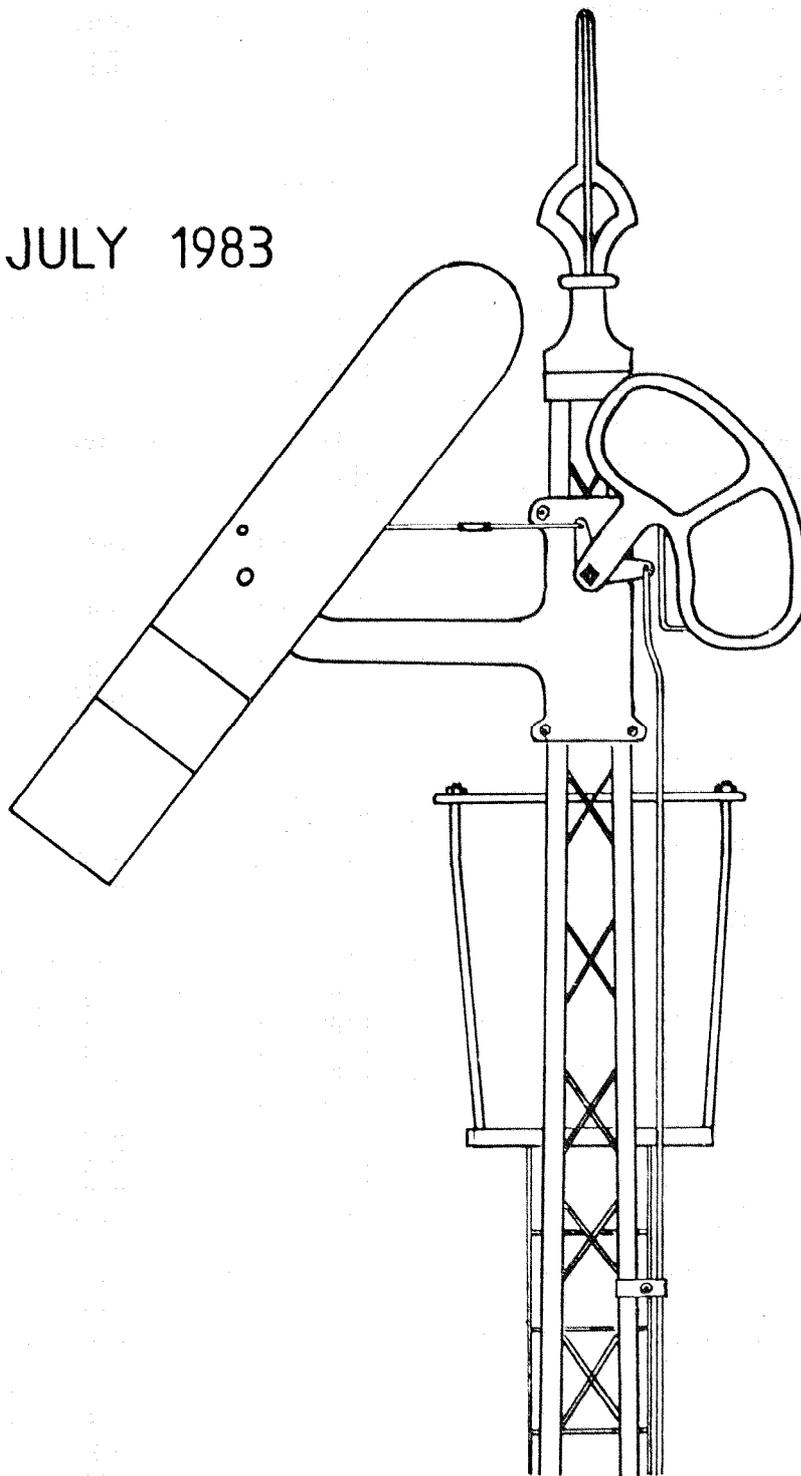


# SOMERSAULT

JULY 1983



# SRSV

Editor: David Langley, Grichton Street, Avenel, 3664.  
Telephone (Home) 057-962337  
Articles may be reprinted without prior permission,  
unless specified, but acknowledgement is required.  
Dead line for September 1983 issue is 7 August 1983.  
NEXT MEETING: Friday, 15 July 1983.  
VENUE: A.R.H.S. Library Room, Windsor Railway Station.

MINUTES OF MAY 1983 MEETING

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

MEETING COMMENCED: at 2110 hours.

PRESENT: J.McLean (Group Leader), G.Inglis (Secretary), D.Langley (Editor), J.Brough, R.Crosby, R.Jeffries, C.Rutledge, J.Sinnatt and R.Taaffe.

VISITORS: Mike Drew, David Waite and Lance Creasey. A welcome was extended to our visitors.

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

BUSINESS ARISING:

1. North Melbourne signalbox as a meeting room - will not be available for a number of years.
2. Non-commercial Staff Stations - no news from J. Churchward as yet.
3. Parwan Loop - no information to hand as to final arrangements.
4. Altered Meeting Nights - arrangements have been made with the A.R.H.S. concerning the altered SRSV meeting night to February rather than January.

CORRESPONDENCE: Inwards

1. from Photorail Publications - further information about the projected magazine.
2. from Mike Christensen (UK) - informing J.McLean that his long lost Bendigo Races article has been found.

Outwards

1. to SRSNSW - payment for printing the UK magazine.

GENERAL BUSINESS: Bob Taaffe showed members a copy of Lancashire & Yorkshire Railway Traffic Control maps available from him for \$10 each plus postage. Bob is also handling orders for GWR Technical Information booklets (three sets available so far) at a cost of \$1 each plus postage (approx. 60c).

Bob Taaffe also extended a welcome to any Victorian members to participate in any visits organised by the SRSNSW Group but please make prior arrangements as a courtesy. The next NSW visit is to the Broadmeadow CTC centre on 18 June 1983 and the next meeting is 1 July 1983.

In regard to the above, Bob can be reached at 11 Derribong Avenue, Thornleigh, 2120. Telephone -(02)848 9994.

NEWS ITEMS & OBSERVATIONS:

1. Western Line CTC. Not yet operating for various internal Vicrail reasons. Current Staff & Ticket sections are Murtoa-Horsham-Pimpinio Loop-Dimboola. Apparently the CTC will extend through Wolseley in South Australia.
2. Metrol. No further news other than further problems are still affecting the introduction of this system.
3. Underground Loop. A recent official instruction apparently referred to the departure signals to the single line viaduct lines as being Home signals not protecting points where this appears not to be the case. The problem was apparently one of rules rather than equipment and has been resolved.
4. Werribee. Signalling arrangements are complete but the back platform road is not yet in service. Another point of discussion concerned the provision of approach cleared signals and low speed turnouts.
5. Springvale-Dandenong. This section of line is being re-signalled to allow for closer headways.

6. Box Hill. The changeover of the old Up line to the new low level station was not without its problems when single line working on the Down line in the section Camberwell-Blackburn was instituted. Using a 40 minute service on a normal 17 minute section may have worked if the first Up train on the single line had not split the points at Camberwell! Round two when the Down line moves to the new station is scheduled for 28 May. The last train on the old line departs at 1921 hours.

7. Lilydale line. Ultimate doubling of the Lilydale line will see Croydon become a genuine suburban station with two platforms and no points or sidings. Who would have imagined that a few years ago? Mooroolbark will also have two platforms with a down end dead end extension provided to provide a safety overlap.

8. Surrey Hills (in the 1880's). Jack McLean related some amusing incidents on the railway not long after its opening in 1883. According to Bradshaw's Guide the first crossing of trains at Surrey Hills occurred in July 1884. In 1886 the SM was fined for carelessness in leaving the staff in the van after issuing the staff ticket and then dealing with van goods. The driver of the next train refused to go and the missing staff was returned by horseman who rode seven miles to do so. (This would put discovery of the staff at around Mitcham.)

