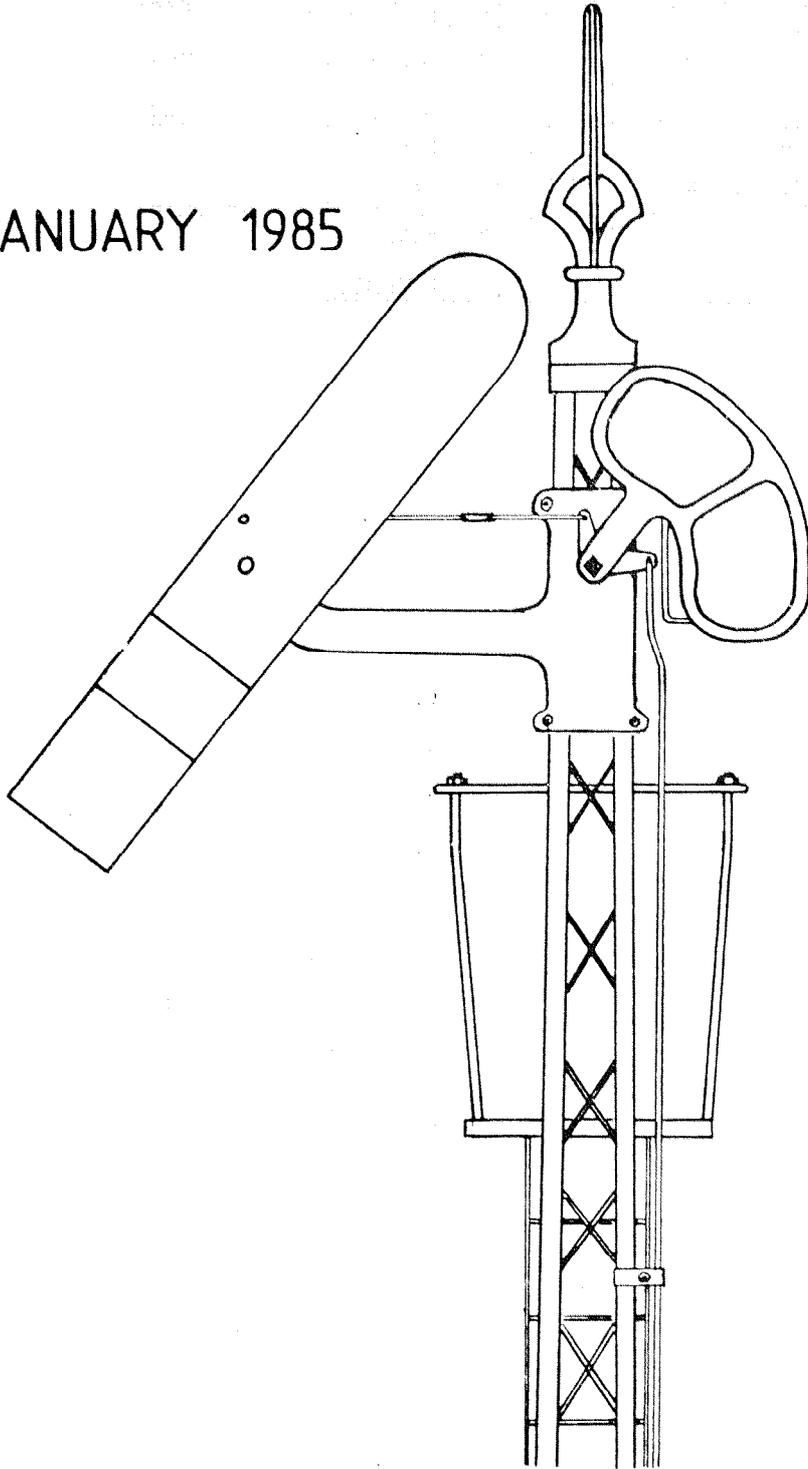


SOMIERSAULT

JANUARY 1985



SRSV

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NEXT MEETING: Friday, 15 February 1985.

VENUE: A.R.H.S. Library Room, Windsor Railway Station.
Dead line for March 1985 is 19 February 1985.

MINUTES OF NOVEMBER 1984 MEETING

Ringwood, the block still remained to Lilydale but Ringwood Brick Siding was closed. In 1896 Croydon is noticed as switching out on Saturday night after the last train until Sunday morning, what for is not clear as it still remained a staff station. Perhaps it was after the style of Oakleigh "B" in double line days when that box used to switch out after the last train till 4.30am., the sole result of which was that during those hours "A" Box worked the block and "B" Box worked the signals and neither of them would get too much sleep. There were also Block Instruments at Bayswater, Lower Gully and Upper Gully but they were only used on holidays and that spasmodically a lot depending on whether "Porter Smith" could be spared from Yarra Glen or not.

