SIGNALLING RECORD SOCIETY (VICTORIA)

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Dead line for March 1982 issue is 21 February 1982.
NEXT MEETING: 15 January 1982.
VENUE: A.R.H.S. Library Room, Windsor Railway Station.

MINUTES OF NOVEMBER 1981 MEETING

HELD AT: A.R.H.S. Library Room, Windsor Railway Station. Meeting commenced at 2007 hours by the Leader (in the absence of the Usher of the Silver Staff).

PRESENT: J.McLean (Leader), R.Weiss (Minutes Secretary), D.Langley (Editor & Archivist), W.Brook, J.Brough, A.Jungwirth, A.Kociuba, K.Lambert, B.McCurry, S.McLean, I.Michaelson, P.Miller, J.Sinnatt, R.Smith and P.Stoneham.

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

BUSINESS ARISING: 1. To complement the discussion at the previous meeting regarding the automatic signalling on the Sandingham line, the installation dates of the various sections has been reproduced below and is taken from that authoritative work - Clear Normal Speed.

Richmond - Prahran ..... 1915 - October 4.
Prahran - Ripponlea ..... 1917 - December 16.
Ripponlea - Elsternwick ..... 1918 - May 13.
Elsternwick - Brighton Beach ..... 1926 - July 18.
Brighton Beach - Sandringham ..... 1926 - December 19.

2. The Lara 'incident' was in fact caused by the wiring for the approach and departure track circuits being interchanged and not by incorrect wiring to the signal concerned, as reported in the minutes.

3. The A.R.H.S. Library Room is now graced by an engineering marvel in the guise of a well appointed blackboard provided by the S.R.S.V. Thanks were extended to Jim Brough for his work in providing this.

CORRESPONDENCE: 1. From John Slade (NSW member - now also a Victorian member) expressing his appreciation of the Show Day trip to Ararat and Stawell.

2. From the Directory of Australasian Railway & Tramway Museum Societies requesting information for their forthcoming edition along with copies of Somersault. It was agreed that the Group Leader forward the appropriate information but that regular copies of Somersault not be sent as the Co-Editor already receives a personal copy. (Weiss/Jungwirth)

GENERAL BUSINESS: 1. The City Circle Underground Loop is to be operated on Sundays in December and January for promotional purposes. As the signalling will not be ready by that date, the loop will be operated by Train Staff (no tickets) between Spencer Street No 2 Box and Flinders Street "D" Box. Permission to overcarry the staff from Flinders Street to Spencer Street ocross the viaduct was granted.

2. Details of the Western line CTC were provided and discussed. Features include 60 km/h facing tunrouts and provision for automatic working of arrival signals and manual operation of the departure signals during a failure of the CTC system.

3. A recent Irish railway accident involving unlocked facing hand points in the main line was discussed. The points in question were at Buttevant on the Dublin to Cork main line and were installed in connection with the provision of a ballast depot at the station. The facing points were not yet connected to the interlocking frame but were being used in conjunction with instructions issued by the operating dept. A misunderstanding between the signalman and the man working the points resulted in the Cork to Dublin express passing over the points at high speed whilst they were reverse with the resultant disastrous derailment.

(continued P 6)

SIGNALLING ALTERATIONS

4-10-1981 PRINCES BRIDGE - JOLIMONT. The crossover at the up end of Jolimont station at 1.55Km was taken out of service and removed account M.U.R.L.A. works.

4-10-1981 JOLIMONT JUNCTION - RICHMOND. New signalling diagram No 3/81 was issued replacing diagram No 58/80. At Flinders Street "E" Box new crossovers were provided between the Caulfield Through and Special lines. The double compound points permitting movements between the Special, Sandringham and Caulfield Through lines were converted to single compound points and only permit movements between Sandringham and Caulfield Through lines.

7-10-1981 HOPETOUN. Flashing light signals were brought into service at the Henty Highway level crossing at 406.496 Km on the up side of Hopetoun. The signals are controlled through track circuits for up and down movements.

13-10-1981 CORIO. No 6 home signal was relocated to a permanent position 150m in the up direction from its present location. No 18 post was relocated from the left hand side of the line to the right hand side of the line.