Box Hill had only one platform but two tracks when first opened. At least one incident is recorded of passengers complaining about detraining onto the ground! Interesting questions arising from this report - where were the carriages stabled and where were locomotives serviced and turned?

9. North Melbourne Junction. Some signals have been replaced with searchlight signals in preparation for the changeover to the new panel.

10. Rob Weiss. A wedding card will be sent by the SRS to Rob with congratulations and best wishes for 2 July 1983.

11. Royal Train. The recent tour of Charles & Diana saw the provision of point clips on every pair of facing points from Melbourne to Ballarat, a Blocko in every signalbox and various alterations to regular services! The preceding light engine was an S class with the train engines S301 and S315 departing Spencer Street at 1010 hours, arriving Ballarat at 1200 hours. 'Just in case' arrangements saw an "X" class loco placed at Bacchus Marsh and two "Y" class locos at Ballarat.

MEETING CLOSED: at 2248 hours.

NEXT MEETING: to be held on 15 July 1983.

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FINANCIAL STATEMENTS - 1982

General Account

<u>Income</u>		\$	<u>Expenditure</u>		\$
Cash in hand 1/1/82		171.21	Editorial & Postage		80.00
Subscriptions		510.00	SRSNSW (UK Newsletter)		178.56
Train Fares (Wodonga)		56.00	Donation (A.R.H.S.)		20.00
Bank Interest		10.11	Hire of Train (Wodonga)		75.00
		<u>747.32</u>	Bank Charges		1.22
			Sub-total		<u>354.78</u>
			Cash in hand 1/1/83		392.54
					<u>747.32</u>

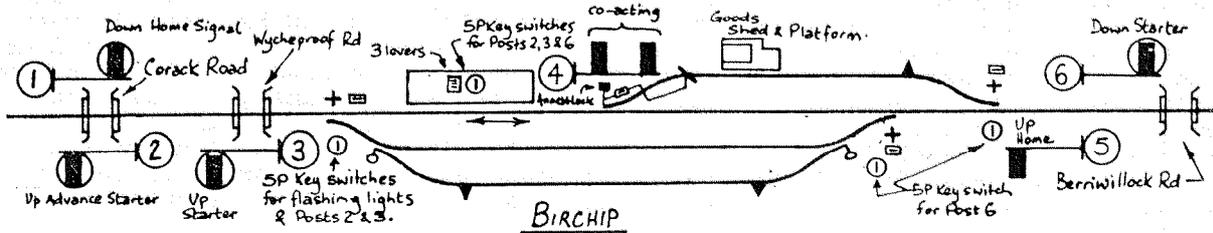
Editors Account

<u>Income</u>		\$	<u>Expenditure</u>		\$
Cash in hand 1/1/82		100.93	Printing		60.00
Transferred from			Mailouts		57.41
General Account		80.00	Sub-total		<u>117.41</u>
Bank Interest		.82	Cash in hand 1/1/83		64.34
		<u>181.75</u>			<u>181.75</u>

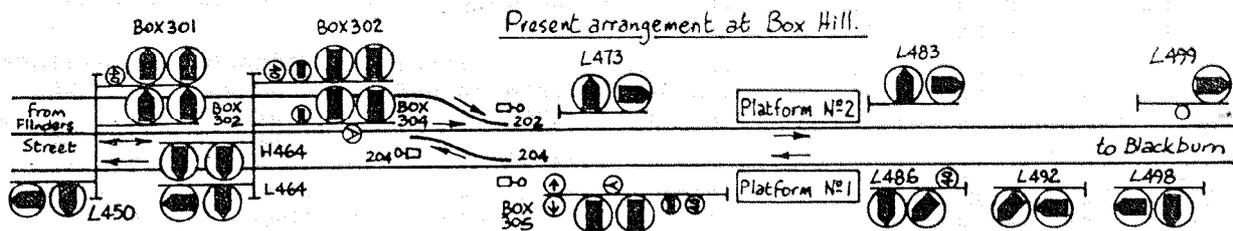
SIGNALLING ALTERATIONS

- 13/4/1983 WILLAURA. The up home signal was relocated 100 m further out.
- 17/4/1983 PAISLEY. The signal bridge with automatic signals G547, GG547, G548 and GG548 was relocated 305 m in the down direction. The signals were renumbered G555, GG555, G554 and GG554 respectively.
- WN17/1983 BAYSWATER. The control panel will be switched in for the operation of local goods trains and at other times as arranged by
- 20/4/1983 CLAYTON. Co-ordination of signalling with the road traffic signals at Centre Road level crossing was provided.
- 26/4/1983 SOUTH YARRA. The emergency crossover between the Up and Down Caulfield local lines was spiked normal.
- 27/4/1983 CLUNES. The Annett Locked siding at the down end was spiked out of use. This was the former Railmotor Trailer siding.
- 29/4/1983 BOX HILL. The up line was realigned to run via the new low level platform. Home signal 305 and automatic signals L486 and L492 were provided. Automatic signal L496 was renumbered L498 and L451 is controlled by lever 303.
- 30/4/1983 WERRIBEE. New signalling diagram No 8/83 (Paisley-Werribee) was issued and diagram No 12/73 was cancelled. A new platform road (No 1) provided and the existing Nos 1 & 2 roads renumbered Nos 2 & 3 roads respectively. New home signals Nos 12 & 30 provided and new points Nos 7, 11 & 21 also provided. The new platform road is spiked out of use until the electrification works have been completed.
- 2/5/1983 NORTH MELBOURNE JUNCTION. The goods lines between West Tower and Arden Street sidings have been taken out of service pending alterations to the tracks for the Comeng suburban trains. It is expected that these connections will be brought into service again by 23 May 1983.
- 4/5/1983 MAROONA. Flashing light signals provided at Warrnambool Road (on the Portland line) and at Helendoite Road (on the Gheringhap line) both crossings being at the south end of the yard. An up home light signal protects Helendoite Rd and similarly a down home light signal protects Warrnambool Rd. These signals are worked from push buttons located on the platform or at the facing points.
- 5/5/1983 WILLAURA. Flashing light signals provided at Edgarley Road (Ararat end) and at Wickcliffe Road (Hamilton end). Up & down home light signals were provided to protect the crossings. An Annett Key/Annett Key exchanger was provided to switch the crossings to manual operation during shunting operations.
- 8/5/1983 SOUTH KENSINGTON. Post 21 (up home signal along Main Suburban lines) was relocated 95 m in the down direction and a new automatic signal No SKN658 was provided. Automatic signal W150 was renumbered SKN668.
- 15/5/1983 BORONIA. Two new automatic signals Nos L1042 and L1079 were provided.
- 20/5/1983 SOUTH KENSINGTON. New signalling diagram No 4/83 issued and diagram No 13/76 cancelled.
- 20/5/1983 KENSINGTON-ESSENDON. New signalling diagram No 1/83 issued and diagram 17/69 cancelled. The interlocking at Kensington Box was altered so that the signal box can switch out for either the East Suburban line or Broadmeadows Suburban line.
- 20/5/1983 NORTH MELBOURNE-MACAULAY. New signalling diagram No 6/83 issued and diagram 31/80 cancelled. The GRS power frame at North Melbourne Junction was replaced by a relay interlocking control panel. New crossovers were provided on the down side of the Moonee Ponds creek bridge between the Through Suburban and Main Suburban lines, and also between the Main Suburban and East Suburban lines. New crossovers were provided on the upside of the Upfield line junction between the Main Suburban and East Suburban lines. The goods lines between Arden Street and West Tower were restored as a single connection for up and down traffic. The signals were renumbered and certain signals were provided with illuminated "A" lights and route indicators.
- 23/5/1983 SOUTH DYNON. The rodded point indicator worked from a ground frame located near the bogie exchange sidings was abolished.

