becoming more and more expensive due to rising wages and accordingly at Fairfield, where the signal-man was only a glorified gate-keeper for most of the day, measures were taken to eliminate manning of the signal-box except for shunting moves. The mechanical signals and interlocked gates were taken out of service and replaced by three position signals with boom barriers guarding the level crossing. Three boom barriers mechanisms have been provided one on each side of the crossing in the normal fashion and a third located between the main lines and the goods siding allowing road traffic to foul the goods siding for purely main line running. This effectively narrows down the level crossing enabling shorter approach sections to be provided permitting greater occupancy of the crossing. A closing lever was also provided in the frame, being released by the necessary signal levers and when reverse, switches the home signals to automatic operation. When these home signals are at the stop position, illuminated letter "A" lights come into operation and if the signal fails due to a track circuit failure, the driver of a train is permitted to pass the signal after waiting for about 10 seconds. When a shunting move is required, the Officer in Charge at Fairfield proceeds to the signal-box, switches the box "in" and makes the necessary lever movements. Figure 9 shows the present layout at Fairfield and readers will note that the crossover No 31 is locked at both ends by plunger No 30. This is not a mistake but is normal practice on the V.R. where a mechanically operated crossover in a three position area is locked by a plunger.



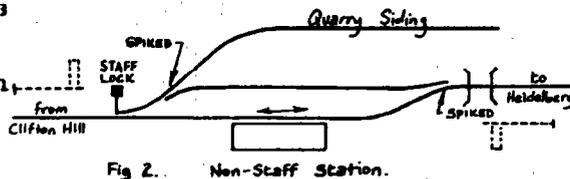
No 17 ALPHINGTON

Alphington was an original station and was also a staff station working staff & ticket with Clifton Hill and Heidelberg. Winter's Block Telegraph instruments were provided in June 1890 at the time that Fairfield Park opened as a staff station dividing the section to Clifton Hill. The layout of Alphington at this time is not known exactly but Figure 1 is drawn from available information.



The 1890's saw a lot of economy measures adopted on the V.R. due to the depression and the Heidelberg line did not escape, the Outer Circle line was a casualty closing in 1893, with which Fairfield Park closed as a staff station shortly after. Alphington was also considered surplus to operating requirements and was closed as a staff & ticket station on 26-8-1893, the same day as Fairfield Park. The block instruments were removed at the same time and the line worked as one section staff & ticket. In 1898 electric staff instruments were provided but not used except for special or holiday traffic.

On April 22, 1901, the up and down home signals were crossed out of use and removed in December of the same year. It is quite likely this alteration was carried out in conjunction with the provision of electric staff working between Fairfield Park and Heidelberg. In June 1903, one staff lock was installed at Alphington and it seems that it was fitted to the goods siding probably spiked out of use after the station was closed as a staff station. Figure 2 shows the possible layout at this time.



The situation at Alphington remained static for the next nine years but the provision of double line from Westgarth caused some changes to be made. A signal-bay was constructed in the building on the existing platform and a 25 lever frame provided, a new down platform being added for the duplication. The electric staff instrument for the Heidelberg section, provided in 1898, was brought into permanent use but this time the adjacent staff station was Ivanhoe, whilst the instrument for Fairfield Park was removed altogether. The double line was worked by Winter's block instruments. Figure 3 shows the layout brought into use on December 6, 1912. It should be noted that Post 20 has two set-back discs on it applying from the up line although it is adjacent to the down line. This arrangement for Post 20 applied until removal in 1966.