Later on there was block working from Lilydale to Warburton; Wandin and Yarra Junction being the intermediate block posts, but by this time the electric staff had arrived on the main line. Instruments were also placed on the narrow gauge line to Gembrook for holiday use, their location being originally at Upper Ferntree Gully, Aura, Emerald and Gembrook; Upwey, Belgrave and Cockatoo came later. These furnished the only instances in Victoria (Lock and Block excepted) where it was allowable to switch in with a train in the section, quite a usual practice in England and N.S.W. for that matter. The Kew line was another example of this working the one and only section being Kew Junction to Barkers Road, the latter place being also a staff station, it is not known why as it possessed neither loop nor siding of any sort. When the Kew line was taken into Hawthorn that then became the block section and so remained till it occurred to someone that as all trains on the said line were ordered to carry the staff, except by special permission, it might be possible to take a risk and substitute an electric bell for the block and this was done.

On the Glen Iris line, the first example of this working was from Waverley Road signal box (Outer Circle Junction) to Oakleigh "A". The signalman did not last very long at Waverley Road and the S.M. was presented with the interlocking frame and block working, and this continued until the line was closed in 1895. On the Glen Iris line proper, instruments were placed at Burnley, Tooronga and Darling to deal with a couple of picnic specials per year. The writer has a train register book from Tooronga, chiefly remarkable for the fact that Burnley was using the 1.5 signal unknown on single lines, but no trouble to him apparently. When two trains were eventually put on the line these instruments came into regular use until superseded by the electric staff.

Further north we find the Heidelberg line, here the original block and staff stations were:- St George's Road Junction, Clifton Hill, Collingwood, Alphington and Heidelberg. When the ill-fated Outer Circle line was opened in 1891, Fairfield Park was added but it was not long after the said line closed on 12 April 1893 that the block disappeared between Clifton Hill and Heidelberg and it became one staff section except on holidays. The sections between St George's Road and Collingwood remained unchanged. It should also be noted that whilst the passenger service existed between North Fitzroy and Fitzroy, the short single line section between Scotchmere Street box and Fitzroy was also provided with block instruments.

On the Whittlesea line the single line from Middle Northcote to Preston (Reservoir) had intermediate block and staff stations at Thornbury and Bell St., but Thornbury was cut out by 1895.

When the Coburg line was first opened it was single from South Brunswick signal box to Coburg, and Brunswick was a staff and block post but not Moreland. On the opening of the extension to Somerton, Moreland came in and the block went to Somerton; North Coburg, Campbellfield and North Campbellfield being block and crossing places. This was in 1890 and there was quite a decent service with locals to North Coburg and one to North Campbellfield. There appears to have been some sort of brickworks there which accounts for that. By 1892, however, North Campbellfield was neither a block post nor staff station, and the line was double to Coburg except rather curiously from South Brunswick to Brunswick.

To proceed down the North East, the single line section over the Goulburn River between Goulburn Junction box and Seymour was early equipped with block instruments, the reference in the 1890 Appendix is to "A 989/86". It is worth knowing that this section was the first one in Victoria to be equipped for tablet working and was the only one on which the somewhat explosive number one type of instrument was employed. Mangalore to Avenel was also a block section and then the block petered out until Winton was reached, when this working was resumed to Glenrowan and Wangaratta. Winton was not a staff station and presumably the Stationmaster would just have to look out occasionally and see if there was anything coming on the down.

After three or four years of this, someone got a brainwave and extended the block to Benalla "B" and Winton was made a one man job, switching out at night, the S.M. then having splendid hours "7am til the last down passenger cleared Glenrowan", this being the Sydney Express at 9.13pm. Just before the Tablet came, Beechworth Junction became a block post thus making it continuous between Benalla and that place. Then there was another gap as far as Chiltern whence there was block for one section to Barnawatha; this section is rather curved and hilly but perhaps the reason for the block was really a sort of reaction from the working which brought No 19 Mixed into Springhurst at 9.41pm on staff ticket followed by the Sydney Express at 9.45pm to pass the said Mixed which followed at 9.51pm. I should think that the guard of No 19 must often have gone into Springs gazing earnestly backwards. Finally as far as the North-East is concerned, there were, and still are (Remember that this was written in 1945-Ed.), block instruments in use between Everton and Beechworth, now the sole remaining example of that system on single lines in Victoria. Recently I was told that the block system was likely to be done away with here, so I at once put in a tender for the instruments but was informed by Mr. Clapp that I would be pleased to hear that there was no such intention so my tender was entirely out of order.