17/5/1983 BIRCHIP. Flashing lights were provided at Corack Road, Wycheproof Road, Berriwillock Road and Sea Lake Road. The down home signal was replaced by a light signal and the up home signal was electrically lighted. Three departure home light signals were provided to protect the crossings (except Sea Lake Road) from operating unnecessarily during shunting operations. These signals are operated by 5P key operated switches instead of the more usual push buttons. The diagram below shows the present arrangements. A new signalling diagram No 10/83 (Donald-Woomelang) was issued cancelling diagram No 15/70.



27/5/1983 BOX HILL. New signalling diagram No 9/83 (Canterbury-Laburnum) issued cancelling diagram No 49/80. The existing down line and down platform were abolished and the line diverted to run via the new low level platform. Automatic signals L477 & L497 abolished. The control panel was moved to the low level station. L451 was renumbered BOX301. Automatic signals L473 & L483 were relocated to the new level and new automatic signal L499 provided. Points 204 were moved 100 m in up direction. 40 indicators were provided on signals BOX301, BOX302, BOX303 and BOX304. This completes the grade separation of Station Street and the railway line.



31/5/1983 MANGALORE. No 21 & 34 points spiked normal. No 35D points were disconnected from the interlocking frame and spiked reverse. A baulk was placed across the tracks leading to Nos 3 & 4 roads on the down side of No 36 points. Levers Nos 19, 21, 22, 23, 27, 29, 31, 34, 44 & 46 were sleeved normal and levers Nos 18 & 37 now work as pilot levers.

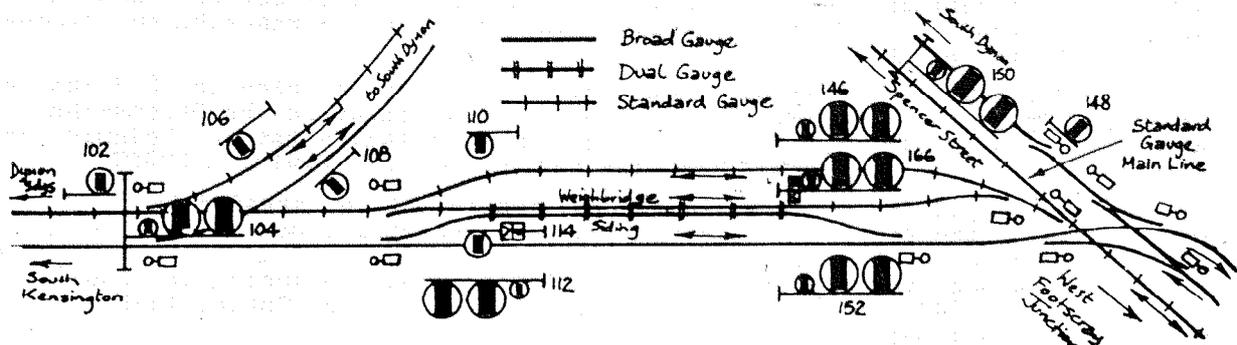
6/6/1983 SEYMOUR "A" BOX. Nos 9 & 10 levers temporarily sleeved normal due to the F.P.L. and points being disconnected during the renewal of the bridge over Anzac Avenue. These functions were restored to service a week later.

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Alan Jungwirth's Question Time

Question for July: Where was the 1st electric route indicator installed?

Answer to May question: South Dynon Junction - dwarf 114 leading from Weighbridge Road towards South Kensington.



V.R. SIGNALLING HISTORY  
WODONGA-BANDIANA-COAL SIDINGS

by David Langley

Historical Notes

The Wangaratta-Wodonga section of Thomas Higinbotham's North East main line was opened to traffic on 21 November 1873 with no intermediate stations. Chiltern opened on 27 November 1873, Barnawatha and Springs opened two days later and Bowser (then Beechworth Junction) opened 7 July 1875. With the opening to Wodonga, passengers for Sydney now only had a 420 Km. road journey to the next rail-head - Goulburn - but this was reduced in 1879 when that line was extended to Wagga Wagga and again when Albury was reached in 1881. The five kilometres gap was closed on 14 June 1883 when two single lines, one of each gauge, were opened linking the two railway systems. The only problem for passengers now was the changing of trains due to the "break of gauge" a problem that existed until 1962. Until 1886, southbound passengers changed trains at Wodonga but northbound passengers changed at Albury, a strange situation indeed.

After 1886 the NSW line dock platform at Wodonga lingered on until 1906 when it was removed to allow the provision of a branch dock platform for Tallangatta line trains. The branch line to Tallangatta was opened in three stages, the first to Huon Lane (later Huon) on 10 September 1889, then to Bolga on 18 July 1890 and finally to Tallangatta on 24 July 1891. Between 1916 and 1921 the line was extended into the rich cattle country and passed through Koetong and Shelley before terminating at Cudgewa just a few kilometres short of Corryong. With an enlargement of the Hume Weir in the 1950's, Tallangatta township and railway station were inundated and the new site for the town was Bolga which was renamed Tallangatta on 28 June 1957. A previous enlargement of the weir had caused the town and station at Ebden to be relocated. The line beyond Bandiana was closed to all traffic on 1 March 1981 but trains had only operated on an "as required" basis since the opening of the Wodonga Freight Centre on 24 April 1978.

In 1942 a standard gauge branch was commenced at Wodonga Coal Sidings and it joined the Cudgewa branch a short distance out of Wodonga. From this point it became a dual gauge line out to Bandiana where the Army were building a large depot and store to be served by sidings of both gauges. The dual gauge was extended further on to Bandiord in 1944 but this section was removed in 1968. The Wodonga livestock transfer facilities are being removed and new facilities are being constructed near the former Bandiord siding. The line is to be reopened to the livestock sidings and will be dual gauge.

The goods shed at Wodonga was provided soon after opening and was extended in 1874, and again in 1884. This fine example of a large goods shed still stands and caters for a large volume of goods traffic handled by the Freight Centre. The carriage shed was erected in 1899 and extended in 1906. This shed was dismantled in the mid 1960's and the sidings re-arranged to provide for additional standing room for goods wagons. The engine shed, which certainly dated from about 1898, was similarly dismantled in the mid 1960's after the present turntable was provided, the loco sidings being altered to suit.

Safeworking

There appears to have been no formal safeworking system for the first 28 days of the North East main line but on 17 December 1873 the Train Staff and Ticket system, used for the first time in Victoria, was established on the single line sections between Newmarket and Wodonga (refer Somersault, January 1982), the ninth section was Chiltern-Wodonga. The opening to Albury saw the staff & ticket system applied on both lines. The Huon Lane branch line was worked as one section staff & ticket for five months until Bethanga Road (later Ebden) was opened as a staff station. On the main line Barnawatha had become a staff station by 1881.

The first improvement in the safeworking systems came in 1897 when on 14 April, Tyer's No 5 Tablet replaced the staff & ticket on the Barnawatha section. 14 days later similar instruments were installed between Wodonga and Albury on the Victorian gauge line, the NSW gauge line remaining OTS&T.

Large pattern electric staff (ES) instruments superseded the Tablet instruments on the Victorian line to Albury in December 1908 but five years later were replaced by Miniature Electric Staff (MES) instruments. The section to Barnawatha was similarly equipped on 6 October 1913 replacing the Tablet instruments of 1897. This was the beginning of the end for Tablet instruments on the North East main line.

The staff & ticket on the branch had seen a variety of sections in use, but by May 1914 when large pattern ES was installed, the sections were Wodonga "B" Box-Ebden-Tallangatta. Huon replaced Ebden on 25 May 1933 but Ebden was reopened in 1941 and lasted until August 1949.

In September 1915 urgent maintenance was required to the Murray River bridge carrying the Victorian line and so the Victorian line was slued via the NSW line bridge using gauntlet track instead of the now common dual gauge. This had the effect of reducing the section between Wodonga and Albury to only one section and the OTS on the NSW line (tickets had been abolished in January of that year) was suspended. All trains between these two places were now required to carry a MES to avoid a conflict of interests on the gauntlet track. The separate lines were restored a year later and the MES was retained for the Victorian line but the NSW line was now controlled by Tablet instruments.

