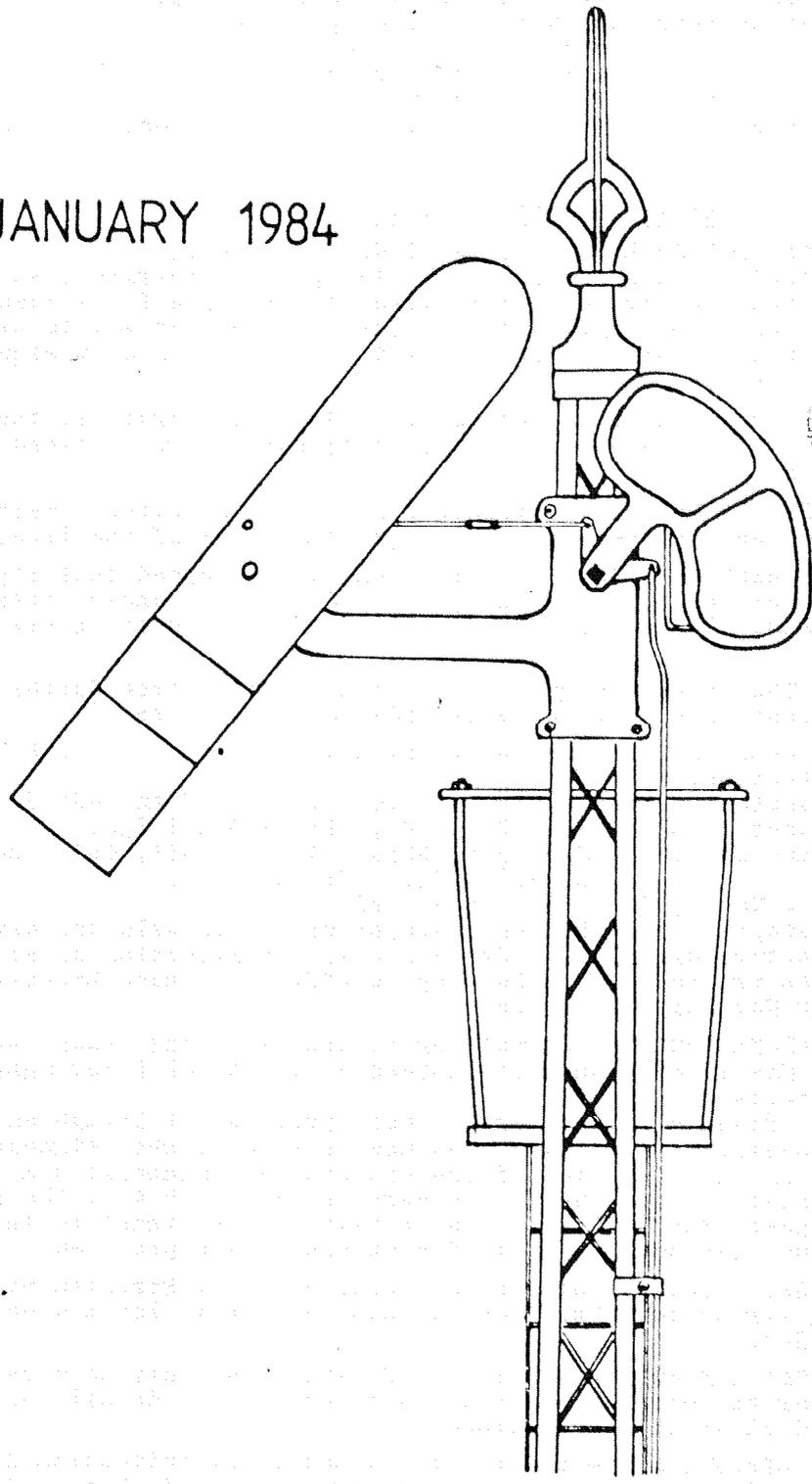


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SOMIERSAULT

JANUARY 1984



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 Dead line for March 1984 issue is 12 February 1984.
 NEXT MEETING: Friday, 17 February 1984.
 VENUE: A.R.H.S. Library Room, Windsor Railway Station.

