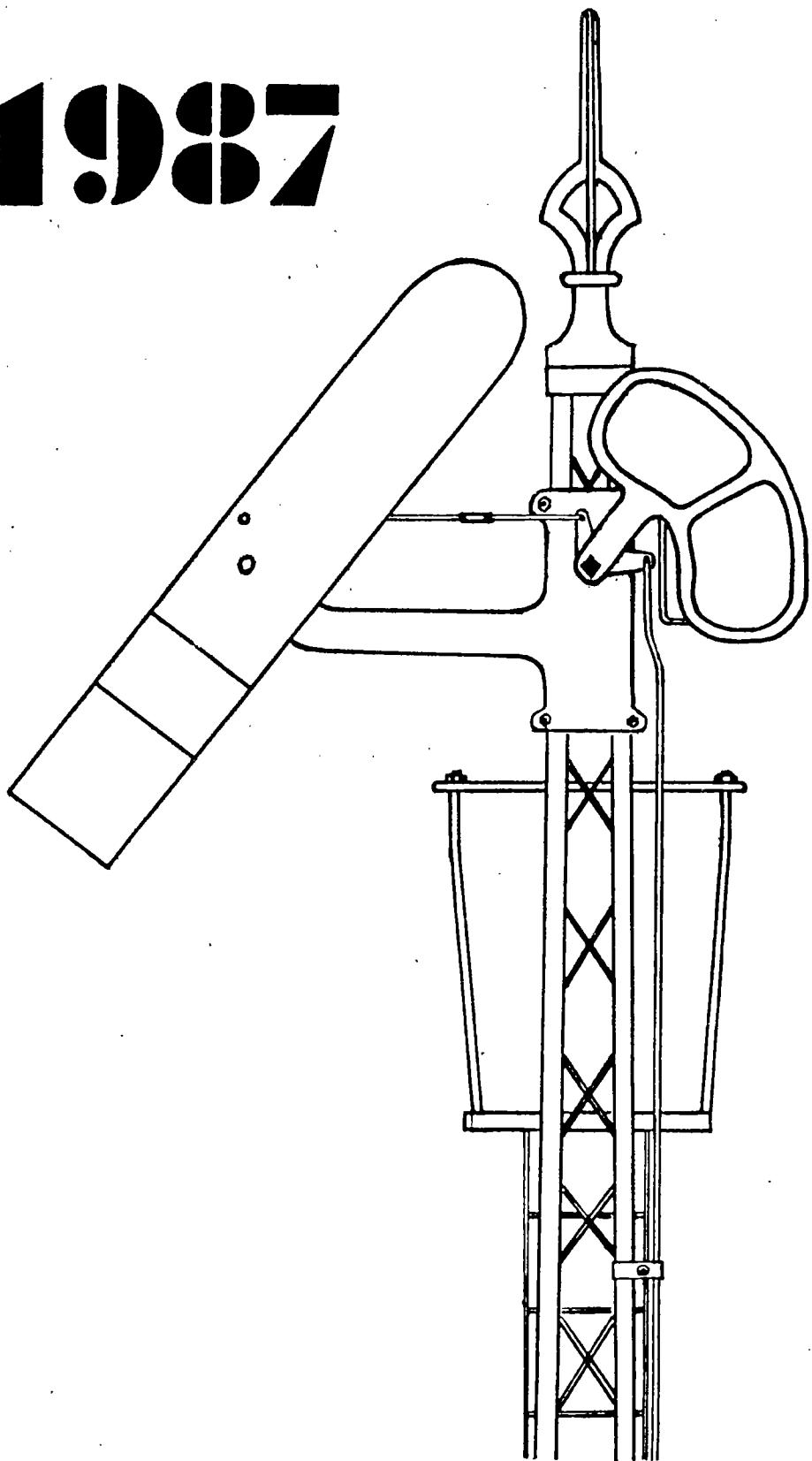


SOMERSAULT

1987



SRSV

Signalling Record Society (Victoria) - SOMERSAULT.

January 1987 - Vol.10 No.1

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Deadline for March 1987 issue is 28 February 1987.