The Coal Storage sidings between Wodonga and Albury came into operation during 1916 and the points in the main lines were secured by Tablet or MES Locks. The broad gauge connection was secured by both types to ensure that there were no NSW line trains in the section prior to a shunting move crossing that line. A description of the Coal Storage Sidings appears in the 1936 General Appendix and has been included in the section dealing with the signalling at the Coal Sidings.

With the onset of the World War and the expansion of rail facilities in the Wodonga area, a signal box was erected at Coal Sidings in 1941 but was not brought into regular use until 1942. Long and short section MES working was in force on the Victorian line but the signal box had to be attended for all NSW trains as the Tablet system formerly in use was now only in use to Albury South Box, the section to Wodonga "B" Box was now large pattern ES. The opening of the NSW loop line towards Bandiana on 22 April 1942 saw the provision of an intermediate ES instrument in Coal Sidings Box enabling NSW trains to enter the Wodonga "B"-Ebden section and proceed to Bandiana where the staff they carried was placed in another intermediate ES instrument. A further intermediate ES instrument was provided at Bandolier sidings a little further on towards Ebden in 1943 and lasted until 1968 when the dual gauge line beyond Bandiana was dismantled, Bandolier broad gauge sidings lasted for a few more years.

Gauntlet track was provided over the Murray River on 24 October 1954 when repairs were required again to the bridges. This led to the suspension of the Tablet system between Coal Sidings Box and Albury South Box, NSW trains being required to carry a MES but this time for the section Coal Sidings-Albury South. This meant that Coal Sidings Box had to be switched in for all NSW line trains, Victorian trains could work through on the long section. The gauntlet track was removed on 17 December 1961 some months after standard gauge goods services had commenced to Melbourne and the NSW line to Albury South Box was now equipped with large pattern ES in lieu of the Tablet instruments. Switching facilities were not provided on the NSW line at Coal Sidings, all movements on this line still requiring a signaller in attendance.

In 1962 three position signals were installed between Coal Sidings Box and Albury South in connection with the provision of the present Albury South relay interlocking frame. In 1963 the three position signals were installed on the lines to Wodonga "B" leaving the intermediate ES instrument the sole reminder of the staff system. When closing facilities were provided at Coal Sidings in 1964, Lever Locking and Track Control (LL&TC) was worked on both short and long sections. However, when Coal Sidings is switched out, the standard gauge section extends from Wodonga to Albury South but the Victorian section starts at Coal Sidings, the portion of line between Wodonga and Coal Sidings down home signal become part of Wodonga yard. This is possibly done to facilitate shunting at Wodonga as every move outside Wodonga's down home signal would require a release from Albury South Box including locos using the loco depot entrance at that end of the yard.

The broad gauge line on the Melbourne side of Wodonga has been worked by the MES system since 1913 and this system was installed on part of the new standard gauge line following its opening in 1962, the rest of the line from Seymour south was worked by staff & ticket. Staff exchangers were provided on the MES sections. In 1963 these manual systems were replaced by Automatic and Track Controlled three position signals, the crossing loops being remotely worked from a Centralised Traffic Control panel in Melbourne.

With the closure of Ebden as a staff station some problems and delays must have occurred when trains locked away in the sidings at Bandiana had to wait until the branch train had cleared Huon some nine kilometres further on. A pilot staff was provided at Wodonga "B" and when this staff was removed from the staff lock, the staff line was broken.

The staff could then be sent out to Bandiana with the guard of the down branch train and after that train had left, the train in the sidings could be allowed to leave the sidings and proceed to Wodonga. In the event of the branch train reaching Huon before the other train had reached Wodonga, no further staffs could be released nor could any bell signals even be sent until the pilot staff had been restored to its staff lock in Wodonga "B". (It is not known whether the pilot staff was transferred to Wodonga "A" Box when "B" Box was closed in 1964. If it was it probably lasted until 1968 when Huon ceased as a staff station - perhaps some reader can help.)

Huon was closed as a staff station on 10 April 1968 and the ES system replaced by staff & ticket between Bandiana and Tallangatta. Bandiana became a permanent staff station, the intermediate ES instrument being replaced by an ordinary ES instrument. This meant that Bandiana had to be attended whenever a staff was required to be withdrawn at Wodonga or even Coal Sidings but in practice the staff received by the signalman at Wodonga was kept for further use and the manning of Bandiana was only required when a staff had to be released from the intermediate ES instrument at Coal Sidings. A down branch train worked through Bandiana under guard in charge working and presumably a fresh staff was obtained for each up train by the guard as required.

When the Livestock Sidings are opened beyond Bandiana, an intermediate ES instrument will again be installed at Bandiana and the instrument now at Bandiana will be relocated to the Livestock Sidings staff hut. Automatic operation of the Livestock Sidings instrument will mean that no one will need to attend there whenever a staff is required to be released from either Wodonga, Coal Sidings or Bandiana.

#### Signals and Interlocking

For just over twenty years the yard at Wodonga was entirely non-interlocked. Some of the points would have been secured by hand locking bars and the only signals provided would be one from each direction, not a very safe system by modern standards, but on doubt quite suitable in those years. Figure 1 taken from a diagram supplied by Jack McLean shows what the yard looked like in 1886 and the similarity to today's layout is apparent.

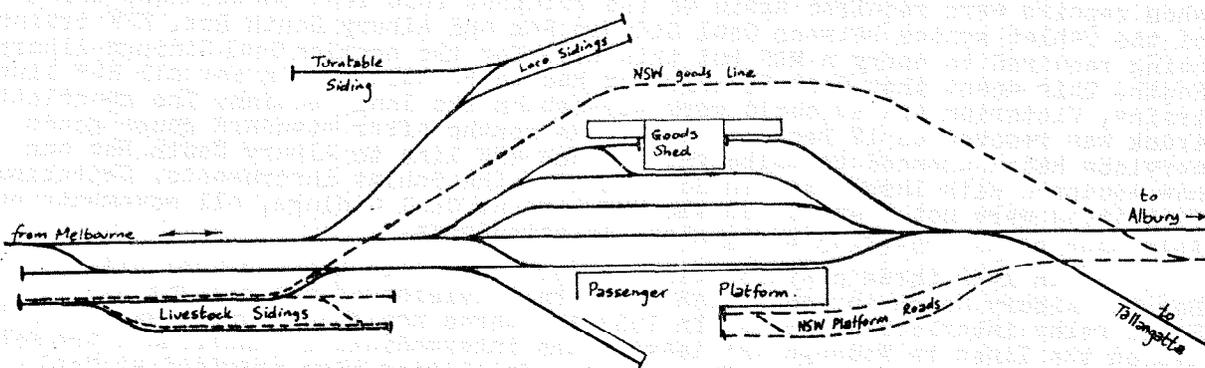


Fig 1. Wodonga Yard - 1886

(Keith Turton diagram.)

The first signal box at Wodonga was provided at the down end of the yard and opened on 23 February 1894. In 1898 when the signal box at the up end was opened, the first box became known as "B" Box.

#### No 29 Wodonga "A" Box

Figure 2 depicts the up end of the yard following the opening of the 30 lever interlocking frame in Wodonga "A" box on 9 October 1898. This diagram has been drawn from an old interlocking sketch which has survived the ravages of time. The NSW line is represented by the broken line and we can see how it wandered through the goods yard and crossed over the broad gauge main line to reach the livestock transshipment yards which are served by sidings of both gauges. The broad gauge connections to the livestock sidings were from No 1 road or via an annett locked crossover from the main line, the key of which was secured in a duplicate annett lock attached to the frame. When the key was withdrawn from this lock all the relevant signals were secured at Stop.

It will be noted that a down distant signal was not provided, presumably drivers of down trains had a sufficiently good view of the down outer home signal on Post 1. Another reason might have been that when the original plan was being drawn up, the annett locked crossover was considered desirable and the simplest way of doing it without the added expense of altering all the interlocking material and enlarging the frame was to convert the down distant to an outer home signal instead, a feature seen elsewhere on the Victorian Railways Stawell being one example.