SIGNALLING ALTERATIONS

- 17/10/1983 WODONGA "A" BOX-COAL SIDINGS-BANDIANA. The electric staff section was extended to Wodonga Livestock Siding. The instrument at Bandiana was replaced by an intermediate electric staff instrument and automatic working was provided in that Wodonga "A" Box is able to withdraw a staff without requiring the cooperation of a signaller at Wodonga Livestock Siding.
- 18/10/1983 TRARALGON. The Annett locked points and rodded derail at the down end of No 2B road were abolished. No 47 points was replaced by a catch point.
- 18/10/1983 SPENCER STREET No 1 BOX. (Moonee Ponds Creek Junction) Dwarf signal No 208 was relocated to the right hand side of the line.
- 19/10/1983 SPENCER STREET No 1 BOX. The simultaneous low speed facility between signal posts Nos 62, 167, 168 and 183 at Spencer Street, and Nos 208, 210 and 212 at Moonee Ponds Creek Junction was abolished.
- 19/10/1983 DUNKELD. The up home signal was relocated 382 metres further out and a repeating apparatus is provided on the platform.
- 22/10/1983 NEWPORT-LAVERTON. The following signals were provided with train stop protection:
 Newport South Junction - Nos 164, 166, 170, G457 and GG457.
 Altona Junction - Nos 206, 208, 220, 224, 230 and 232.
 Single Line Section - Nos G555, GG555, G554, GG554, G630, GG630, G673, GG673, G672 and GG672.
 Laverton - Nos 2, 4, 8, 14, 16 and 20.
 Express/Stopping push buttons were provided, interlocked with the down departure signals Nos 220 and 224, for selection of stopping or express trains through Paisley to effect the boom barrier controls for Kororoit Creek Road.
- 27/10/1983 GHERINGHAP-YENDON. New signalling diagram No 37/83 issued and diagrams Nos 22/67 (Bannockburn-Yendon) and 46/82 (Gheringhap) were cancelled.
 MEREDITH. Flashing light signals were provided at Staughton Street level crossing at 114.127Km. Two new up home (light) signals were provided on the down side of the crossing and numbered 3 & 4, whilst existing posts Nos 3 & 4 were renumbered 5 & 6. The signals on posts Nos 1, 2, 5 & 6 were fitted with signal replacers and up and down automatic staff exchangers were provided.
- 3/11/1983 LETHERIDGE. Identical alterations occurred as at Meredith with the flashing lights being provided at Station Street level crossing at 99.193Km.
- WN 17/1983 WODONGA "A" BOX-WODONGA LIVESTOCK SIDING. Instructions were published for the working of this staff section and details will be reprinted elsewhere in Somersault.
- 3/11/1983 FRANKLIN STREET. A new control panel and track indication diagram was provided to control signals Nos 504, 512, 514, 516, 521, 531, 532, 533, 539, 541, 546 and 565, and points Nos 412, 414, 416, 432, 433, 438 and 446. Control levers Nos 422, 435, 443 and 487 were provided. Controls for signals Nos 42, 44, 45, 46, 66, 67, 69, 70 and 71, and for points Nos 53, 54, 55, 56, 58, 59, 60 and 61 were transferred to the control panel from the interlocking frame. A locking alteration at Spencer Street No 1 Box was effected.
- 3/11/1983 MOONEE PONDS CREEK JUNCTION. A broad gauge turnout was provided leading from the broad gauge flyover road to the new dual gauge track from the down side of the North Melbourne flyover to Moonee Ponds Creek Junction. The points and signals are controlled from a panel in Spencer Street No 1 Box.

- 3/11/1983 FRANKLIN STREET & MOONER PONDS CREEK JUNCTION. In connection the preceding alterations, the following alteration to signalling diagrams is effective:
- | New No | Title | Old/No. |
|--------|---|---------|
| 20/83 | Flinders Street-North Melbourne
(Passenger Lines) | 43/81 |
| 26/83 | Standard Gauge Line, Spencer Street
- Somerton Loop. | 11/69 |
| 27/83 | South Dynon | 18/83 |
| 28/83 | Melbourne Yard, South & Storage Yard | 9/74 |
| 29/83 | Melbourne Yard, West Tower. | 25/73 |
- 9/11/1983 DUNKELD. Flashing light signals were brought into use at Penshurst Road level crossing at 290.229Km. The operation of the lights is automatic for movements in both directions.
- 9/11/1983 EUANGOR. Flashing light signals were brought into use at High Street level crossing at 187.459Km. Trains may be held at posts Nos 2, 3 or 6 without activating the flashing lights. Push buttons have been provided on the block shelf and will operate levers Nos 19 or 20 immediately if the flashing lights approach track section is clear or after 12 seconds of warning time if the approach is occupied.
- 10/11/1983 SALISBURY LOOP. Up departure home signal, post No 4, was moved to the right hand side of the line.
- 11/11/1983 MURTOA-DIMBOOLA. New signalling diagrams No 5/83 (Murtoa) and 40/83 (Murtoa-Dimboola) were issued and effective except for the signalling shown on diagram No 40/83 on the down side of signal No 327/24 at Horsham. Signalling diagrams Nos 7/51 (Murtoa), 17/39 (Jung) and 8/76 (Horsham) were cancelled. The Train Staff and Ticket system between Murtoa and Horsham was replaced by the Centralised Traffic Control system with Murtoa Loop worked from the C.T.C. panel in Melbourne. The Train Staff and Ticket system will remain in force between Horsham-Pimpinio Loop-Dimboola until further notice. The down departure signal No 37 at Murtoa is worked by the signalman Murtoa and is released by the C.T.C panel whilst the up distant signal was replaced by up home (light) signal, post No 19. The down repeating signal at Horsham was converted to an automatic signal, A 3233.
- 11/11/1983 DOOEN. The flashing light test switch for the Henty Highway level crossing was relocated to the up side of the crossing.
- 18/11/1983 FRANKLIN STREET. New signalling diagram No 33/83 (Flinders Street to North Melbourne, Passenger Lines) was issued and diagram No. 20/83 cancelled. Connections from the Down Through Country and Main Country lines to the Down East Suburban line were provided. Signals Nos. 525 and 527, and points Nos 431 and 447, are controlled from the control panel in Franklin Street.
- NOTE: The Gauntlet track over the Dudley Street bridge is controlled by Franklin Street Box. Signals Nos. SST202, SST184 and 516 applicable to standard gauge movements are worked by Spencer Street No 1 Box and are controlled by Franklin Street Box. In the event of a failure of one of these signals, the signalman at Franklin Street will issue a caution order as directed by the signalman Spencer Street No 1 Box.
- WN 22/1983 SALE. With the relocation of the Sale station and until fixed signals are provided, the following safeworking arrangements will apply:-
1. Location boards will be provided at about 400 metres beyond the outer facing points at each end.
 2. The outer facing points at each end will be secured by large pattern staff locks.

Electric Staff Working: Prior to giving permission for a train to approach, a staff for the section in advance must be withdrawn before a staff is released for the section in the rear. This also applies for a train terminating at Sale. Trains must not be allowed to approach Sale simultaneously. The train arrival signal must not be sent to the station in the rear until the train has departed and is beyond the location board, or the terminating train has been shunted clear of the main line. If the "Is Line Clear" signal for a second train is received after the first train

has passed Sale, a staff may be released immediately for the second train but a forward section staff must be obtained as soon as possible, even if the second train is terminating at Sale. Before any shunting movement takes place on the main line, the signalman at Sale must be in possession of a staff from both sections and both must be shown to the driver. The composite staff exchange box must not be used until full signal protection has been provided.