Now moving on to the Northern line we have to go to Castlemaine "A" Box to find the first specimen which was for one section to Maldon Junction signal box on the Maryborough line. At Cattle Siding Junction beyond Bendigo there was another block section to Eaglehawk, which eventually became one of the earliest Tablet sections. For a short period while the Catherine Bank was being regraded the junction of the Kerang and Wycheproof lines was moved from Eaglehawk to the actual point of divergence about a mile out and the block was extended to that place. Judging by the remains of an old block book in my possession, block instruments must also have been placed at Cattle Siding Junction and the Racecourse on the Echuca line on race days.

Soon after the line to Ballarat via Bacchus Marsh was first opened throughout in 1889 Block instruments were installed at Parwan, Bacchus Marsh, Rowsley and Ingliston, and by 1892 they extended from Deer Park to Warrenheip; a remarkable point being that the section Braybrook Junction to Deer Park was minus these usual adjuncts. Presumably it was considered that if the driver had the staff or ticket and his eyesight was good, no further protection was necessary there! However, by the time I was on the scene in 1896, this gap had been filled as I well know, as it was there I first made the acquaintance of the noble art of punching the block and faking the train register if required; it was, too, the only place where I ever saw a single line instrument which had not the old switch. It should be noted that Bungaree was neither a staff or block post, both Wallace and Dunnstown, however were, and this was not altered until the electric staff came. As far as I know Staughton's Siding, Dog Trap Gully Siding, Bradshaw's Creek and Millbrook are the only places which then existed which have never had either block or staff though Staughton's Siding and Millbrook were once interlocked.

Beyond Ballarat there was no block until Beaufort was reached when it was worked over the bank to Middle Creek. In 1888 there was an intermediate block post but presumably without staff, at No 30 Gate at the top of Beaufort Bank, but whether it was worked by signalman or gatekeeper's wife, and whether there were signals, I cannot find out, and by 1890 it seems to have passed away. Then there was block working on the Down Journey only between Gate No 68 and Stawell Booking Office, the instrument being later on shifted into Stawell "A" Box when that box was brought into use. There was even a down home signal at this gate and the working persisted for a while even after the electric staff had been introduced, the Great Western staff being made subject to the signal at the said gate. I had a friend who was a signalman at Ararat for years, he has worked at No 68 Gate and always reckoned that the gatehouse was haunted, none of them liked being there at night.

Now working back over the North-Western branch lines, block instruments were used between Hamilton and Coleraine Junction Box, but again according to my friend just quoted, they were not regarded with the seriousness with which they should have been and he relates with much gusto that once when he was relieving at the junction, Mr. Ralston and Mr. Rudd came up into the box and he had much trouble in distracting their attention from the fact that an industrious spider had made its web all round the switch handle of the block instrument obviously having been undisturbed for weeks! However, what can you expect at a place where the signalman's wife in a fit of rage at her husband, went into the box and threw the three staves (sic) Peshurst, Branxholme and Wannan into the Grange Burn. Popularity absolutely Nil! Then in later years Block was worked from Burrumbeet Park Junction to the Park but this has been removed comparatively recently.

From McArthur Street Junction (now North Ballarat) the block went to Maryborough "A" the sections being Waubra Junction, Creswick, North Creswick, Tourello, Clunes, Talbot and Maryborough "A". In 1888, this was represented merely by telegraph block on the morse between Creswick and North Creswick on the up journey only and there was nothing of the sort at all, but the traffic was pretty dense and about that time one Goods had overrun another somewhere about Wombat and did some damage so block instruments were provided in great profusion. Quite astonishingly so, when one considers that the electric staff - the successor here to the system now being described - had in its turn vanished and the O.T.S. has come into its own again with only one section between Daylesford and Newlyn, and only one train per week. I have an old friend who commenced his career as a signaller in Daylesford Junction signal box and he has told me that it was no uncommon occurrence to have trains "waiting line clear" there when the mines were booming. This is not very surprising when we remember that the load for an "H" was eight, while an "R" could take only 10!