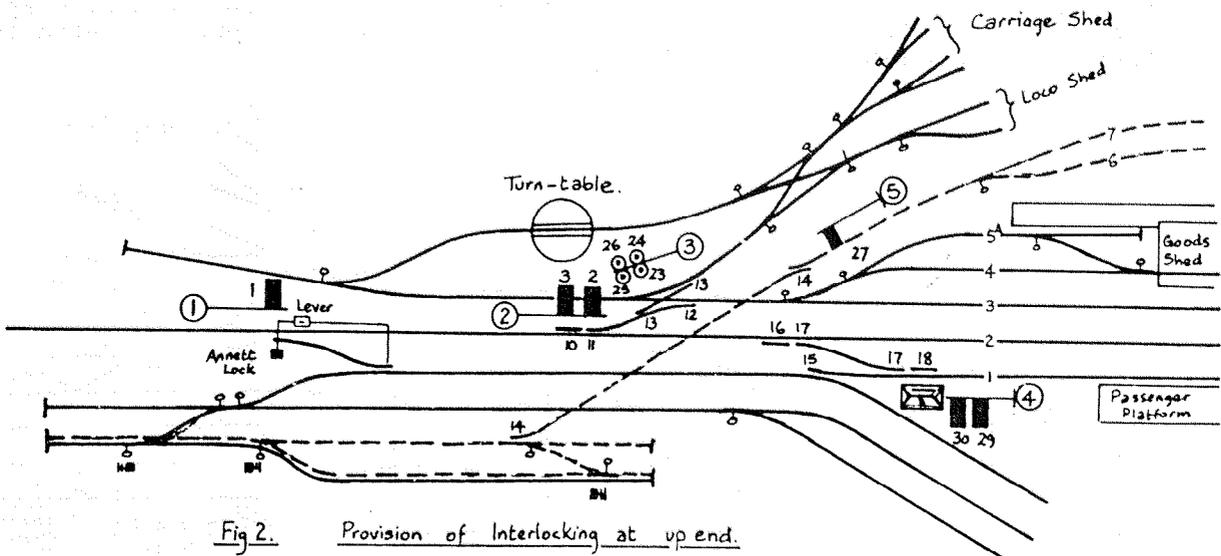


Fig 2. Provision of Interlocking at up end.

The original turntable at Wodonga was a 42' table but this had been replaced by one of 52' sometime prior to 1904. This latter turntable was removed altogether in 1906 with the opening of the reversing loop. The present electrically operated 70' turntable was provided in 1963 when the reversing loop was dismantled.

The first alterations at "A" Box were the provision of shunting discs on Post 2. Disc 4, added on 25 October 1900, controlled moves from the main line to all sidings. Disc 5, added on 11 July 1907, controlled shunting moves towards Nos 3, 4 or 5A roads and disc 4 now only applied towards the Engine or Carriage Sheds.

On 28 December 1911 five additional disc signals were added and some other signals rearranged. Disc 7 applied from the Coal Stage siding, whilst Post 4 was provided to control the exit from the Engine and Carriage Sheds over points 19. The other discs added are self explanatory except to say that disc 6 applied from the main line toward the Engine Shed siding and disc 4 now only applied towards the Carriage Shed. The arm on Post 6 (previously Post 5) was probably replaced by a disc at this time although my records do not say. The arrangements in 1911 are shown in Figure 3.

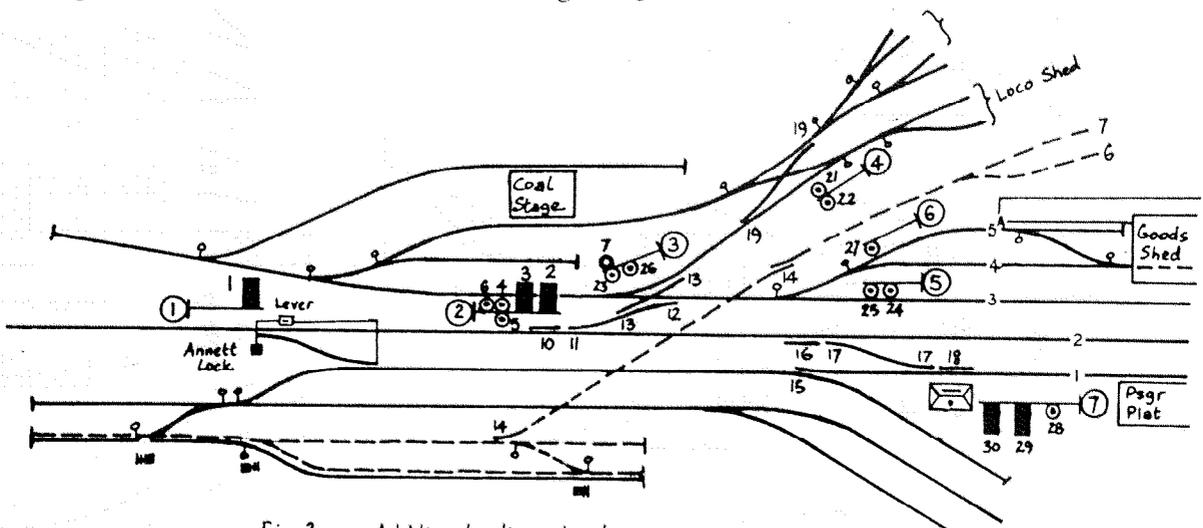


Fig 3. Additional disc signals

Minor alterations on 29 May 1913 resulted in the provision of a crossover between the main line and the livestock sidings worked from the signalbox. An additional disc was added to Post 3 and a derail provided in the shunting siding clear of the main line connections.

On 25 September 1913 the annett locked ground lever was replaced by a two lever annett locked frame in connection with the provision of an additional crossover between the main line and the livestock sidings.

Figure 4 shows the above alterations and also shows the track alterations made with the replacement of the scissors crossover in the Engine and Carriage Shed sidings with a double compound. Post 4 became one disc with the other disc being placed on Post 4b.

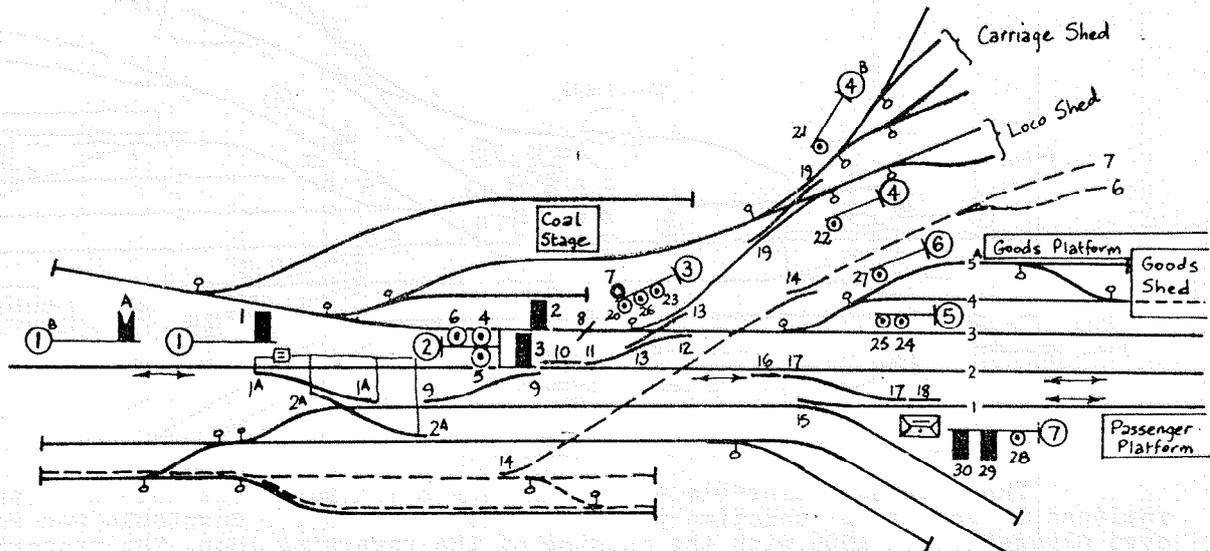


Fig 4. Arrangements at "A" Box

Post 2 had become a bracket post on 17 June 1920 whilst two more levers were added to the lever frame when a down distant signal was erected on 25 October 1927.