- 23/11/1983 KORONG VALE. New signalling diagram No 41/83 issued cancelling diagram No 27/69. "A" Box was disestablished and the electric staff instrument for the section to Inglewood was transferred to "B" Box. The points at the Melbourne end were converted to hand operation with the two main line facing points secured by plunger locks. Two down and two up signals were retained and these are worked by four free levers retained temporarily in the former signal box pending the provision of four signal quadrants near the up end of the platform (which is not shown on the diagram but is currently still there although all buildings have been removed). A qualified employee is authorised to collect or deliver the staff at Korong Vale if the signalman is unable to do so.
- WN 22/1983 DUNOLLY. Red flashing lights have been installed on the down end of the canopy shed located on the right hand side of the track in the extension of No 3 road (G.E.B. discharge road). A notice board has been erected and reads: "When red light is flashing, wagons are not to be shunted past this sign".
- 24/11/1983 CONDAH. Flashing light signals have been brought into use at Coleraine Road level crossing at 354.628Km. The operation of the lights is automatic for movements in both directions.
- 26/11/1983 DIMBOOLA. New signalling diagram No. 32/83 was issued cancelling diagram No. 16/83. The mechanical interlocking frame and two position signalling abolished and replaced by three position signalling worked from a relay interlocking panel. The existing three position signals at the up end, posts Nos. 2, 3B and 4B, were renumbered 6, 10 and 12 respectively. New motor operated crossovers between the main and branch lines were provided together with new three position signals for the main line and dwarf signals from No 2 road and the branch line. Up and down home (light) signals were provided on the branch line on either side of Cemetary Road level crossing. This crossing had been provided with flashing lights the day before.
- WN 23/1983 DIMBOOLA. At the down end of the yard, dwarf signal No 32 controls the departure of trains from No 2 road to the main or branch line. The specified speed restriction will consequently only apply until the train has cleared the points protected by the signal.
- WN 23/1983 YARRAWONGA. A staff exchange box has been provided and is to be worked according to the instructions.
- WN 24/1983 WHITE HILLS. The siding has been abolished and all point work has been dismantled.
- 27/11/1983 PAISLEY-WERRIBEE. The long awaited Werribee electrification was brought into service. The signalling alterations have been covered in previous issues of Signalling Alterations.
- 11/12/1983 GORDON. The down end connection between Nos. 2 and 3 roads was abolished. Levers Nos 9 (points) and 10 (catch points) were sleeved normal and lever No. 8 became a pilot lever. A baulk was provided at the down end of No 3 road.
- 12/12/1983 NAGAMBIE. The down end plunger locked points were relocated 276 metres further out and the up home signal moved 83 metres out. The up home signal is now electrically repeated on the platform.
- 15/12/1983 FLINDERS STREET "B" BOX. Dwarf signal No. 901 was relocated 50m in the up direction. This signal applies from both No. 1 and 2 Oakleigh sidings. Dwarf signal No. 903 was abolished. No. 648 points were converted to hand operation with a WSA lever and Nos. 645, 800 and 807 were renumbered 638, 645 and 800.
- 18/12/1983 FLINDERS STREET. New signalling diagram No. 46/83 was issued and diagram No. 28/82 cancelled. The connection between the Burnley Local lines and the Caulfield Sidings was relocated and a connection between the Northern Underground Loop and Nos. 5, 5A and 6 roads was provided.

MINUTES OF ANNUAL GENERAL MEETING 1983

HELD AT: A.R.H.S. Library Room, Windsor Railway Station.
Meeting commenced at ??? hours, Friday 20 May 1983.

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

Visitors - Mike Drew, Bob Crosby, David Waite, Lance Creasy.

MINUTES OF PREVIOUS A.G.M: adopted as read (Brough/Rutledge)

PRESIDENT'S REPORT: The S.R.S.V. enjoyed a very successful year in 1982.

TREASURER'S REPORT: The society is solvent, with some outstanding subscriptions to come in. Financially it has been a good year overall as the accompanying balance sheet shows.

EDITOR'S REPORT: 'Somersault' has appeared regularly in 1982 but the future frequency of publication hinges on receipt of enough contributions from members. Therefore all members are urged to contribute! A possibility might be to ask certain individuals specifically for an article to overcome the current shortage.

Moved that all reports be accepted (Brough/Sinnatt)

ELECTION OF OFFICE BEARERS: Jack McLean vacated the chair and Jim Brough was invited to chair the meeting for these elections.

<u>Position</u>	<u>Nominee</u>	<u>Nominated by:</u>	<u>Seconded by:</u>
Leader	J.McLean	D.Langley	C.Rutledge
Deputy Leader	A.Jungwirth	C.Rutledge	D.Langley
Treasurer	R.Weiss	G.Inglis	C.Rutledge
Secretary	G.Inglis	R.Jeffries	J.McLean
Editor	D.Langley	J.Sinnatt	J.McLean
Archivist	Remains unfilled - pending co-option.		

As there was only one nomination for each position, the nominees were declared elected. Jack McLean thanked Jim Brough for chairing this part of the meeting.

GENERAL BUSINESS: Jack McLean outlined a proposal for streamlining aspects of the societies affairs.
October - the Treasurer recommends the subscription rate for the following year.

November - the new subscription rates to be announced in "Somersault" together with a closing date for receipt of subs. - 31 January.

February - Annual balance to be compiled by 1 February. A.G.M. to be held on the 3rd Friday.