NEXT MEETING: Friday, 20 February 1987.

VENUE: A.R.H.S. Library Room, Windsor Rly Station.

MINUTES OF NOVEMBER 1986 MEETING

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

HELD ON: Friday, 21 November 1986.

MEETING COMMENCED: at 2024 hours (after conclusion of resumed Annual Meeting).

PRESENT: Jack McLean, Jim Brough, Rob Weiss, Peter Pay, Alan Jungwirth, Stephen McLean, Warren Doubleday, Wilfrid Brook, Bob Whitehead, Roger Jeffries, Jon Churchward, Colin Rutledge, David Langley, Brad Wooding, Glenn Cumming, Noel Reed, Chris Guy, Keith Lambert, Andrew Waugh, John Sinnatt, Tony Kociuba, Bill Mercer, Robert Crosby, Bruce McCurry.

WELCOME: extended to new member Andrew Waugh, and guest speaker and member, Noel Reed.

MINUTES OF PREVIOUS MEETING: Adopted as read (Cumming/Brough).

CORRESPONDENCE: Nil.

GENERAL BUSINESS: 1. Bob Whitehead drew the society's attention to the intention of V/Line to allow items of a safeworking nature to be collected legally by certain individuals and the need for the society to have a proper proposal for a museum so that items are not dispersed and unable to be gathered together at a later time. He maintained that the SRSV is not big enough to operate such a museum on its own and would need to act in co-operation with another society. He suggested Puffing Billy because:
a) Puffing Billy already has plans to set up a signalling museum and those working to this end are generally members of the SRSV as well

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- b) Puffing Billy needs training facilities for its signalmen and maintenance staff
- c) The museum would be in a location which received visitors It was moved R.Weiss and seconded J.Churchward that "SRSV" supports Puffing Billy in its approach to V/Line to create a signalling museum and we are willing to provide what limited assistance we can. (CARRIED)
- 2. For diagrams obtained from the State Library there will be an additional charge of \$2 for postage.
- 3. It was suggested that Kensington would be a suitable place to watch the Papal specials.
- 4. Colin Rutledge is seeking volunteers to go to Stratford Junction on the first weekend of December to help dismantle the signal box.
- 5. One of the Bendigo signal boxes (C or D) turns 100 in December. (2 December 1986-Ed.)
- 6. Rob Weiss asked about the status of North Melbourne and Franklin Street boxes, but the answer was not known.
- 7. Tony Kociuba presented Jon Churchward with one (full size) green signal lever.

SYLLABUS ITEM: Noel Reed presented a historical view of the various types of interlockings used in New South Wales, from pre-interlocking through rocker frames, intermediate, standard and power frames to CTC, including a slight projection as far as Werris Creek. This section of the talk was illustrated with coloured maps showing the locations of the various types of frames. Noel then passed round detailed drawings of each type of frame and concluded by answering some questions.

MEETING CLOSED: at 2227 hours.

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SIGNALLING ALTERATIONS

- * 6.10.1986 WARRACKNABEAL. The quadrant levers on the platform and at the up end points were fitted with "B" pattern Annett Locks. The Down Home Departure and Up Home Arrival signals were abolished. All plunger locking at the down end, together with all intermediate crossovers between Nos 1, 2 and 3 roads, were removed. The main line was slewed from near Kelsall Street to align with the Goods Shed road and No 1 road. The Annett Locked points leading to the Grain Siding and No 2 road were realigned. Scotch blocks were provided in No 3 road and the Grain Siding. The staff lock on the up end points at Warrackside was replaced by a "B" pattern Annett Lock.
- * 8.10.1986 LAVERTON. The illuminated letter "A" lights on Home signals Nos 2, 12 & 20 were abolished.
- * 9.10.1986 PRAHRAN-SANDRINGHAM. New signalling diagram No 11/86 was issued replacing diagram No 5/82. The home signals at Dendy Street were converted to automatic signals B439 (6) and B450 (14).
- * 9.10.1986 GLENHUNTLY. The down end crossover and signal post No 7 were abolished. Levers 14 and 22 were sleeved normal and will be removed later.