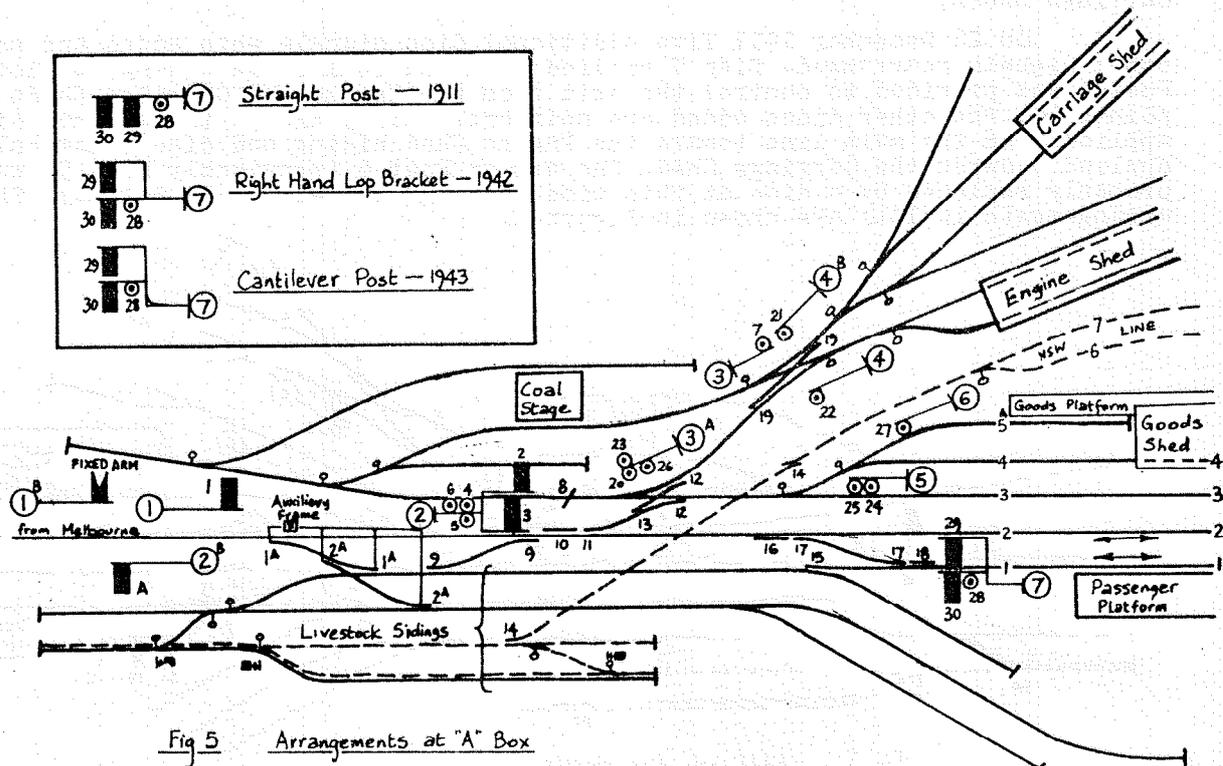


Fig 5. Arrangements at "A" Box

A right hand lop bracket post replaced the straight post 7 as part of a program to replace all such signals in Victoria. This occurred on 25 October 1942 but apparently this did not prove a success for sighting purposes for this post was replaced by the present cantilever mast on 25 May 1943. The signals on this post leading to the main line now detected crossover No 9 electrically but it is not known whether they previously did so mechanically.

On 17 August 1944 the down distant and the down outer home signals were abolished and replaced by new signals located further out. An up starting signal, Post 2B, was provided at the same time and this signal permitted the signalman to permit shunting moves on the main line without having to obtain a Barnawatha staff for the move. The up starting signal was worked by lever A which previously worked the down distant, that signal becoming a fixed arm. Lever B, provided in 1927, remained unused. Figure 5 shows the layout at "A" Box in 1944 and has been taken from signalling diagram No 4/44.

Major alterations took place at Wodonga in connection with the construction of the standard gauge line to Melbourne. At "A" Box the first alteration came with the opening of a new standard gauge line at the rear of the station. This section obviated the need to cross over the broad gauge main line at both ends of the yard. The annett locked connections at the up end of the livestock sidings were removed also. Figure 6 shows the temporary arrangements which came into service on 16 April 1961.

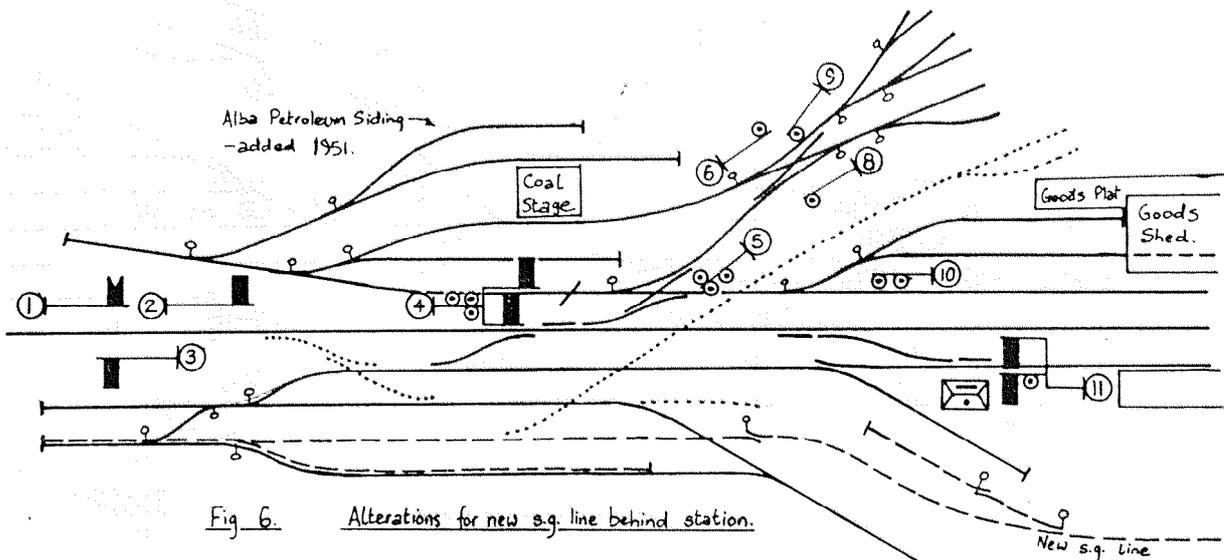


Fig 6. Alterations for new s.g. line behind station.