An information block to be included in each 'Somersault' detailing office bearers together with a contact phone number, subscription details etc. A similar information block to be included for the NSW division. (Taaffe/Brough)

Room Donation: The A.R.H.S. be thanked for the use of the room for our meetings and a donation of \$20 be made. (Brough/Inglis)

Tours: It was moved D.Langley and seconded J.Brough that more local tours be arranged, perhaps 3 or 4 times per year to areas of signalling interest in the Melbourne area. The traditional Show Day tour will continue for country visits.

U.K. Newsletter: Publishing arrangements to be made between D.Langley and R.Taaffe for the printing of the U.K. Newsletter in Victoria for the S.R.S.V.

MEETING CLOSED: at 2110 hours and the Bi-monthly meeting continued.

V.R. SIGNALLING HISTORY

No 34. TOTTENHAM

by Jack McBean and David Langley

The station at Tottenham, between Footscray West and Braybrook Junction, was opened on 2 March 1891. Although Winter's Block Telegraph had been installed on this stretch of line in about 1890, Tottenham was not a block post until 17 July 1911. It then had six signals (i.e. distant, home and starter in each direction) and switched in from about 0600 until 1800 each weekday, probably a good days work for one man.

On 23 April 1912 a ten lever interlocking frame was provided with all but one lever working. The up end crossover was shown for the first time in the 1913 General Appendix. Figure 1 shows the arrangements including the work's Siding opened for construction of Tottenham Gravitation Yard.

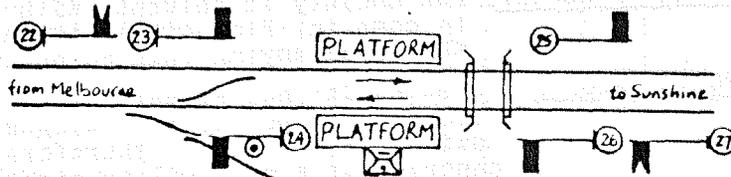


Figure 1. Interlocking

The Work's Siding connection and disc signal was removed sometime before March 1917 but the records are unusually silent on this fact. A new ten lever frame was provided in a new signal cabin and had only seven working levers (six signals and one point). This alteration dates from 13 March 1917. Signalling diagram No 6/20 was issued on 22 December 1920 and the crossover is now shown as spiked out of use.

Signalling diagram No 15/27, issued on 11 November 1927, shows the arrangements at Tottenham after the opening of "Coursing Platform" a little on the down side of Tottenham. Only one platform was provided and a new crossover provided at the down end to enable terminating trains to cross to the up line when returning to the city. Additional home signals were needed, post 26B provided as a departure signal for up local trains and post 27B, a new down starting signal, so that Coursing Platform trains did not have to enter the Sunshine block section. Post 25 became a home signal protecting the crossover for down trains whilst post 26 did similar duty in the up direction. Figure 2 shows the layout at this time.

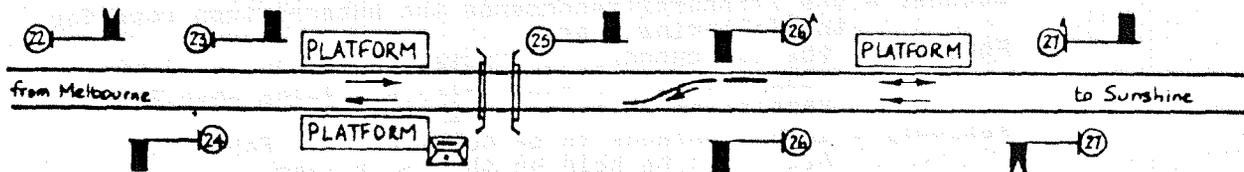


Figure 2. Dog Coursing platform added - extra signals

By this time, the Tottenham Gravitation Yard had been built behind the station and on 11 October 1929 automatic signalling replaced Winter's Block between West Footscray and Sunshine. The automatic signals are as shown in the 1929 diagram No 20/29 and Figure 3 has been taken from that diagram. Tottenham was provided with a closing lever and now switched in for the operation of any trains terminating at Coursing Platform as required. The interlocking register shows that the alterations for automatic signalling were brought into service on 25 August 1929 and perhaps Winter's Block was worked for two months with signals Nos 1 & 7 serving as home and starting signals for block working. M339 and M406 may also have been in use as distant signals, maybe someone can throw some light on this situation?

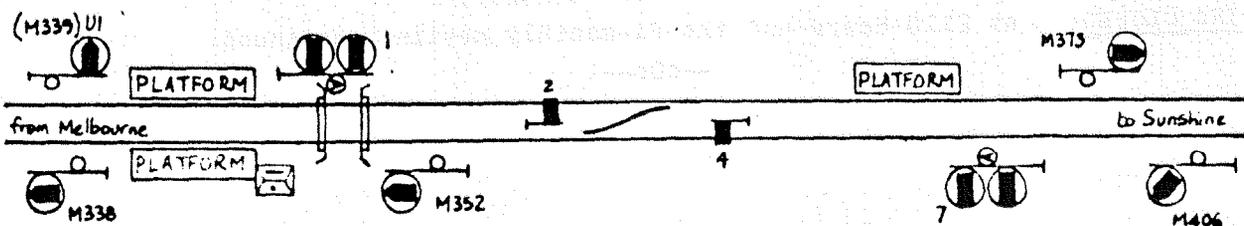


Figure 3. Power signals replace mechanical

Six additional levers were added to the interlocking frame prior to the provision of interlocked gates and wickets at Ashley Street. The wicket gates were brought into service on 21 July 1937 whilst the gates came two weeks later on 4 August. The signal bay was extended to cater for the enlargement of the frame. The closing lever was abolished and two additional signal levers added. The down automatic signal M339 was now worked by lever 1 and lever 2 worked the down home signal protecting the gates and the crossover at White City. The dwarf signals at the crossover were renumbered 3 & 4 in lieu of 2 & 3. Prior to this, economical use of signal levers had been in service,