21-10-1981 MORDIALLOC. New signalling diagram No 35/81 was issued replacing diagram No 3/77. The portion of the siding leading from No 3 road at the up end to just beyond the level crossing at the down end has been abolished. Points Nos 18, lockbar No 19 and discs on Posts Nos 2, 4, 11 and 12 were abolished. The interlocked gates and wickets across the siding at the down end were also removed.

22-10-1981 EAGLEHAWK. Flashing light signals were brought into service at the Marong Road level crossing at 173.152 Km on the down side of Eaglehawk. The lights operate automatically for up & down moves.

26-10-1981 SPENCER STREET No 2 BOX. New signalling diagram No 38/81 was issued replacing diagram No 28/81. No 121 home signal was taken out of use and No 18 points were spiked reverse. Both will be removed at a later date. A baulk has been provided at the down end of No 9 road, Platform 9.

16-10-1981 PORTLAND. The private siding account the Blue Circle Southern Cement Ltd. became available for traffic (see Page 58, Vol 4, No 5)

28-10-1981 MINYIP. Flashing light signals were brought into use at the Murtoa - Minyip Road level crossing at 318.928 Km at the up end of Minyip yard. The existing up and down home signals were abolished and a new up two position automatic light signal provided on the down side of the crossing. The signal is provided with a reflectorised automatic sign. The signal will usually be clear and will not track cancel. The siding points are secured by annett locks inlieu of plunger locks and an annett key/staff exchanger is provided at both ends of the siding. Stop/start push buttons and normal/reverse push buttons for the signal were provided at the up end points. The signal will be restored to stop when the staff has been exchanged for an annett key at either end of the siding and when at normal will remove the up and down approaches from the flashing lights. The signal will show a clear indication - (a) four minutes after the staff has been recovered, (b) for up departures by the operation of the signal reverse button and (c) for down departures when the train clears the up approach track circuit.

11-11-1981 CRANBOURNE. Flashing light signals were brought into use at the Camm's Road and Narre Warren Road level crossings at 44.679 Km and 46.227 km on either side of Cranbourne. A new up home departure signal was provided on the down side of Camm's Road and is controlled by push buttons on the platform or at the up end points. Down trains may be held at the down home signal without activating the flashing lights. The Narre Warren Road flashing lights will not re-start if an up train is held at the up home signal after passing over the level crossing.

13-11-1981 FLINDERS STREET. New signalling diagram No 24/81 was issued replacing diagram No 20/81. At "C" Box signals Nos 44, 66, 99 and the down end of No 100 points were abolished, levers 35, 44, 46, 47, 64, 68 and 79 were sleeved normal whilst levers 25, 26, 74, 77 and 99 became pilot levers. Points Nos 52 and 219 became clamp lock operated. Signal No 333 and No 231 catch points were moved 30m in down direction. Signal No 345 and No 217 points were provided.

Victorian Railways

Regulations for working the North-Eastern line by Staff

The Board of Land and Works by virtue of the powers and authorities vested in it by 'The Public Works Statute - 1865', doth order and direct that the following code of rules and regulations be, and the same is hereby approved and adopted for the guidance and instruction of the officers and men in the service of the board, and that all former rules and regulations inconsistent with the same be cancelled.

The Board doth further order that every person in the service whose duties are affected by these regulations do keep a copy of them on his person while on duty, under a penalty of Five pounds for neglect of the same.

1. On and after 17 December 1873, all trains running on the line between Newmarket and Wodonga shall be worked by the staff system described herein.

2. The North-Eastern line from Newmarket to Wodonga shall be divided into nine sections. A staff will be made, coloured, and lettered for each section, with staff tickets to correspond; the staff tickets are to be kept by the station master in a box, self locking by an inside spring. The train staff for the section is the key of this box and the station master will be held solely responsible for the custody and use of the staff and staff tickets in accordance with these regulations.