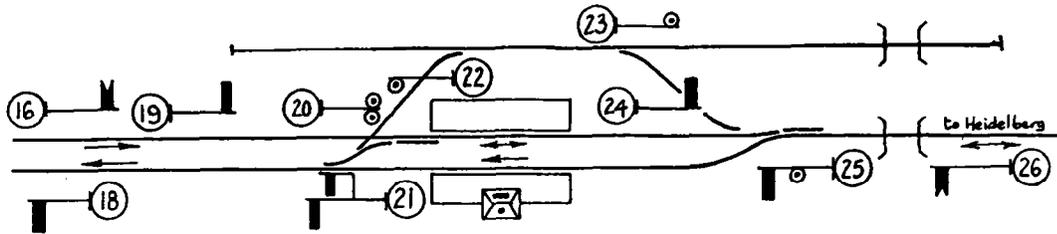


Fig 3 Duplication from Westgarth.

The large pattern instrument was replaced by a miniature electric staff instrument in 1916 and in 1921 the points at the end of the double line moved out being relocated on the down side of the road crossing.

Lever Locking & Track Control was provided on the sections to Heidelberg on June 12, 1927, and in conjunction, a new signal box with 31 levers was provided replacing the frame in the signal-bay. The previously crossing was now protected with a set of interlocked gates. Figure 4 shows the arrangements at Alphington in 1938 after the hand gates at Grange Road had been added.

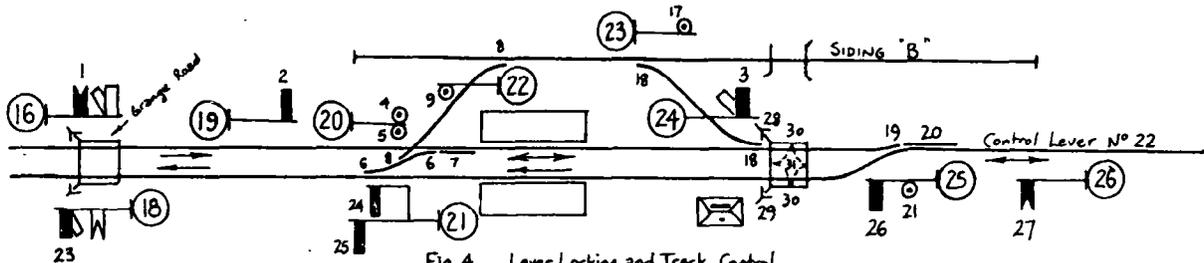


Fig 4. Lever Locking and Track Control.

This was the situation until after World War 2 when it was decided that the single line sections were preventing a proper suburban service being provided to the developing suburban areas north-east of Melbourne. Signalling diagram No 8/51 shows how the double line to Ivanhoe, with three position signalling, was brought into service on December 16, 1951. The mechanical signals at the down end were replaced by light signals and dwarf signals replaced the discs for shunting moves. S318 is controlled by a lever due to the provision of a "Limit of Shunt" board adjacent to the down end of the up platform giving the required overlap beyond home signal No 26. Without this provision, no shunting moves could be permitted into the up platform. Figure 5 has been drawn from diagram No 8/51.

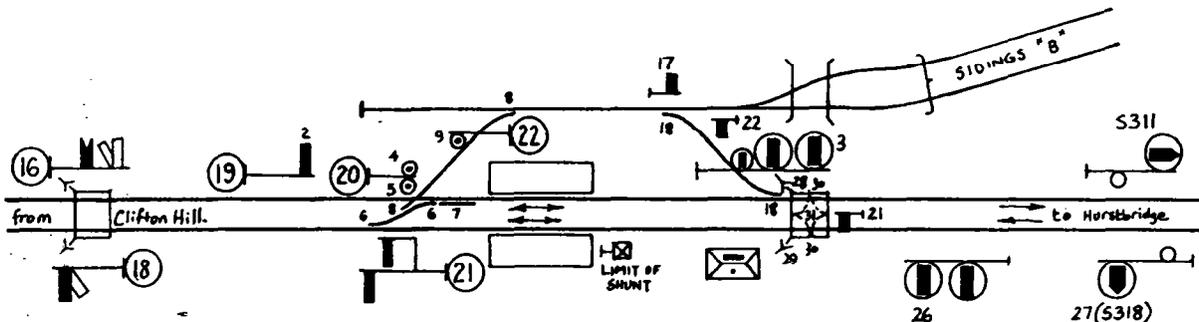


Fig 5. Duplication to Ivanhoe.