Starting from North Creswick, the block posts were Allendale, Kingston, Newlyn, Rocky Lead, Wombat, Leonards Hill, Sailors Falls (or Ballan Road), Daylesford Junction and Daylesford. Of these, Wombat and Sailors Falls became too good to be true and were cut out though men remained in charge for sometime after. Then the Junction Box was abolished by the process of laying down an extra pair of rails right into Daylesford, but all the others survived until the electric staff arrived when Rocky Lead went out; Kingston went later but that is not in this story. It is a curious fact that as far as I can learn, block working was never tried on the Daylesford Junction to Carlesruhe line; one would have thought that the climb to Bullarto would have been enough of a hill for that!

Finally we consider the South-Western line. Very early in the piece, the Geelong tunnel demanded protection and we find block instruments at work from Geelong "A" Box (present Geelong "B" Box - Ed.) to South Geelong, and South Geelong to Queenscliff Junction Box; South Geelong was not a staff station nor did it become one until the Queenscliff line was brought in there thus doing away with Queenscliff Junction. Even after the electric staff was installed between that station and Geelong "A", South Geelong still remained a block post and the staff for the last named section was subject to the starting signal at "South". Later on someone left a down goods standing at the North Geelong home signal all night and early in the morning the passenger train came round the corner under the "Ocean Child" Bridge and sadly marred the van of the stationary goods. After that the block came into force between Lara and North Geelong. When the line over the Moorabool Viaduct was made single, the section was from Moorabool to Gheringhap, both places being block and staff posts. As a matter of fact, it was only a year or so before the No 5 Tablet was installed here only to give way to the electric staff almost at once.

TABLET WORKING

Having disposed of the single line block to the best of my knowledge, information and belief, it may not be out of place to say a few words about Tablet working in Victoria.

As far as I can learn, Tyer's Train Tablet first came into use in Victoria either late in 1892 or early 1893, the first section being that between Goulburn Junction Box and Seymour "B" (now Seymour "A" - Ed.). The instruments were of the No 1 type, I believe the only instance in which they were used in Victoria. Nothing was done about extending the system until 18 November 1895 when No 5 instruments were brought into use between Moorabool and Gheringhap on the single line over the viaduct. The following week similar instruments were placed at Coburg and Somerton. Then on 6 January 1896, No 5 instruments appeared between Nyora and Korumburra, this part of the line having become busy with local trains. On the first introduction of Tablet working, Loch and Bena were disestablished as crossing places and Jeetho was opened, the sections being Nyora-Jeetho and Jeetho-Korumburra. On 18 January 1899, however, Jeetho was demoted and Loch and Bena made Tablet posts; needless to say some bright person had removed the signals from both these places in the meantime and they had to be hurriedly replaced. Then on 19 June 1899, the electric staff was brought into use from Dandenong "B" to Nyora and on the same day extended to Korumburra displacing the Tablet at Loch and Bena before the paint had worn off the instruments and one would think long before their limits of service had been reached.

To hark back a little, we find the Tablet taking the place of Block and Staff between Mangalore and Avenel on 6 February 1896, this was the first appearance of the No 5 instruments on the North-East and that was as far as they got for some time. However, on 4 March 1896, this type of instrument also came into use on the section Cattle Siding Junction-Eaglehawk, here too displacing the O.T.S. and Block working.

There were no further extensions of Tablet working in 1896 but on 15 February 1897 this system was brought into use between Avenel and Benalla "A", the sections being then Mangalore, Avenel, Longwood, Euroa, Violet Town and Benalla "A". On 26 April of that year Baddaginnie was opened but Locksley and Creighton were not heard of until after 1908, and Balmattum was not opened until after the electric staff had arrived. On 26 March 1897, the Tablet took the place of the staff and block between Benalla "B" and Beechworth Junction, and was also opened to Springhurst, the sections being the same as the former staff and block sections with the exception of Winton, which not only lost the block but signals and interlocking as well. Then on 14 April 1897, Chiltern, Barnawatha and Wodonga were opened for tablet working and so the isolated block section between Chiltern and Barnawatha was "liquidated". Twelve days later the Tablet reached Albury and completed the North-East, two No 5 instruments being parked side by side in Albury office, one using the bell code to Wodonga and the other talking "cornstalk" to Gerogery.