3. The sections are as follows and each staff is lettered accordingly the colour of each staff being also that of the staff tickets:-

Newmarket and Essendon	White
Essendon and Wallan	Red
Wallan and Broadford	Black
Broadford and Seymour	Blue
Seymour and Longwood	Brown
Longwood and Benalla	Green
Benalla and Wangaratta	Purple
Wangaratta and Chiltern	Yellow
Chiltern and Wodonga	Black & White

4. Each staff or staff ticket must be used solely for the section to which it relates but to prevent mistakes the staff is made so as to open only the box containing the tickets for the section and this box cannot be opened by any other staff. The station master must keep the ticket box locked so that no ticket can be obtained except when the box is opened by the station master with the staff.

5. The staff tickets will be numbered and show the station of departure and arrival, with space for the date and time of starting to be filled in by the station master. The tickets are to be also signed by him and issued in the order of the progressive number.

6. When all train arrangements at a staff station are complete and the train or engine is ready to start, it is the duty of the station master to give the staff or a staff ticket to the guard who must thereupon hand the same to the driver in the presence of the station master, is being the instruction to start the train. In the case of a light engine without a guard, the station master will hand the staff or staff ticket to the driver.

7. No engine or train must under any circumstances leave a staff station unless the driver has received from the guard, or if there is no guard, from the station master, the staff or staff ticket for the section.

8. The only authority to start a train from a staff station is the delivery to the driver of the staff or staff ticket as directed by Rule 6; but at other than a staff station the driver must not start until the usual signal has been given by the guard.

9. Any number of trains required may be started by ticket from the same station and in the same direction provided the staff for the section is at the station; but when a train has started carrying the staff, no other engine or train can leave in the same direction.

10. On the arrival of a train at a staff station the driver must hand the staff or staff ticket to the guard who will deliver it to the station master.

11. The station master is the sole person authorised to deliver or receive the staff or staff ticket to or from the guard or driver as prescribed by these regulations.

12. Neglect to deliver up a staff or staff ticket, the carrying of the same beyond the station at which it should be delivered or the starting from a staff station without the staff or staff ticket, will render the person at fault liable to dismissal although no accident may arise.

13. All tickets received by station masters on the arrival of trains at staff stations are to be marked "cancelled" and forwarded daily to the traffic manager.

14. The last train for the day from a staff station may be started with either a staff or staff ticket according to the requirements of the terminal stations of the section, as shown by the timetable, or by any special instructions issued by the traffic manager. For example, if the first train for the day will be an arrival from the station to which the last train is despatched on the previous night, then that last train must carry the staff so that the station master to whom it is delivered may start next mornings train either with a ticket or a staff in accordance with these regulations. But if the first train for the day will be a departure in the same direction as the last train of the previous night then that last train must be started on a staff ticket so that the staff being detained at the station can be used to start next mornings train.

15. Any train started at midnight will be held as the last train for the previous day.

16. Each station master at a staff station must pay particular attention to the working of the staff and tickets in accordance with these regulations, and cause as little delay as possible to the traffic on both sides of him. For example, the starting of a train by ticket when it ought to have been started by staff or vice versa, will cause a stoppage of traffic and will render the offender liable to fine.

17. All trains travelling on the authority of a staff ticket must carry a disk or extra tail lamp for the information of platelayers, gatekeepers and others along the line.

18. In the event of a train carrying the staff becoming disabled, the staff must be taken to the nearest station where assistance can be obtained, or where it can be applied for by means of the staff on the next section. On the line being clear, the staff of the disabled train must be taken without delay to its original destination.

19. If a train is disabled while travelling on a staff ticket, the fireman must go back 800 yards to the rear of the train with a danger signal while the guard procures assistance from the nearest station and telegraphs to prevent the despatch of other trains until the line is clear.

20. Should any accident occur of a nature to block the road for any considerable time, special arrangements must be made for working the trains to and from the point of obstruction on either side. The staff regulations to be carried out on that side where the staff happens to be at the moment of the accident. On the other side the traffic is to be conducted by a pilotman. The station masters at the staff stations on each side will receive written instructions as to the arrangements made and these will continue in force until the line is clear.

21. When more than one engine runs with a train the engine directly attached and nearest to the train shall carry the staff, or staff ticket.

22. Ballast trains or engines working for contractors or under the Engineer-in-Chief are not subject to these regulations.

The Common Seal of the Board of Land and Works was hereunto affixed in the presence of the undersigned (two of the members of the said Board) on the nineteenth day of December One thousand eight hundred and seventy-three.