Figure 7 shows further rearrangements made on 30 April 1961, this time to the broad gauge connection between the main line and the livestock sidings. The car dock and the extension from No 1 road to the livestock sidings were removed to permit further construction of the standard gauge line. The annett

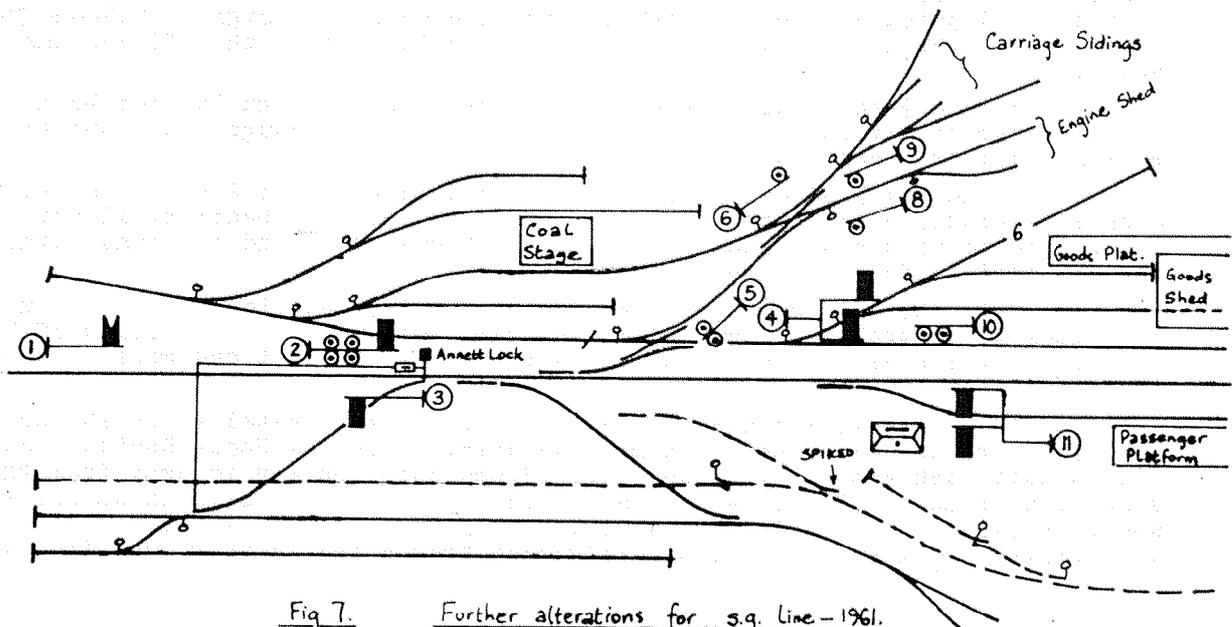


Fig 7. Further alterations for s.g. line - 1961.

key was now used to release the crossover installed to provide a direct connection from the livestock sidings towards the station yard. It must be remembered that the business of transferring livestock from one system to the other continued and that connection the sidings had to be maintained. Certain signal posts were rearranged at this time.

The opening of the standard gauge line to Melbourne for goods traffic took place on 3 January 1962 and in order that the new layout at the up end of Wodonga could be signalled properly, a new signalbox with a 68 lever mechanical frame was opened on 10 December 1961. The layout at this time is shown in Figure 8. It will be noted that Wodonga Loop does not yet exist and signal ES9841 (now three position home departure signal 35/6) is in effect the down distant for Wodonga applying to the standard gauge line. The line at this time was worked by the MES system and this accounts for Post 8 only being a two-position departure home signal with a light "disc" for moves to the livestock siding. Post 3 is a three position signal.

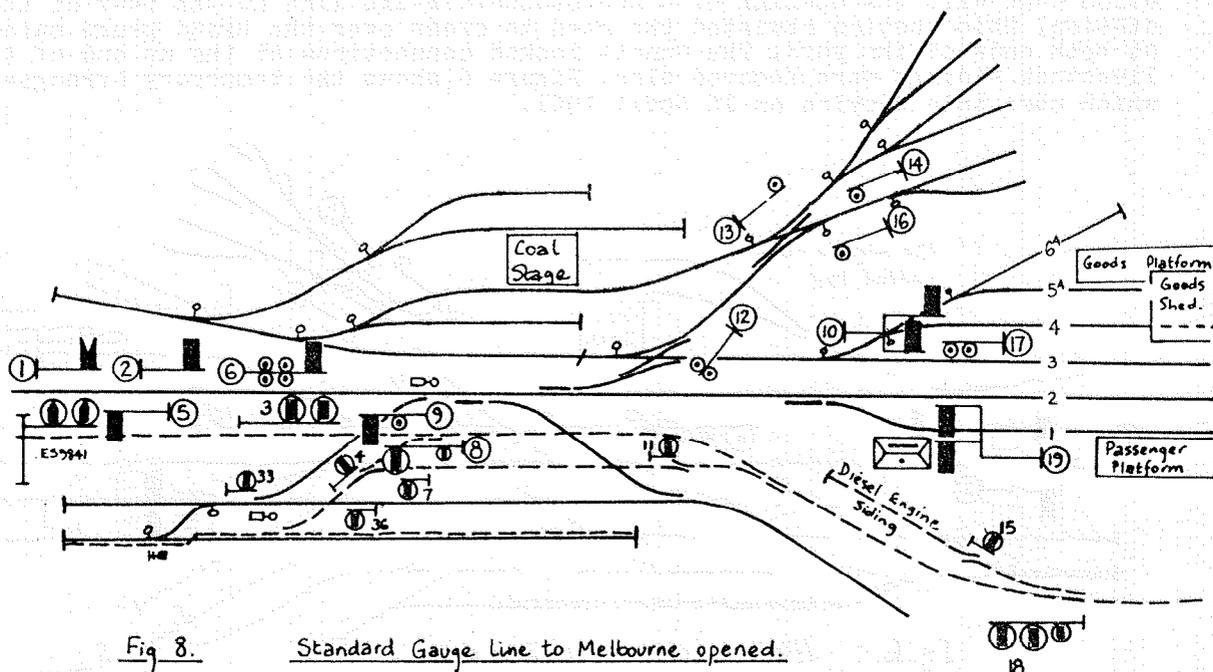


Fig 8. Standard Gauge Line to Melbourne opened.

With the gradual implementation of three position signals on the standard gauge, post 8 became a three position signal and Wodonga Loop was brought into use on 21 January 1963 concurrent with the introduction of CTC working. The CTC panel has sole control of up home signal 35/8 at the loop but both the CTC panel and Wodonga "A" control the down home signals 35/6 and 35/U6 leading from the loop towards Wodonga. This is the end of the CTC working from Melbourne.

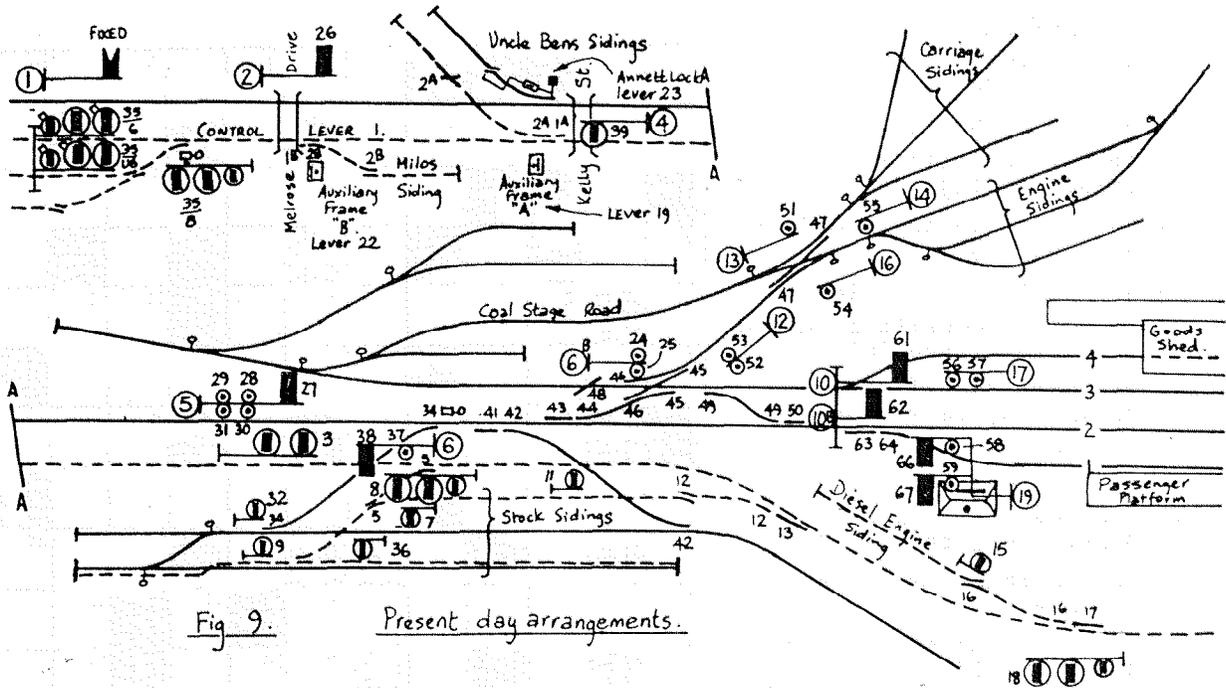
Figure 9 shows the current arrangements at Wodonga "A" for both lines but a number of alterations have occurred on the broad gauge lines and they warrant further discussion.