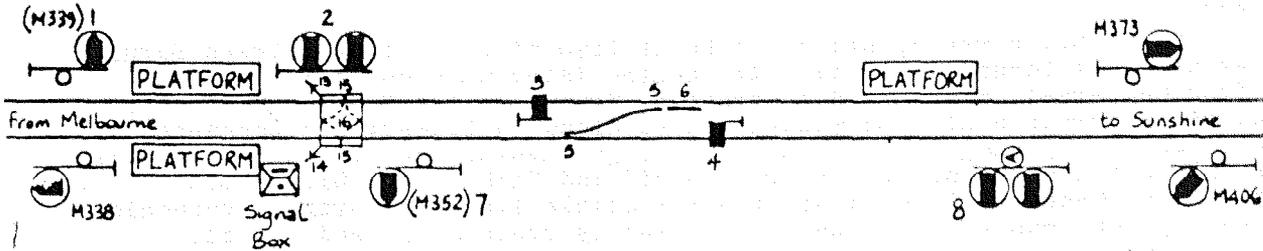


Figure 4. Interlocked gates added

with lever 1 working both signals but with the interlocked gates it may be necessary to bring a train into the platform before the gates are swung and this separate lever operation enables the automatic signal to be cleared without the home signal being cleared.

In line with current policy for additional warning at interlocked gates, rotating red flashing lights were added at Tottenham on 9 December 1976.

Due to the increased congestion at Ashley Street level crossing, the decision to replace the crossing by a high level station and overbridge was reached. Ashley Street carries very heavy traffic and makes an end on intersection with Sunshine Road. Traffic signals control this and an adjacent road intersection with subsequent blocking of the railway line by stopped road vehicles. It is easily to imagine the delays to trains that ensued with this situation. A measure of co-ordination had been adopted between the level crossing gates and the traffic signals but the only effective solution was grade separation.

The crossover and dwarf signals were taken out of use on 24 March 1961 which meant the end of any White City local trains but down St Albans trains continued to stop there until 4 October 1981 when White City was closed. The up line was abolished and the new high level up line brought into service on 19 May 1981, up trains stopping at the new island platform. Post 8 was converted into automatic signal M376 whilst M356 was relocated to the new alignment with its lever control removed. Figure 5 shows the temporary arrangements.

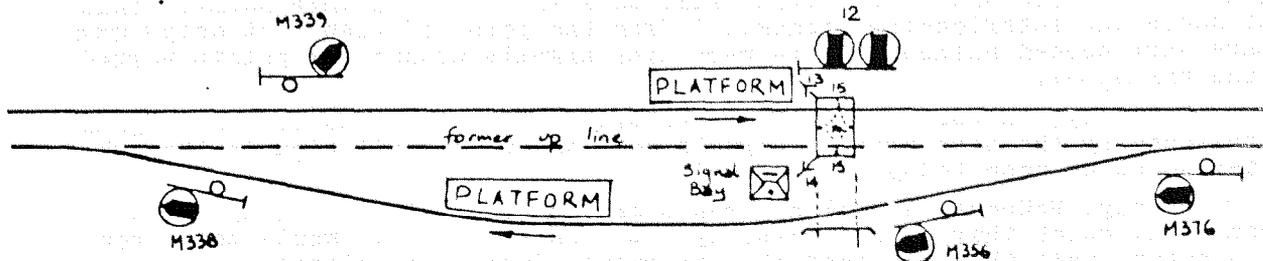
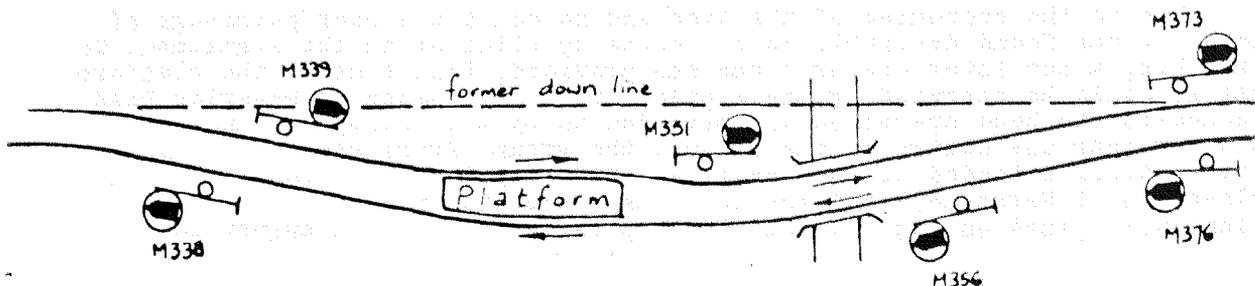


Figure 5. High level up line in service.

The up side station building and platform were demolished to permit construction of the high-level down line and the signal-box was reduced in size also. Levers Nos 1-11 were removed and a temporary east wall erected resulting in a minute signal-box, the down home signal being renumbered No 12. The high level down line was brought into use on 27 July 1982 and the interlocking frame was abolished. Figure 6 shows the arrangements from that date.



V.R. SIGNALLING HISTORY

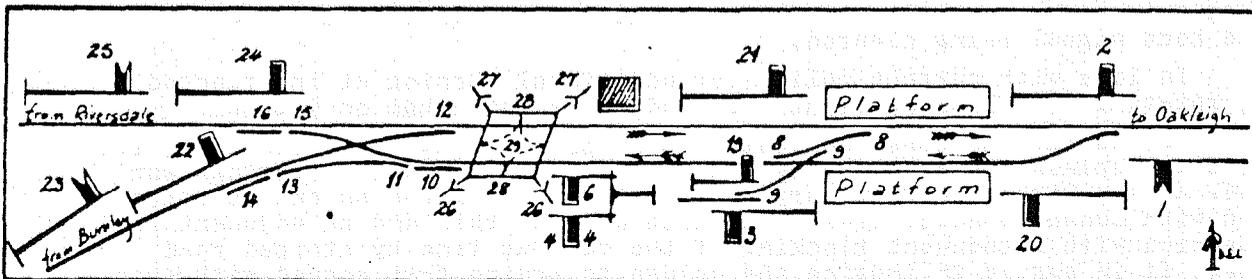
No 35. WAVERLEY ROAD

by Colin Rutledge

Waverley Road has, along with Cathkin, the distinction of being a junction station that closed in its entirety on the same day. It also has the distinction of being interlocked from its opening and remaining so through its five year life.