Amidst the triumphant paeon of Bells and Googs celebrating the completion of the feat (to say nothing of the early rising on the part of Inspector D. McParlane) a small but ominous intimation appeared to the effect that on 21 April 1897, the Tablet instruments in use between Moorabool and Gheringhap would be withdrawn and electric staff instruments substituted. This is the first appearance of the now ubiquitous electric staff in Victoria, and so new was it that there was no literature concerning its working and inquirers were referred to C39/95, the instructions for working the Tablet (No 5) Instruments, which must indeed be of great assistance. While perhaps not strictly apropos it may be mentioned that the second section to be equipped with electric staff was Koroit to Port Fairy, why I cannot think, still under Tablet instructions. This was on 16 June 1897 and shortly afterwards C20/97 appeared complete with both electric staff and tablet instructions with a beautiful illustration of a No 5 Tablet instrument labelled Port Fairy, though no tablet ever reached there! I used to own a copy of this circular; its disappearance is one of the tragedies of the last war.

The next outstanding incident in the Tablet news was in August of 1897 when "a prominent Traffic Officer" was fined £5 for giving a demonstration of how to extract a tablet without bothering the man at the other end of the section. To discourage any other persons of an inquiring turn of mind, it was intimated "liquidation" of the offender. The way of the scientific inquirer has ever been a hard one.

In the year 1898 commenced the extension of the electric staff and the falling off of the tablet and on 24 March, the first named system took the place of the tablet between Cattle Siding Junction and Eaglehawk.

As I have pointed out, it was in 1899 that the Nyora-Korumburra tablet sections were first altered and then abolished. Then on 18 July the one and only No 1 instrument section Goulburn Junction and Seymour "B" was fitted with No 5 type instruments and that tombstone-like apparatus van shed I feel sure "unwept, unhonoured and unsung" (this screed not purporting to be a song). I can just remember sighting it in Goulburn Junction box on my first pilgrimage to school in Sydney in February 1899. The Tablet system was now confined to the North Eastern line together with the section from Coburg to Somerton; this last named section disappearing in 1903 when the 'Strike' killed that line, or rather, gave the opportunity for the mistake of closing it. I cannot give exact dates for later developments as my successful 'steal' of early Weekly Notices peters out at 1900 owing to want of forethought on my part, but I shall set out what happened as nearly as I can. First of all, when the North Geelong Loop (moted since the sixties) came into being, there was no "C" Box, but the loop from North Geelong "A" Box was connected to what had been the Up Ballarat line, which therefore became a single line and so continued to Moorabool which was the junction of the two single lines erstwhile the Up and Down lines. This loop was worked by Tablet but for good and sufficient reasons did not last very long, but while it did, one result was to reintroduce a Tablet instrument to Moorabool, however, this time on the Up side instead of the Down side.

Another working was between Beach and Ann Street Box; here in the wheat season the double line was converted into two single lines, the down for passenger worked by electric staff and the Up line for goods worked by Tablet. This working has now been down away with.

A similar idea was in force between St. George's Road and Loop Junction, here the double Preston line was converted into two single lines on the opening of the (Northcote) Loop, the Whittlesea, which was, and still is, worked by electric staff, and the Clifton Hill which was worked by Tablet. When St. George's Road Box was closed and replaced by a gate box, the junction was taken to Rae Street Box which then became unique in having Double Line Block, Electric Staff, Tablet and Ordinary Train Staff to cope with. Latterly since the 'sparks'

came, the Tablet has given way to Lever Locking, it being, it is alleged, too much trouble for motormen to open a window to grab a Tablet.

About the time of the last war, the Tablet commenced to be superseded by the Miniature Electric Staff on the North Eastern line, the first section being that from Goulburn Junction to Seymour "B" Box and thereafter the M.E.S. soon spread to Albury.

Nowadays (1945-Ed.) the Tablet is found in Victoria on the Sunshine - Newport Loop line, the sections being Sunshine - Brooklyn - Thomas' Siding - Newport, while the New South Wales 4 feet 8 1/2 inches gauge line from Wodonga "B" Box to Albury South Box is also equipped for Tablet working. All these instruments are of the No 6 type.