On 10 May 1964 crossover 49 was added between Nos 2 and 3 roads, and signal alterations were made on posts 10 and 19, post 10 becoming 10 and 10B and relocated to a new signal bridge. Post 6B was added and the hand points in the compound in No 3 road were interlocked.

This day also saw the provision of a relay interlocking panel in the signalbox to control the down end of the yard following the abolition of "B" Box. The details of the panel and the arrangements at that end will be dealt with in the section "B" Box.

An annett locked siding facing up trains was installed on 15 February 1967 to serve the large pet food manufacturing company - Uncle Ben's. A duplicate annett lock was provided on lever 23 and when the key is away from the signalbox frame the lever is locked reverse thus securing signals on Posts 2 and 4 at Stop. A standard gauge siding serving Uncle Ben's was added on 16 September 1971 and the points are worked from a two lever ground frame.

This frame is electrically crosslocked from the signalbox by lever 19. A similar situation occurs in the operation of the two lever ground frame at Milos siding which was installed on 21 September 1976. Here the crosslock lever is 22.



There are two level crossings in the area under review and both have been equipped with flashing light signals. They are Kelly Street (10/9/1970) and Melrose Drive (8/10/1980). As both crossings are adjacent to industrial sidings, instructions have been issued as to the procedure to be followed when shunting operations are carried out these sidings. Timing circuits detected a standard gauge train approaching slowly to shunt the sidings and suppressed the operation of the flashing lights until such time that manual operation of the lights was accomplished.

One final alteration that has taken place is the conversion of the arm on post 4 to a light signal but it is not known when this was done except that it was about 1979. A reference in Weekly Notice No 50 of 1978 indicates the conversion previously announced as having been carried out on 22 November 1978 was not done.

(to be continued)

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S.R.S.V. Officebearers

Leader: Jack McLean, 60 Kenmare St, Box Hill Nth. 3129. 03-896764

Deputy Leader: Alan Jungwirth, 29 Clements St, East Bentleigh. 03-5790067

Secretary: Graeme Inglis, 34 Grandview Ave, Box Hill Sth. 3128. 03-2882936

Treasurer: Robert Weiss, 40 Shady Grove, Nunawading. 3131.

Editor: David Langley, Crichton St, Avenel. 3664. 057-962337.

Subscriptions: Local & UK \$12 per year, Local only \$5 per year. Subscriptions should be sent to any office bearer or brought along to a meeting. Subscriptions will fall due on 1 January each year and should be paid by 31 January each year in order to remain financial and receive a copy of Somersault. The Annual Meeting will be held on the 3rd Friday of February each year.

Anyone wishing to contact the SRSNSW may do so by writing to Bob Taafe, or David Donald (Editor - Blocking Back 3-3).

Bob Taafe, 11 Derribong Avenue, Thornleigh. 2120. Tel. (Home) 02-848 9994

David Donald, G.P.O. Box 1707, Sydney. 2001.

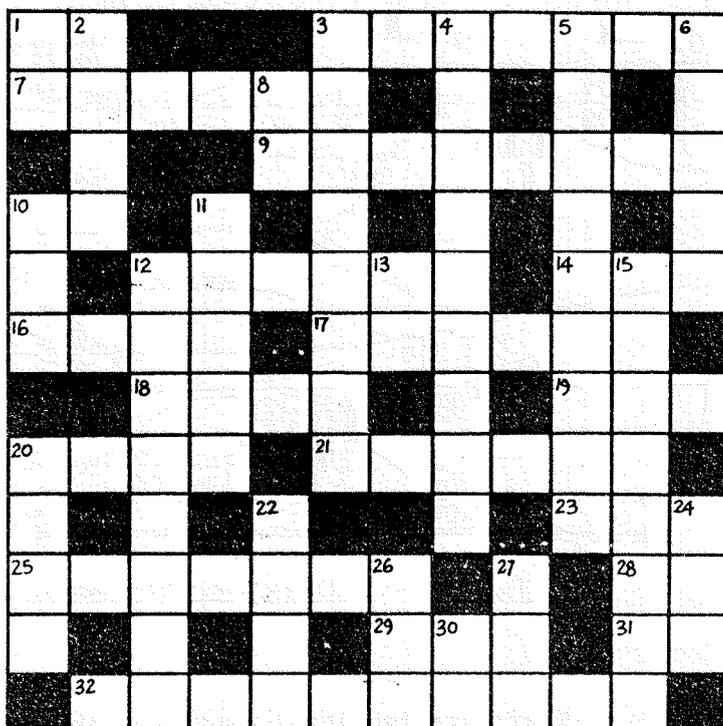
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S.R.S.V. CROSSWORD No 4

compiled by S. McLean

Across

1. It's a convenience to reverse the van (2)
3. Remote signal (7)
7. What to do with all reference (6)
9. Watch before the Broadford distant (8)
10. To return on time (2)
12. 19 and a favorite found in a locking frame (6)
14. Manuscripts tell where trains may be stabled (3)
16. Slow down; stop altogether if it's red (4)
17. Long ago the ark stopped here; now jets do (6)
18. This Mirmingham Street is not new (4)
19. Turn it, and water or air comes out (3)
20. It could be William's, Thomas' or Dunn's (4)
21. A terminus, but 277 km from the nearest tram line (6)
23. Initially could digest food in this ROA car (3)
25. Man or woman next to three electric locos in Gippsland (7)
28. AN loco for Albert (2)



29. Old composite carriage for Mr. Lincoln (3)
31. Lines from poetry (2)
32. Not a chess player, but associated with Kings and Castles (10)

Down

1. This van comes after an AB (2)
2. Direction taken by Garth, Great Ern and all (4)
3. It has north and south lines, but trains run east and west (4,4)
4. Two pieces of glass - what a sight! (9)
5. Signal with a point, but usually away from points (9)
6. Lodging these in England require a crew to be out all night (5)
8. Trouble starts if locos are late at this point (2)
10. A semaphore signal is inclined to be like this (2)
11. W.A. Gondola is one, and contains one (5)
12. Value of a sleeping car in New South Wales (8)
13. Hesitation while engine takes coal and water (2)
15. Nothing super about 1435 mm (8)
20. What we hope our trains stay on (4)
22. Bring up the end of the train (4)
24. This shunting is worse than loose (3)
26. Leah loses a point near Warracknabeal (3)
27. Agreement on the Mansfield line (3)
30. Initials by which a carriage is described (2)

Solution to Crossword No 3

- Across: 1. Signals, 6. Bell, 7. Layback, 9. AS, 10. CA, 11. CT, 12. Interlocking, 15. Rope, 17. Buangor, 18. UP, 19. Diesel, 21. Plot, 22. CTC, 24. Les, 25. Posts, 27. Incline.
- Down: 1. Soldier, 2. Guy, 3. Local, 4. Westinghouse, 5. Plungers, 6. Back, 8. Acre, 13. Tappets, 14. Clapp, 16. Oui, 17. Baltic, 19. Doll, 20. EC, 20. EC, 23. Ask, 25. PI, 26. On.