The station was opened on 24 March 1890 with the line between Burnley and Oakleigh. It became a junction two months later when on 30 May 1890 the line from Camberwell was opened to traffic. Trains on the Burnley side were worked by the Train Staff and Ticket system aided by Telegraphic communication, the sections on opening being Burnley-Tooronga-Waverley Road. Towards Oakleigh the single section was worked by Train Staff and Ticket with Single Line Block superimposed. Camberwell to Riversdale was double line but beyond Riversdale to Waverley Road was a single section worked by Train Staff and Ticket.

As opened, the signalbox was named Waverley Road and was located adjacent to the Waverley Road level crossing. Interlocking records show that the official opening of the box was two days prior to the opening of the line and that the wicket gates were connected the day after the line opened.



Since the box was at the level crossing end of the yard it was impossible to work the points and signals at the Oakleigh end of the yard from the frame and so a six lever ground frame was provided with three levers working the signals slotted with the signalbox, one lever to work the points, one lever to work the point lock and the remaining lever spare.

There are a number of interesting features about Waverley Road box. The first being that the station is arranged for left-hand running only (in common with a lot of the other stations in this group of lines), therefore No 2 signal applies to No 3 only and not straight ahead. No 22 signal requires No 13 points reverse and No 24 signal will work with No 15 points normal. This layout makes the interlocking economical from the point of view that only three lockbars were needed although there were nine signals around the points worked from the signalbox.

Secondly, in common with the standard of the time, the distant signals were released by the home arrival signals only and not by all signals through the station as we know today.

Lastly, McKenzie & Holland drew a sketch of the interlocking dated 1 March 1890, which they called Waverley Road Junction and it would be reasonable to assume that they provided the apparatus. Just to complicate matters the VR drew their own sketch of the same frame, dated it 11 March 1890 and show a more elaborate interlocking arrangement than that of the private company. McKenzie & Holland also show signal No 19 on its own post opposite signal No 21 where it is more obvious that it actually applies from the siding with Nos 8 and 9 points reverse.

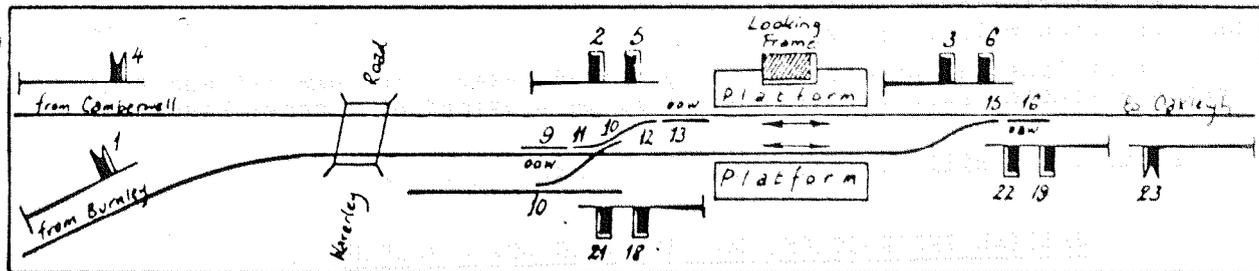
The name of the box itself was changed on 11 August 1890 to Waverley Road Junction although McKenzie & Holland had jumped the gun with their sketch of March 1890.

Due to the economies of the time and no doubt the poor patronage of services, it was found desirable to cut costs by eliminating the signaller. To achieve this, a new interlocking frame was provided, this time on the platform so that it could be operated by the station staff. The gates at Waverley Road were converted to hand operation and attended to by a gatekeeper. Since the box was now near the centre of the layout, the ground frame was done away with and its controls extended to the new frame. Waverley Road Junction signalbox was closed on 11 March 1891 and the new frame, also known as Waverley Road Junction, was opened on (so the interlocking register says) 23 August 1891.

Vol 7

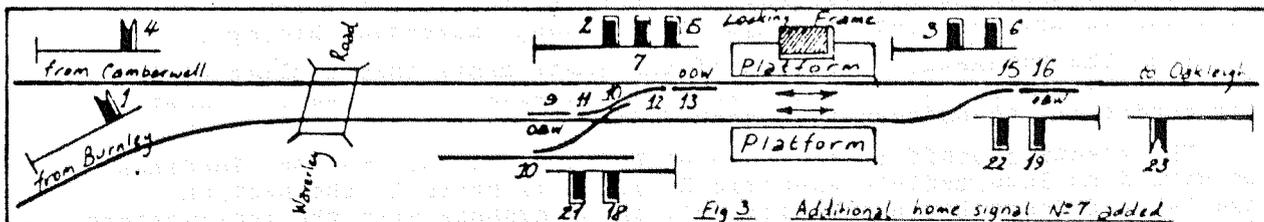
It can be seen that there is a five month gap here which could be explained in perhaps two ways. Firstly the dates are wrong and secondly there would most likely be a period of time when no interlocking existed whilst rearrangements were made but five months is a bit long. My suggestion is that 23 March 1891 is the correct date and when it was written into the register perhaps the '3' (for March) was badly written and came out as '8'. Another possibility, if economy was a real priority, would have been to dismantle and re-erect the box in the new location and while this was being done, the frame had been taken away to be rebuilt and reduced to suit the new location. Five months still seems like a bit too long for the job.