In conclusion I cannot help wondering why the Tablet, after getting such a flying start, so easily succumbed to the Electric Staff. I have heard it said that "the Tablet is an instrument and the Electric Staff a machine", and this may have had something to do with it, as I take it, that by that is meant that the latter will stand up to rougher treatment than the former, though the D.S. at Suez, Egypt, in talking to me on the very subject, bitterly remarked that the Gypos would break anything! Certain it is that you couldn't bustle the No 1 type of tablet, nor, for that matter, its successors Nos 2 or 3. I well remember that when I would be returning home from school in Sydney for the holidays, I used often to be admitted behind the scenes at Goulburn while the expresses were changed engines, and was not infrequently entrusted with the job of inserting the Towrang tablet in the instrument, and of obtaining another one for a Pilot to North Goulburn Ballast Siding or what have you. That was a No 5 instrument, but it was far otherwise on the Breadalbane side, for here was a No 2 or No 3 instrument and there was no fooling about with that, believe me! When the driver came back and announced that he was ready to go, then and no sooner, was a tablet asked for and extracted, an almost stately ceremony being gone through in which no short cuts were possible, far different from the nonchalant method of dealing with a No 5. The Night Officer used to tell me as an awful warning of the night Sir Edmund Barton was coming over from Melbourne about the time of the inauguration of Federation, and the miserable N.O. at Breadalbane had a "stretch off the land" and failed to hear the departure signal from Razorback and being rudely awakened by the angry whistling of the express at his distant, tried to hurry things up and the slide promptly jammed so that the tablet could not be got out at all! My boy friend, knowing that Sir Edmund Barton was urgently expected in Sydney, and the section being 15 miles long, broke all the rules by sending the Pilotman out on an engine, and was promptly fined five pounds, which the chivalrous Sir Edmund as promptly paid.

Another serious drawback of these Nos 1, 2 or unmodified No 3 instruments is that once the tablet is out it must go through the section, which may lead to trouble if you obtain a tablet and then the driver comes along and says he hasn't had tea or something, and can't go yet awhile! There are quite a lot of No 3 instruments still in use in New South Wales, and no later than two years ago I saw one in operation at Werris Creek and got an earnest, but not complimentary, dissertation on its beauties from the Night Officer. One thing about the old Nos 1 or 3 instruments, however, they did give a visual indication of the state of the section, and whether the tablet is "in" or "out", which reflects the actual state of affairs, unlike the electric staff indicator which generally reflects whether the signalman is a 'southpaw' or not. With No 5 tablet instruments, in my day at any rate, if you wanted to know whether a Tab. was out or not, you looked behind the ticket cabinet or wherever the favorite cubby hole was, and if no tablet was there and you wanted one, you asked for it. At least that is what used to happen at Chiltern when I frequented the place. It is possible that this too may have prejudiced those in high places against the instrument, because the tablet last put into a No 5 instrument would always be first out if the next train was in the opposite direction, so that sometimes the one tablet would go up and down all day. This did not at all fall into line with the electric staff rules which made it a high misdemeanour to use the incoming staff for an outgoing train in any circumstances. Nowadays that's all changed and I believe that there is a project on foot to award a prize to the Train Despatcher who can run the greatest number of trains on the one staff without putting it through the instrument!

The No 5 type too has this advantage that by contrast with the stately ceremony required with the earlier (and some of the later too) instruments, the extraction of a tablet is simplicity itself; I had this brought home to me by a tale from the North East where the S.M. and A.S.M. had a joint birthday, and when a football special approached they refused to be bluffed into doing anything which might spoil the party. The other signalman, being a man of resource, kept on giving 'one', all the time keeping his hand on the commutator, till finally

he tempted the old gentleman to acknowledge this ring, and at once whipped out a tab. and so was enabled to go down with the footballers and take charge of the "party", and there was never a word about it! It would be difficult to do this with the electric staff and impossible with No 3 Tablet.

My earliest contact with the tablet (in more senses than one) was at Somerton. Here they had the good old fashioned brass-faced tablets, and some of the carriers were simply leather pouches slung on a brass loop, altogether an ideal combination to give a small boy a set of bruises on his back, even when taken from such a small thing as a 'Q' engine going about 3 mph. On the main line the tablets were some sort of a composition, celluvert I think it was called, and were much lighter to handle, a fact which I have appreciated more than once, especially the first night I got a job of changing 'tabs' with the Sydney Express and got a clout over the knuckles with the fireman's hoop.

In conclusion I may record that in New South Wales there is still quite a considerable mileage worked by this system, some of it too by old No 3 type instruments which have done duty for years, which leaves one just a trifle curious as to whether our North East line might not have well been permitted to keep its tablets, and if not, why not? Queensland is the only other state that has ever dabbled in tablet working and they apparently never had more than three sections, one in the Brisbane suburbs, Mayne Junction to Newmarket; and the other two respectively North Rockhampton to Lakes Creek and Lakes Creek to Nankin Junction. These have long gone, but their memories had not, if I am to judge by the rude remarks of a signaller I met lately at Mayne who as a lad porter had toted misbegotten tablets to Lakes Creek per boot. On this pathetic note I shall conclude.

APPENDIX

Since writing the foregoing remarks on single line block working, I have recalled that there was a period when the block was worked daily between Upper Ferntree Gully and Gembrook on the narrow gauge, there being only one section, except on Sundays and holidays when the arrangements I have already mentioned were brought into force.