D. GILLIES,
Vice-President.

J. STEAVENSON,
Member.

Department of Railways and Roads,
Melbourne.

WN 48/1981 Victorian Railways A 2730/81

CITY CIRCLE UNDERGROUND LOOP TUNNEL SECTION

Until the transfer of control of signalling to Metrol which will be advised by circular at a later date, safeworking instructions in City Loop Operating Manual (1981), Sections 10 to 24 inclusive on P33-75 inclusive are not applicable to the operation of the City Circle Underground Loop Tunnel section between Flinders Street "D" and Spencer Street No 2 Boxes.

Instructions for the City Circle Underground Loop Tunnel section between Flinders Street "D" and Spencer Street No 2 signal boxes are as follows:

FLINDERS STREET "D" - SPENCER STREET No 2 SIGNAL BOXES

The City Circle Underground Loop Tunnel single line section will operate in a clockwise direction (Spencer Street No 2 Box to Flinders Street "D" box) on Sundays 6-12-81, 13-12-81, 20-12-81, 27-12-81, 3-1-82, 10-1-82, 17-1-82, 24-1-82 and 31-1-82 commencing each day with the 0957 from Flinders Street and concluding each day with the arrival of the 1707 train at Flinders Street.

As the signalling will not be in operation in the City Circle Underground Loop Tunnel single line section on the abovementioned Sundays, all trains operating in the City Circle Underground Loop on these days will be worked under the Train Staff and Ticket system with modifications as shown:-

1. The enginemen of all trains entering the City Circle Underground Loop Tunnel must be in possession of the "City Circle Underground Loop" train staff.
2. The train staff must be handed to the engineman of the 0957 by the signalman Spencer Street No 2 Box as authority to enter the City Circle Underground Loop single line section.
3. Authority is hereby granted for the engineman of each train, except the engineman of the 1707 arrival (last train) to retain the train staff when arriving at Flinders Street "D" Box. When the 1707 arrives at Flinders Street, the signalman Flinders Street "D" Box must obtain the train staff from the engineman.
4. The signalman, Spencer Street No 2 Box, must ensure that the Engineman of each train entering the City Circle Underground Loop Tunnel Single Line Section has the "City Circle Underground Loop" train staff in his possession.
5. Staff tickets will not be used.
6. Should a train become disabled in the City Circle Underground Loop the engineman must hand to the Guard the City Circle train staff to take to the nearest location at which arrangements can be made for a relief locomotive or train.

   The Guard when proceeding for relief in either direction must place detonators on the line as directed in Regulation 239 and should a competent employee be accompanying the disabled train, he must similarly protect it in the opposite direction to the Guard.

   The engineman of the relief locomotive or train entering the City Circle Loop must be in possession of the City Circle Loop staff and must be accompanied by the Guard of the disabled train.

   The engineman of the relief locomotive or train must retain the City Circle Loop staff until the whole of the disabled train is clear of the City Circle Underground Loop Tunnel single line section, when the train staff must be handed to the signalman at Spencer Street No 2 Box or Flinders Street "D" Box.
7. General Instructions:
   Use of Train Whistle
   (i) Enginemen must sound the whistle when entering or leaving the Underground tunnel.
   (ii) Enginemen must sound the whistle before departing from an Underground station platform.
   (iii) When operating in the tunnel environment, discretion must be exercised as to the length and strength of the whistle to be used. The degree of the whistle should always be adequate for the circumstances, but excessive use is to be avoided.

NORTH GEELONG "C" BOX - GRAIN SIDINGS

On 9-11-1981, the arrangements on signalling diagram No 31/81 were brought into use and signalling diagram No 1/81 was cancelled.

The arrival and departure tracks, along with a cripple road, were brought into service to enable block wheat trains to be handled without them having to go into North Geelong goods yard. The points and signals at the Ballarat end of the arrival and departure roads is worked from a control panel located in North Geelong "C" Box, the existing points and signals adjacent to the signal box are still worked from the mechanical frame.

An intermediate staff instrument has been provided at the Ballarat end of the arrival and departure roads and this enables a down train to be signalled towards Posts 48, 50 or 52 before the previous down train has arrived at Gheringhap or an up train has arrived from Gheringhap, yet enables the staff working to be carried out without undue delay to any trains.