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- * WN40/1986 FAIRFIELD. The interlocking on No 17 points which have been out of service since 28.7.1986, has been restored and the points are back in service.
- * 11.10.1986 ALTONA JUNCTION-WESTONA-LAVERTON-WERRIBEE. New signalling diagrams No 45/85 (Altona Junction - Westona - Laverton, 53/85 (Paisley - Werribee) were issued replacing diagrams No 5/85 and 37/84 respectively. The control of the points and signals at Westona and Laverton was transferred to the control panel located at Newport signal box. The existing control panel at Westona was transferred into the relay room and will not be available for emergency working. At Laverton, the control panel will remain in the station building and is provided with a closing switch. In the event of a failure of the Remote Control system, four minutes must elapse before local control can be adopted otherwise local control can be switched in provided the signals at Laverton are restored to Stop by the signalman at Newport.
- 12.10.1986 BLACKBURN-RINGWOOD. Automatic signal L637 was moved 18 metres in the up direction and renumbered L635. Automatic signal L771 was moved 106 metres in the down direction and was renumbered L715. Both signals were altered to the reverse stagger.
- 13.10.1986 ELTHAM. Signal repeaters were provided for signals worked by levers 4, 5 & 6. One red indication is displayed for all three at Stop but each reverse signal is repeated separately.
- WN40/1986 SUNBURY. When a loco hauled passenger train at the down platform is to be shunted into the middle track for a following train to pass, the signalman must withdraw the "B" pattern Annett Key from lever No 2 and inform the train crew of the intended movements. The driver, in possession of the Annett Key, may pass the home signal on Post 3A at the Stop position and when clear of the Annet Locked points, the signalman must reverse the points and the train will shunt clear of the main line. When clear of the Hayes Derail at the down end, the crossover can be restored normal and the key returned to lever 2. Normal signalling will then be resumed.
- * 14.10.1986 OUYEN-WALPEUP-UNDERBOOL. Walpeup was closed as a staff & ticket station and a new section Ouyen to Underbool established. Plunger locks, Annett locks and home signals were abolished at Walpeup and Underbool, and replaced by Hand Locking Bars and Location Boards located 400 metres out from the facing points. Staff locks at Galah and Torrita were removed and replaced by Hand Locking Bars and Location Boards. Scotch blocks were provided on all sidings at the above stations.
- * 16.10.1986 NUMURKAH-STRATHMERTON-TOCUMWAL. The electric staff section Strathmerton-Tocumwal was abolished and replaced by the staff & ticket system. The electric staff between Numurkah and Strathmerton was converted to automatic working. See November 1986 'SOMERSAULT' for instructions for working of this section.
- 18.10.1986 FRANKLIN STREET BOX. From 0001 hours and until further notice, the signals and points at Franklin Street will be worked from Metrol. When home signals 516, SST184, SST202, 514, 521, 531 and dwarf signal 504 fail to show a proceed indication towards the Gauntlett track, the signalman from Spencer Street No 1 Box must withdraw

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the Pilot Key located near signal 516 and issue cautions orders as directed by the Area Controller, Metrol.