A correspondent has also reminded me that I was not quite correct when I say that the section Everton to Beechworth is the last surviving example of this method of working in Victoria as there are real old time side-switch instruments provided at Newport South, Levers 'B' and Williamstown Racecourse (the one at Williamstown Racecourse even having a plunger) for use if a fog comes up on race days, which actually did happen in 1935. My esteemed correspondent goes on to say that these instruments were installed in 1884 and have only been used once, but I take issue with him there as the line was not opened until 1885 and it was many years after that before 'Levers B' were even thought of. I am inclined to think that they were provided at the same time as it was done on the Flemington Racecourse line for the same purpose and that was well within my recollection. Anyhow there was no block on the double line between Newport and Newport South Junction (Freezing Works Junction it was called then) till about 1898. I had an old friend who spent some time at the latter box and used to declare that it was then the best job on earth, particularly on the night shift, as they had no block instruments at all but only an electric bell, the Laverton staff being worked from Newport station, so they used to go to bed at nights and just rouse up sufficiently to alter the road when the one regular down train came along; if Newport didn't wake them, the fireman would! If any one wanted to go through the gates it was just too bad!

It might also be noted that in 1900, the block had a brief Indian Summer on the Coburg to Somerton line when, for about a month, the tablet was taken out of use and the Staff & Ticket and Block installed to deal with a ballast train; Campbellfield was made a staff and block post. The signals had been removed, so two gents got jobs as 'Acting Home Signals' with red and green flags. Rumor (notoriously a fickle jade) might be believed when it inferred that the two 'Home Signals' were generally to be found in the corner pub doing their duty nobly. What the 'Competent Block Worker' was doing is not related but may be guessed.

MINUTES OF SEPTEMBER 1984 MEETINGHELD AT: A.R.H.S. Library Room, Windsor Railway Station.MEETING COMMENCED: at 2000 hours.PRESENT: J.McLean (Group Leader), J.Brough (Minutes Secretary), W.Brook, J.Churchward, C.Guy, D.Harvey, R.Jeffries, A. Jungwirth, L.Lester, S.McLean, R.Weiss, A.Wheatland, B.Wooding.

A welcome was extended to visitor - D.Guy.

MINUTES OF PREVIOUS MEETING: were adopted as read (Jungwirth/Wheatland)BUSINESS ARISING: No confirmation yet regarding the proposed meeting between the NSW and Victorian groups of the Signalling Record Society to mark the 10th anniversary of SRS Overseas "Branch" activities.

Alan Jungwirth reported on arrangements for the Show Day trip to the Broadford/Seymour/Mangalore area, on 27 September 1985. Arrangements are complete for the hire of a mini bus to meet the 0900 hours down Shepparton at Broadford where a special stop will be made. Members are to obtain a Day Return ticket Melbourne-Seymour and cost of the bus will be \$5.00 each. Inspection stops will be made at Broadford, Seymour and Mangalore and return to Seymour where members will connect with the 1730 hours train to Melbourne.

CORRESPONDENCE: nilITEMS: 1. Gordon station to be disestablished as an interlocked staff station in February 1985.

2. Tenders have been called to equip the Ararat-Portland section with a control system of safeworking new to railways in Victoria. A discussion ensued but as precise details are not known this was confined to mentioning possible forms of a modernised "Train Orders" system.

3. Power supply to automatic upper quadrant signals still in operation calls for retention of "no longer standard" 25Hz. A.C. power. Mr. Wheatland gave details of locations and what is involved in meeting this requirement.

4. Mr. Jeffries reported on position of new construction to provide a loop line between Altona Junction and Laverton - on the main Southwestern line - by extending the existing Altona branch line via a new station (Westona - where construction is complete) to join the main line on the upside of Laverton.

5. Mr. Harvey spoke on arrangements at Warrenheip.

ADMINISTRATION: Treasurer Rob Weiss reported on financial matters. Subscription renewals for 1985 are due shortly and he recommends that no increase be necessary. He also drew attention to the stock of signalling diagram reproductions on hand and recommends sales at 10c each plus envelope & postage. Approved on a motion by R.Weiss & seconded A.Wheatland.ENTERTAINMENT: Stephen McLean staged a unique slide picture competition with the subject being "Recognition of location (worldwide) of signalling subjects". He was given a sincere thankyou for a very interesting theme.MEETING CLOSED: at 2300 hours approximately.NEXT MEETING: Friday, 16 November 1984.