Grain Loop

A train staff lettered "North Geelong "C" Grain Loop" is provided at North Geelong "C" Box which must be handed to all trains required to enter the Grain Loop. Staff tickets are not in use, only one train is permitted to be on the Grain Loop at the one time.

Intermediate Instrument

As mentioned above, an intermediate instrument has been provided at the down end of the Grain Loop arrival and departure roads to facilitate the working of trains. A balancing magazine has been provided at North Geelong "C" Box to enable sufficient staffs to be kept in the instrument for traffic purposes.

Provided no trains are occupying the section to Gheringhap, the signalman at North Geelong shall send the 4 - 3 signal to Gheringhap who shall, provided that the line be clear in accordance with Rule 4, must acknowledge the 4 - 3 signal to give permission for a staff to be withdrawn. North Geelong "C" Box then gives two long rings on the telephone to the staff cabin indicating to the driver that a staff can be withdrawn. The staff is lifted into the drum of the instrument and when both galvanometer needles are deflected the same way, indicating that both signalman are holding down their respective bell keys and that there is no other staff out, the staff can be withdrawn.

The instructions contained in Clause 7 (c), page 211 prescribing that a Proceed Order must not be issued whilst there is a staff for the section in an intermediate instrument will not apply in regard to the instrument at North Geelong "C" Box.

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City Circle Underground Loop (continued)

Train Signals

The prescribed regulation head and tail lights must be displayed by all trains running in the Underground Loop.

Intermediate Telephones

The intermediate telephones in the City Circle Underground Loop are connected to the signalman at Flinders Street "D" Box.

Hand Lamps and Torches

The enginem n and guard of every train in the Underground Loop must have their torches and hand signal lamps respectively, ready for use.

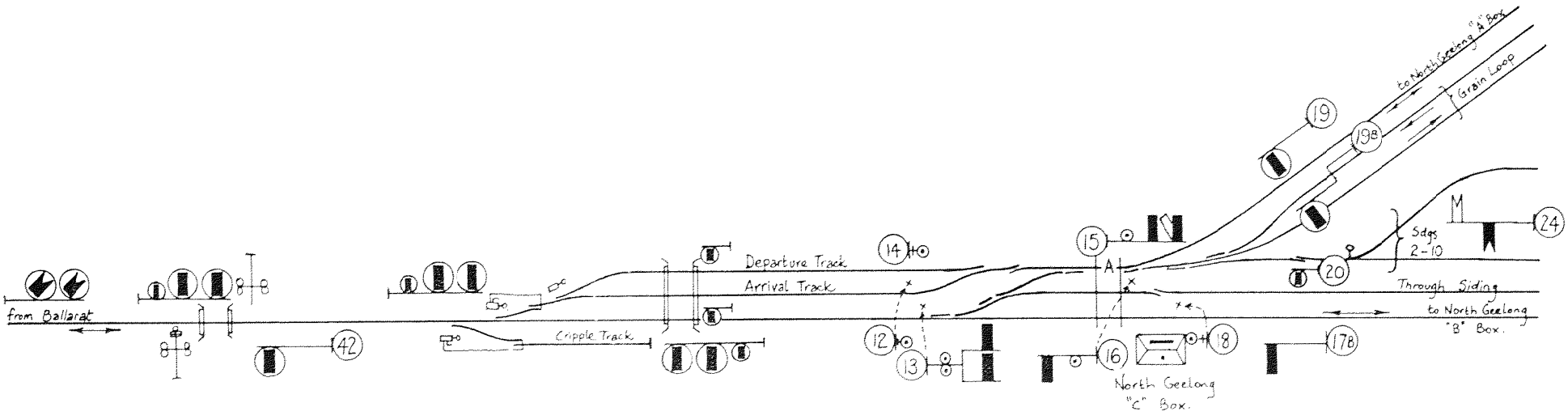
MINUTES (continued)