- * 21.10.1986 UNDERBOOL-COWANGIE-MURRAYVILLE-PINNAROO. Murrayville was disestablished as a staff & ticket station and Cowangie was established as a staff & ticket station, the sections now being Underbool - Cowangie - Pinnaroo. Staff locks at Linga, Tutyte and Cowangie were abolished and replaced by Hand Locking Bars and Location Boards located 400 metres out from the facing points. Scotch blocks were provided on all sidings at the above stations.
- * 22.10.1986 TOOLAMBA. The interlocked signal box was abolished and plunger locking was provided on the up and down end points, and also on the Echuca line junction points. Home arrival signals were provided 200 metres out from the facing points on the Shepparton and Seymour lines, and 250 metres on the Echuca line. A bracket post - two down departure signals - was provided protecting the junction of the Shepparton and Echuca lines. Signal quadrants were provided at the down end of the platform and also at either end of the yard to work the home arrival signals. The up home signals detect the trailing junction points as well as the facing points at the down end.
- 26.10.1986 GLENHUNTLY-MORDIALLOC. The signal and track alterations that were to have taken place at Mordialloc, and were announced in Weekly Notice No 41/86, did not take place due to industrial action.
- * 26.10.1986 HEYINGTON-GLEN WAVERLEY. New signalling diagram No 23/86 was issued replacing diagram No 55/85. The interlocked gates at Burke Road, Gardiner, were abolished and replaced by manually operated boom barriers. The wicket gates on the upside of the crossing will remain for the present.
- 26.10.1986 ARARAT-WOLSELEY. The CTC panel located in West Tower controlling points and signals in the section Ararat-Wolseley was brought into service. After this time, this section of line will be worked as set out in the document titles "Rules for Working Single Line of Railways by Centralised Traffic Control".
- NN41/1986 NORTH MELBOURNE-KENSINGTON. New signalling diagrams Nos 29/86 (North Melbourne-Macaulay), 36/86 (Melbourne Yard-West Tower) and 39/86 (Kensington-Essendon) were issued replacing diagrams Nos 3/84, 29/83 and 9/86 respectively. The up and down suburban lines were realigned along the site of the goods lines over the Lloyd Street bridge. Automatic signals E136 and E137 were relocated accordingly. The up and down North East goods lines between Weighbridge Junction and Kensington have been taken out of use. At West Tower points Nos 265 and 267 were spiked normal, and 259 were spiked reverse. Signals 210 and 216 were abolished. Automatic signal UE147 was removed together with home signal No 21 at Kensington. Points 15 and 18 at Kensington were spiked normal.
- * 29.10.1986 TOOLAMBA-TATURA-MERRIGUM-KYABRAM-TONGALA-ECHUCA. The electric staff system on the above sections was abolished and replaced by the staff & ticket system on the new sections Toolamba - Kyabram - Echuca. Tatura, Merrigum and Tongala were closed as staff stations. No alterations to signals has taken place at this time.

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- WN42/1986 HAMILTON & COLERAINE JUNCTION. New signalling diagram No 42/86 was issued replacing diagram No 19/68. The diagram shows the new arrangements at Hamilton following the removal of various points and sidings. At the up end, the Balmoral line junction points and associated signals have been abolished. At the down end, the loco and works depot sidings have been removed. At Coleraine Junction, the Koroit line points and ballast siding have been removed and the Coleraine line, beyond the Stock siding, has been deleted. The Stock siding is still a staff locked connection off the stub of the Coleraine line.
- WN 42/1986 WARRAGUL. New signalling diagram No 44/86 was issued replacing diagram No 27/86.
- * 30.10.1986 MURRAYVILLE-PINNAROO. Plunger locks, Annett lock and home signals were abolished at Murrayville and replaced by Hand Locking Bars and Location Boards located 400 metres out from the facing points. Staff locks at Carina and Panitya were abolished and replaced by Hand Locking Bars and Location Boards. Scotch blocks were provided on the sidings at these locations.
- WN 43/1986 MARYBOROUGH-ARARAT-PORTLAND. Commencing forthwith, all trains travelling from Maryborough to Portland will be down trains, and trains travelling from Portland to Maryborough will be up trains.
- WN 43/1986 NEWPORT-ALTONA JUNCTION-WESTONA-LAVERTON. The signalman at Newport will be responsible for the issue of orders to pass signals in the above area at the Stop position. The authority of the Train Controller will be required before issuing orders for signals leading into single line sections. The orders to pass signals at the down end of Laverton will be issued by the Train Controller.
- * 7.11.1986 SOUTH GEELONG. A Calling On (light) signal has been provided on Post 2 (Down Home arrival).
- WN 44/1986 SOUTH YARRA-MALVERN. New signalling diagram No 45/86 has been issued replacing diagram No 22/81.
- * 9.11.1986 ALBION-ST ALBANS. New signalling diagram No 37/86 was issued replacing diagram No 5/84. The interlocked gates at St Albans were replaced by manually operated boom barriers. The pedestrian wicket gates will remain in service.
- * 9.11.1986 JOLIMONT-MERRI. New signalling diagram No 13/86 was issued replacing diagram No 44/81. The interlocked gates at Charles Street, Merri, were replaced by manually operated boom barriers. The pedestrian wicket gates at Charles and Clarke Streets were retained.
- 12.11.1986 OAKLEIGH. A guard's indicator light was provided for signal No 16.
- * 12.11.1986 NORTH MELBOURNE. No 422 points leading from the up Coburg line to the Through Siding at Macaulay were removed from service and the controlling lever sleeved normal.
- * WN 45/1986 LITCHFIELD. A scotch block has been provided at the up end of No 2 road.