The re-arrangements for the platform box drastically simplified the yard, gone is the delta crossover, the gates and the ground frame. Eighteen levers were now provided with five spares whereas previously there had been 25 levers with four spare.



Things were now a little different as far as train running was concerned. Trains from Riversdale were signalled into No 1 road while trains from Burnley were signalled into No 2 road. Up trains (from Oakleigh) were also signalled into their respective platforms, this seeming to indicate that crossings were no longer possible between trains to and from the one line.

These arrangements were probably too restrictive perhaps for the reason outlined above and on 23 August 1892 another signal was provided enabling trains from Burnley to be signalled into No 1 road as well as into No 2. Lever No 7 was added to the frame and this was used to work old No 2 signal, the new signal arm (added on the signal post underneath the other two arms) was worked by lever No 2 and still applied to No 2 road.



Signalling wise we have now reached the end of new developments for the next change was closure. Due to dwindling traffic the lines between Oakleigh, Darling and Ashburton were closed on 9 December 1895 and were never reopened, other sections of the Outer Circle group of lines were also closed but reopened some years later with the Camberwell to Alamein section being still open. It has been

It has been recorded that the frame and signals were removed by 29 July 1897 although the track lasted pretty well intact until the 1940's. When I first visited Waverley Road around 1974 it was still possible to see evidence of the track layout although I don't recall noting the hole in the platform where the frame resided.

It is not difficult to appreciate why a frame was first provided. The reasons for the construction of the Outer Circle is covered in detail in other publications but suffice to say that if the Eastern line goods trains had left the Eastern line at Oakleigh and travelled to Spencer Street via Collingwood, the line may have been quite busy. The opening of the low level connection between Flinders Street and Spencer Street in December 1879 was permitted a few goods trains to traverse the gap between the two stations but the opening of the two track viaduct on 20 December 1891 saw the original reason for the Outer Circle line removed. I think the extravagant provision of two separate interlocking frames is explained by the fact that Waverley Road was a passenger station and when opened, Annett and Plunger locking very common today had yet to be invented or applied.

WODONGA "A" - COAL SIDINGS BOX - BANDIANA - WODONGA LIVESTOCK SIDINGS
SIGNALLING ALTERATIONS

On Monday, 17 October 1983, from 0800 and until 1630 on Tuesday, 18 October 1983, the Electric Staff section Wodonga "A" - Bandiana will be extended to Wodonga Livestock Sidings.

The electric staff instrument at Bandiana will be converted to an Intermediate Electric Staff instrument.

An Automatic Electric Staff instrument will be provided at Wodonga Livestock Sidings (see A 190/83).

The up and down home signals at Bandiana will be abolished.

Two Annett locked quadrants will be abolished and a Staff/Annett Key exchange apparatus will be provided.

Direct line telephones will be provided between Wodonga "A" and Bandiana, while a station service telephone will be provided at Wodonga Livestock Sidings.

A pilot key will be installed at Wodonga signalbox.

SPECIAL INSTRUCTIONS FOR ELECTRIC STAFF WORKING

The electric staff rules contained in pages 306-361 of the Book of Rules and Regulations, and the supplementary instructions in the General Appendix must be adhered to, insofar as they apply, with the modifications and additional instructions set out herein:-

The working applicable to the section Wodonga "A" - Coal Sidings - Bandiana - Wodonga Livestock Sidings is as follows:

1. Object of the System.-

(a) The object of the system as applicable to this section is to permit of an Electric Staff being withdrawn from the electric staff instrument at Wodonga "A" without the co-operation of any person at the other end of the section provided there is not already an electric staff out for that section. NOTE: All staffs are lettered "Wodonga "A" - Wodonga Livestock Siding".

(b) The automatic operation of the instruments only applies at Wodonga "A" and the manipulation of the instruments will be carried out under ordinary conditions at Wodonga Livestock Siding.

The electric staff instruments at Wodonga Coal Sidings and Bandiana will be worked as Intermediate Electric Staff instruments in the section "Wodonga "A" - Wodonga Livestock Sidings", in accordance with the instructions contained in pages 210 - 212, General Appendix.

Coal Sidings box is manned by a signaller for all New South Wales trains operating between Coal Sidings and Bandiana or Wodonga Livestock Siding.

Guards, or Drivers in the case of light locomotives not accompanied by a Guard, will be responsible for the operation of the electric staff instrument at Bandiana or Wodonga Livestock Siding.

To withdraw a staff at Wodonga Livestock Siding, the co-operation of the signaller at Wodonga "A" must be obtained.

2. Type of Instrument.

The staff instrument at Wodonga "A" Box used for automatic operation is similar to an ordinary instrument except that the indications "Staff In" or "Staff Out" are shown by the special galvanometer needle. The indication "Staff In" shows that the instrument is in order for a staff to be withdrawn.

3. Pilot Staff Key.

A special key lettered "Pilot Staff" with the name of the section engraved thereon, is provided at Wodonga "A".

The "Pilot Staff" is secured in an electric switch lock connected in the circuit of the electric staff instruments for the section and when the "Pilot Staff" is withdrawn from the switch lock, the electric circuit of the electric staff instruments becomes disconnected so that no staff can be obtained nor communication made on the instruments.

4. Method of operation of the Wodonga "A" Instrument.

(a) To withdraw a staff at Wodonga "A", the signaller must depress

Release Bell Key - this will cause the local bell to ring continuously indicating that everything is in order for the withdrawal of a staff.

Proceed to withdraw a staff - this will momentarily interrupt the local bell circuit and cause the special galvanometer indicator to show "Staff Out".