ACKNOWLEDGE
A.2645/84

STATE TRANSPORT AUTHORITY
VICTORIA

ACKNOWLEDGE
A.2645/84

(M E T R A I L)

Stations:-

South Dynon Loco Depot,
Melbourne Yard,
All Suburban Drivers and
Guards,
Melbourne to Geelong.
Ballarat, Ararat. Maryborough.
H.122

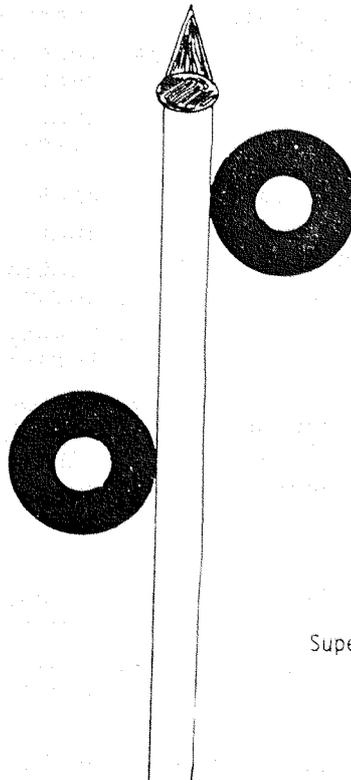
Office of Safeworking Department,
Room G.19 Phone 1665
22nd October, 1984

HOPPERS CROSSING

AUTOMATIC SIGNALS G.957 AND GG.957

In order to overcome the interference to the view of down Automatic Signal Nos.G.957 and GG957 from approaching trains, the following alteration will take effect.

Commencing on Friday 26.10.84, the lights of down Automatic Signal Nos.G.957 and GG957 located on the east and west lines respectively at the down end of Hoppers Crossing, will be staggered i.e. fixed diagonally as indicated hereunder.



AJH
Superintendent Safeworking.

S.R.S.V. CROSSWORD No 8.

compiled by S.McLean

ACROSS

1. This sort of locking is always in good order (10)
8. Don't allow Diana near Wodonga (3)
9. Alter positions on points at Lal Lal (12)
12. Originators of the rail-road? Not them! (2)
13. North-eastern location where things could be crook (9)
16. Headline? (4)
18. Among the best forms of safeworking (2)
20. Car found in Chicago (2)
21. A blue from New Zealand (6)
23. What an English pilot might do (6)
24. A good spot for a famous English express (3)
25. Not 16 across but where you might put 16 for a cross (6)

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26	27		28						29	30	
	31					32		33			
	34				35						

26. No vague location on the Nullabor (4)
29. It can be red or yellow but not green (3)

31. Light space (10)
34. Last letter, last initial, last vehicle (2)
35. Available in computers and sometimes in buffet cars (4)

DOWN

1. V/Line disordered, messy to start with (6)
2. Location of famous 5-train meet (12)
3. New blinds have initially been found on this carriage (3)
4. Three quarters of the work is done in this state (3)
5. Not an extreme form of instrument (12)
6. Sleeping car taking the French north (3)
7. Vale near Exeter (4)
10. Line partly in acclivity (3)
11. Connaught was an example of one (4)
14. 6 Down detaches 50 and becomes 1 Down (2)
15. Act 1 - Lets build a signal post (7)

17. System or signal found in USA (3)
19. Engine associated with 23 Down (5)
21. Station which 10 Down passes through (3)
22. NSW-type station just over the border (6)
23. See 32 down.
27. Car in which maniac zooms to Albury (3)
28. Finishes large orders for engines here (2)
30. End of very short railway (2)
- 32 and 23. What happened after the fourth train arrived at 2 Down (5)
33. Position of a signal with no reverser? (2)

SOLUTION TO CROSSWORD No 7. DOWN: 1. Passenger, 8. Mt.Ossa, 10. Inglis, 11. PI, 12. Spiral, 14. Traralgon, 18. Sale, 19. Van, 21. Lbs, 23. Manor, 24. Clear, 26. CCI, 27. Aynho, 30. BES, 33. Intermediate, 35. NC. DOWN: 1. Points, 2. Signal, 3. Erica, 4. GM, 5. ET, 6. Robinvale, 7. Mail, 9. Spagnoletti, 12. SG, 13. PO, 15. Rail, 16. Relay, 17. LES, 20. AN, 22. BRN, 23. MC, 24. Cabin, 25. East, 26. CO, 28. Home, 31. Eng, 32. DDE, 34. ES.

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