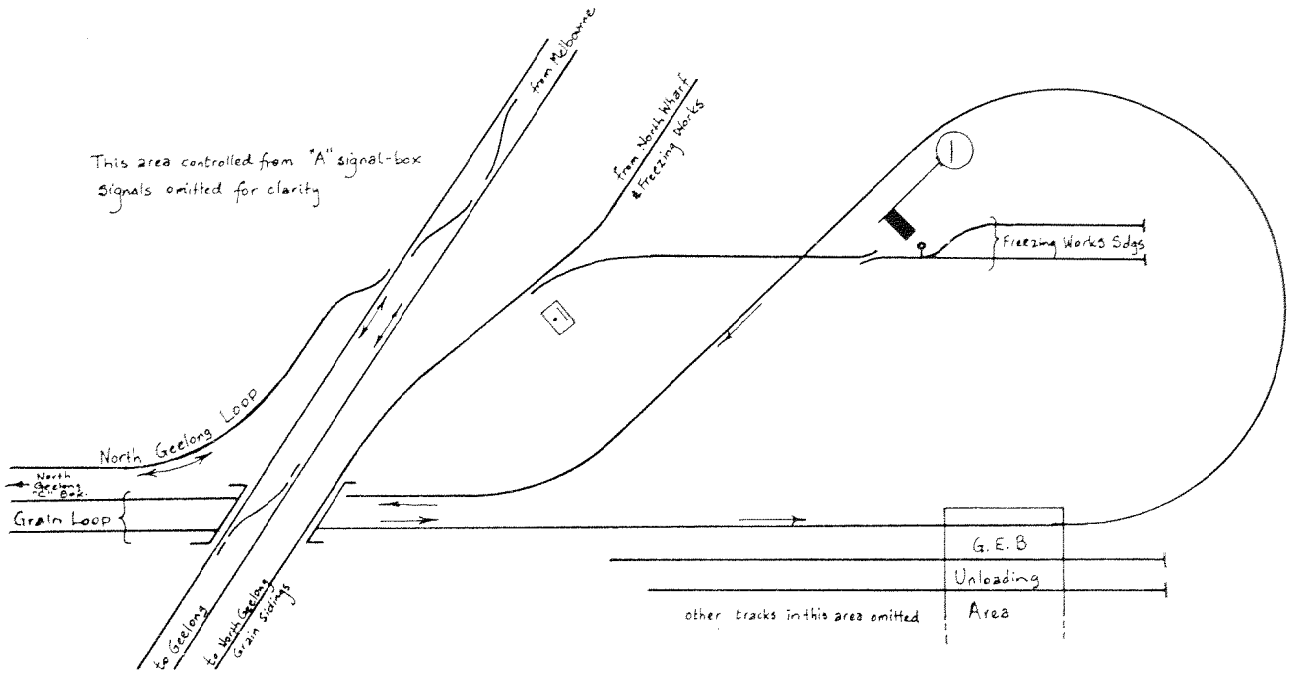
* The safeworking arrangements at Wodonga were discussed with a senior member recollecting that it was at one time necessary for trains to Coal Sidings to carry a staff in addition to the tablet for the sections. This was of course for the broad gauge trains, the tablet ensuring the lack of trains on the adjacent standard gauge line that had to be crossed.

Syllabus Item: Members were then treated to a signalophillic tour of the United Kingdom and Holland by Alan Jungwirth. (Did you know that Dutch motorists are obliged to reduce to medium speed prior to entering a car park!!)

Meeting closed: at 2245 hrs.

Next Meeting to be held at the usual venue - the A.R.H.S. Library Room Windsor railway station (upside) on Friday 15 January 1982. The syllabus item will be a talk on railway circuitry by Mr. Roy Sleightholme, a railway signal engineer.


from Ballarat
42
Cripple Track
Departure Track
Arrival Track
14
12
13
15
A
16
18
North Geelong
"C" Box.
19
19B
20
178
to North Geelong "A" Box
Grain Loop
Sdgs
2-10
M
24
Through Siding
to North Geelong
"B" Box.


This area controlled from "A" signal-box
Signals omitted for clarity
from Melbourne
from North Wharf & Freezing Works
1
Freezing Works Sdgs
North Geelong Loop
North Geelong "C" Box.
Grain Loop
to Geelong
to North Geelong Grain Sidings
G.E.B
Unloading
Area
other tracks in this area omitted

D L
12/81