The bell will again ring and the ordinary galvanometer needle deflect showing that current is on the line. To stop the bell, turn the staff indicator to "Down Staff Out" and press it down hard for a moment or two. With the staff out of the instrument, the "Staff Out" indication will remain displayed by the special indicator.

(b) To replace a staff, the special indicator before the staff is replaced, will be indicating "Staff Out". Place the staff in the instrument. Turn the generator handle and depress the bell key for three seconds. On releasing the bell key the local bell will ring, and the special indicator will change over to "Staff In". To stop the bell from ringing, turn the staff indicator hard over, and the instruments are normal for a staff to be released from any of the four instruments.

5. Method of operation of the Wodonga Livestock Siding Instrument

(a) On arrival at the Wodonga Livestock Siding, the Guard of a train or the Driver of a light locomotive must, provided no train is waiting to depart in the opposite direction, deposit the staff in the instrument and give the Train Arrival signal (three beats) in the ordinary way. The Guard or Driver must then call the attention of Wodonga "A" by the usual bell signal and when acknowledged, give the "Is Line Clear" signal (five beats) and obtain a staff in the usual way as laid down in Rule 3.

(b) In the event of an opposing train waiting to depart, the Guard or Driver of the train must not place the staff in the instrument, as laid down in sub-clause (a) but must call Wodonga "A" box on the telephone and inform the signalman that the train has arrived and receive any instructions regarding the working of trains. If no instructions are received to the contrary, he must hand the staff to the Driver of the train that is waiting to depart.

The Guard or Driver delivering the staff must then call Wodonga "A" and inform the signalman that the opposing train is in possession of the staff and then send train departure signal (two beats).

(c) Each Guard must, immediately prior to his train's departure, send the departure signal. He must also enter the name of the train and times of arrival and departure in the proper columns of the Train Register Book, also in the remarks column the reasons for the time occupied at the station such as "waiting to cross an opposing train", "shunting", "van-goods" etc. The abbreviations shown on page 225 are to be used. In the case of a light locomotive, the Driver must carry out the duties specified for the Guard.

(d) The object of sub-clause (b) is to avoid the possibility of delays in the case of failure of instruments, but the signalman at Wodonga "A" box must be in constant attendance to receive messages from and properly instruct Guards or Drivers at the Wodonga Livestock Siding.

NOTE: Shunting operations must not be performed outside No 98 signal at Wodonga "A", No 31 signal at Coal Sidings, and the down signal at Wodonga Livestock Siding, nor foul the main line at Bandiana unless the Driver is in possession of a staff.

6. Failure of Staff Instruments.

(a) In the event of a failure of the staff communication, arrangements must be made in accordance with Rule 27 for the working of traffic by means of a Pilotman. A competent employee must be placed in charge at Wodonga Livestock Siding.

(b) After pilot working has commenced, permission must not be given for a staff to be withdrawn until pilot working has been cancelled and ordinary working resumed, as laid down in Rule 27.

(c) During failure of the electric staff instruments, proceed orders must not be issued.

7. Pilot Staff Key.

A pilot staff is provided at Wodonga "A", for use at Bandiana, in the event of failure of the electric staff apparatus, and the pilotman is not in possession of a staff. See sub-clause (iii) of clause (a), Rule 27.

S.R.S.V. Crossword No 5.

compiled by S.McLean.

ACROSS

1. This van is air-conditioned? No, the reverse! (2)
3. Bus driver with more than three down (9)
9. This NSW carriage runs to Perth (2)
10. The stationmaster is in voice (3)
11. Old wagon found in Victoria (2)
12. Make changes - almost demand changes in fact (5)
14. Put back, but not postponed (5)
16. Judge the distance between the rails (5)
18. At first rolls, butter and jam could be bought in this buffet car (3)
21. What trains don't do in Burundi (3)
22. Assume control of lever i.e. change over (7)
26. The space between the platforms is mine (3)
27. Used for fast peg switch (9)
29. Number associated with 31 but not with 31 across (3)
30. It's faster than walking, although it could have been a walker (7)

1	2		3			4	5	6		7	8
9						10				11	
12				13			14		15		
			16			17					
18	19	20									
	21				22					23	
24				25					26		
27								28			
								29			
30										31	32
						33					
34										35	

31. Trains which weren't down at the station (2)
33. Shed loading (6)
34. Not a chess player but associated with kings and bishops (7)
35. Point where engines start in traffic (2)

Down

1. What the rail sits on! (5)
2. Found near spectacles (3)
3. Not an old German station (4)
4. What trains do in Toronto (2)
5. At Lal Lal it is found double (4)
6. One van where this may be used to cool the water (3)
7. Neckwear found under American rails (3)
8. Detector which could be buried (7)
13. A weir(d) classification for a sleeping car (3)

15. Expensive bank (5)
17. The Grange Rly. would be off course at this station (9)
19. System found in Bradford, Bristol and Pembroke (2)
20. Heathcote Junction isn't one (8)
23. What is the connection between PSS and SSS? (7)
24. Signalling centre back in full or temporary control (6)
25. It could be stamped and sent by the mail (6)
28. Bunk Box has 2 and so does Nerne's Oak (5)
32. The way to send the first of the perishables (3)

Solution to No 4.

Across: 1. CW, 3. Distant, 7. Delete, 9. Repeater, 10. OT, 12. Tappett, 14. MSS, 16. Flag, 17. Ararat, 18. Moor, 19. Tap, 20. Town, 21. Kulwin, 23. CDP, 25. Morwell, 28. AL, 29. ABE, 31. RY, 32. Churchward.

Down: 1. CD, 2. West, 3. Deer Park, 4. Spectacle, 5. Automatic, 6. Turns, 8. TR, 10. Off, 11. Wagon, 12. Tamworth, 13. ER, 15. Standard, 20. Time, 23. Rear, 24. Fly, 26. Lah, 27. Yea, 30. BW.