Block working was still in force on the upside to Fairfield but this was altered on 2-9-1964 when three position signalling replaced the block. The hand gates at Grange Road were replaced by boom barriers controlled through auto signals S273 and S280, these signals were also controlled by Alphington box, in additions to the controls effected from Fairfield box. Figure 6 shows the up end of Alphington, the down end was unchanged.

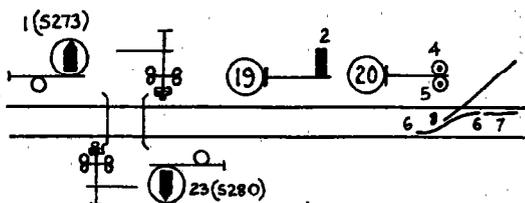


Fig 6. Automatic signals to Fairfield.

In 1966 with goods traffic dwindling away due to the effects of road transport, the goods yard at Alphington was closed although the sidings were left in-situ. This meant that the box became little more than a gate box and it is no surprise that boom barriers were installed at Yarralea Street enabling the signal-box to be abolished, the date of the closure being July 17, 1966. The unused goods siding and associated signals were removed at the same time. Figure 7 shows the present arrangements between Alphington and Darebin.

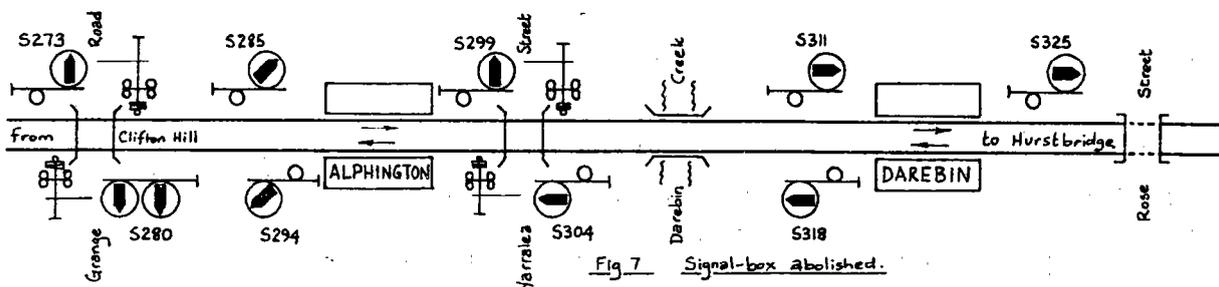


Fig 7. Signal-box abolished.

(to be continued)

--oOo--

Signalling Alterations (cont. from Page 28)

- 21-5-1981 BALLARAT. The boom barrier masts at the Midland Highway (Creswick Road) level crossing were relocated account widening of the road.
- 27-5-1981 SPRINGHURST. No 24 catch points were replaced by a rodded derail.
- 29-5-1981 LITTLE RIVER. Post No 8 was relocated 4m out from the track.
- 29-5-1981 LARA. Post No 34 was relocated to the right hand side of the track.

--oOo--

From the 1913 Book of Signals
Footscray "B" Box (Williamstown Line)

Semaphore Post No	Particulars
17	One arm, down home signal, up to Post 19, controlled from "A" Box.
18	Two arms:- Top arm, up home signal, up to Post 16. Bottom arm, up distant signal, worked from "A" Box.
19	One arm, down starting signal.
21	One arm, up distant signal.

NOTE:- The down home signal for "B" Box on Post 17 is also the down starting signal for Footscray Junction, and when a detention occurs at this signal, such detention must, for the purposes of Regulation 75, be considered as being at a starting signal, and when, in accordance with Regulation 75, it is the fireman's duty to go to the Box, he may in all cases go to "B" Box and the signalman there must immediately remind the Signalman at "A" Box of the detention, and continue to remind him from time to time in all cases of excessive detention.

--oOo--