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- 15.11.1986 GLENHUNTLY. The pedestrian wicket gates at Neerim Road were replaced by a crib crossing.
- * 16.11.1986 WATSONIA-HURSTBRIDGE. New signalling diagram No 15/86 was issued replacing diagram No 9/79. At Eltham an additional down home signal, post 23, was provided on the upside of Railway Road. Boom barriers were provided at Railway Road and Wattletree Road.
- 19.11.1986 BAYSWATER. Pedestrian boom barriers were brought into service on the down side of Scoresby Road.
- * 26.11.1986 CONGUPNA. The staff lock on the down end points was replaced by an annett lock and a Staff/Annett Key exchanger provided to prevent unnecessary operation of the flashing lights during shunting.
- * 27.11.1986 HEYWOOD. The up home signal was abolished and replaced by a light signal located on the down side of Ettrick Road. The signal control is via a wire operated circuit controller and is interlocked with the flashing light cycle.
- 1.12.1986 SPRINGVALE. The upside pedestrian crossing was relocated three metres in the up direction.
- * 1.12.1986 FERNBANK. Closed as an electric staff crossing station, the new section being Stratford - Bairnsdale. The up and down home signals, and plunger locks are retained but No 2 road has been spiked out of use and will be removed. The up home (light) signal no longer track cancels.
- * 1.12.1986 BAIRNSDALE. The Bank Engine Key has been removed.
- 2.12.1986 STANDARD GAUGE LINE. The Victorian End of Train equipment is no longer used, all trains will be equipped with S.R.A. equipment to avoid having to change the equipment over at Albury.
- * 4.12.1986 GLENROWAN. Switching facilities were provided and the long section will be Benalla "B" Box - Wangaratta. Staff balancing magazines have been provided for the long section.
- 7.12.1986 OAKLEIGH. The up home signal No 16 was relocated five metres in the down direction.
- * 7.12.1986 FLEMINGTON BRIDGE-COBURG. New signalling diagram No 49/86 has been issued replacing diagram No 3/72 and shows that manually operated boom barriers have replaced the interlocked gates at Moreland. The pedestrian wicket gates have been retained. The diagram shows that the sidings are still available but an examination of the station shows that the point rodding has been removed through the level crossing pending removal of the points.
- * 8.12.1986 LYONS. The staff locks have been abolished and Hand Locking Bars provided in lieu.
- 9.12.1986 SUNSHINE-ALBION. Automatic signals M470 and M475 between Sunshine and Albion have been altered to the reverse stagger.

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- * 9.12.1986 OAKLANDS. All signals, ground frames and standard gauge roads were abolished. A down Location Board was provided 400 metres from the first set of points which is the connection to the grain sidings. Hand Locking Bars secure the Main Line and Goods Shed points.
- * WN49/1986 GLEN THOMPSON-DUNKELD-MIAKITE-MYAMYN LOOPS. A new type of switch stand has been provided at both ends of these loops and displays a reflectorised yellow fish-tailed arrow pointing in the direction in which the points are set, provided that they are laying correctly and locked. If they are not correctly set, the two reflectorised red discs will be displayed. The speed limit for arriving trains has been lifted from 20 Km/h to 40 Km/h.
- * WN49/1986 VICTORIA PARK. An interlocked Hayes derail and wheel crowder have been provided in lieu of the points leading from the sidings to the main line. The dead end extension was abolished.
- 13.12.1986 CORIO. No 5 points were provided with a Dual Control Point Machine at the down (siding) end.

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DRIVER-CONTROLLED RADIO-OPERATED POWER SWITCHES

Australian National proposes to install Driver Controlled Radio Operated Power Switches at some sidings on the Leigh Creek coalfield line, north of Port Augusta, this financial year. The coalfield line has been chosen for tests and training because it is isolated from through traffics and can be operated with dedicated locomotives, and subject to satisfactory testing, the technology can then be used for the Trans Australian and Central Australian lines, and also applied over self restoring switches now being installed between Port Augusta and Broken Hill to improve operations on those lines.

The Australian National tests are based tests now being conducted by the Canadian Pacific Railway on a busy section of line between Calgary and Edmonton. It involves data interrogation of a transmitter/receiver at the switch from the locomotive cab radio. The process is briefly as follows:-

- * On the approach to the siding (some kilometres out), the Driver will code the siding number (or it may be precoded or brought up automatically).
- * The Driver will then press a button requesting information on switch positions.
- * The instrument will reply with a light (or screen data) advising - position of switches (normal or reverse), availability of switches (free or reserved by another Driver).
- * If free, the Driver then directs the switches as required - if normal and train is to proceed without a crossing - Driver reserves switches and receives an acknowledgement that they are normal or locked.
- * If a crossing is to be made - the Driver reverses appropriate switch which is then reserved and acknowledged.

The switches automatically return to normal after the passage of the train. The cab messages replace trackside indicator signalling and enables the Driver to proceed at track speed with confidence that switches are locked and cannot be altered by another person.

The mechanism will replace manual operation of switches and enable two man crewing with less train stops than with three men. It will also enable track speeds over facing points and enable the driver to gain access to the pole telephone line from his cab radio via the switch radio in areas where there is no radio coverage, thus avoiding stops to report. The lines are operated under Train Orders and they will continue to be the authority for the section.

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MORE TIME INTERVAL IN VICTORIA

by Jack McLean.

(Reprinted from Blocking Back)

One of the interesting comparisons that can be made between safeworking in Victoria and New South Wales is that on the Staff & Ticket in Victoria, there has been such a heavy leaning towards absolute block while in New South Wales there has been the opposite leaning towards time interval. Two ideas come to mind, neither of which I can provide proof for: 1. that Victoria has been better off for railway telephones than NSW; and, 2. sections between staff stations and distances between stations, or even distances between adjacent telephones may have been longer in NSW than Victoria.

As I wrote in my jingle about thirty years ago:-

"Especially when trains are thick,
The block is absolute in Vic.,
And NTA's are very few,
But Apix, Acre phones in lieu."

I don't think there is anywhere that time interval is worked in Victoria at this time; I certainly wouldn't be able to take a visitor anywhere to see it. The Toolamba-Tatura time interval instruction, which was referred to in the article, (Single Line Block Working by David Donald, published in SOMERSAULT - July 1985), has been there a long time, and may still be there, but I bet that it hasn't been used for years.

TIME INTERVAL

My earliest Rule Book is 1864 and in it there is a mention of time interval. "Rule 82 - Immediately upon any engine or train reaching a platform of an intermediate station, or stopping short of the platform, when approaching the platform, the semaphore signal must be placed at "Danger" and kept so for FIVE minutes after such engine or train shall have proceeded on its journey (whether there is another train expected to follow or not). If there be no obstruction on the line, it is then lowered to "Caution" and kept so for FIVE minutes, after which time, if the line be clear, it is dropped to "All Right" and kept so until there is necessity to use it again."

This amounts to a time interval of ten minutes.

STAFF AND TICKET

The 1873 rules for Staff and Ticket do not say anything about following trains other than, all except the last, take tickets and the last takes the staff. Most railway Rule Books seem to separate Staff and Ticket, which protects trains from opposing movements, from the Block systems, which protect trains in the same direction. In Victoria, Staff and Ticket is an "Appendix" at the back of the rule book, while the telephone block arrangements are in the General Appendix. When Winter's Block was used on Staff and Ticket sections, the rules were at the back of the Rule Book in an Appendix similar to Staff and Ticket. The 1884 Rule Book seems to have allowed an interval of five minutes, which the 1885 rules were in an Appendix similar to Staff & Ticket, at the back of the Rule Book. The 1884 Rule Book seems to have allowed an interval of five minutes, which, by the 1885 rules, was back to ten minutes again, i.e. where Winter's block was not in use.

Morse telegraph had been in use on Staff & Ticket sections for some years before 1883 when Winter's block came to Victoria. By 1896 (shortly after tablet - 1892, and before electric staff - 1897) there were Winter's Block instruments superimposed on Staff & Ticket sections all over the place. For instance, all single line staff stations between Braybrook Junction and

Warrenheip, McArthur-street Junction and Maryborough, North Crewsick and Daylesford, Lara and North Geelong, South Geelong and Queenscliff Junction (and Geelong Racecourse Racecourse Junction on race days?), Dandenong and Darnum, Moe and Traralgon, Stratford Junction and Stratford and many other places.

On those sections of Staff & Ticket which did not have Winter's Block, the code words 'Trip' (Train Departure) and 'Goal' (Train Arrival) were to be sent on the Morse instruments. On some sections, which are not specified, there was a ten minute caution period and after half an hour no caution was given. By 1900 the code words 'Trip' and 'Goal' were changed to 'Cactus' and 'Congo'. If you received a telegram these days "6pm up goods Cactus at 6.40pm" I think it would have a slightly different meaning.

In the 1898 General Appendix there seems to be the first intermediate block post - Buffalo Creek. On other sections, the Station Master had to give the Driver and Guard a written caution in the event of a failure of the telegraph, or when found impracticable (whatever that means), a time interval of thirty minutes for every ten miles of staff section was to be observed.

A special exception to the rules was made in the case of the 3.35pm up Frozen Meat Special ex Echuca and the following 3.45pm up Mixed, which were "allowed to run to the times shown in the Working Timetable". I haven't got an 1898 WTT but my 1896 WTT shows that the 3.37pm up Meat Special arrived Tongala at 4.05pm at which time the up Mixed was tabled to leave Koyuga. They were subject to Regulation 121 which specified a ten minute time interval.

Further to the written notice referred to in 1898 above, in 1899 (Weekly Notice No 44, 1 May), there was a reference to the combined Staff & Ticket and caution order which was used on time interval sections until 1908. I have specimens of these; the up version was green and the down version was green with a white horizontal stripe. The down ticket later became white with a green wash on the top and bottom.

The portion given to the driver stated: "To the Engine Driver oftrain. You are hereby authorised, after seeing the Train Staff for the section, to proceed from..... to Another train on staff or ticket as required will follow on your arrival at latter station being reported by wire or (as the case may be) after an interval of thirty minutes has elapsed for each ten miles of the staff section (vide page 67 of Appendix). Date, Signature....."

The portion given to the guard stated: "To the guard oftrain. Your train is travelling on a staff ticket and you are hereby cautioned that another train on staff or ticket as required, will follow upon your arrival being reported by wire ator (as the case may be) after an interval of ten minutes has elapsed for each ten miles of the staff section (vide page 67 of Appendix)."

Weekly Notice No 24 of 1902 tells us that Kaneira (now Culgoa) could be a telephone block post and the way the instruction is worded seems to indicate that it was the first (or one of the first) where the use of telephone was allowed instead of the telegraph.

Around 1905, the Australasian Railways were playing around with the idea of an Australasian Rule Book and I have a copy of the proof of one of their attempts. Possibly because they were also playing around with a standard telegraph code, we read in weekly Notice No 52 of 1905 that 'Cactus' and 'Congo' were cancelled, and no code words were allowed for Staff & Ticket messages. It seems that when the 1908 Rule Book and General Appendix came out in February 1908, there were new code words 'Apix' (Departure) and 'Acre' (Arrival). Notices of Train Ahead were a new form and the combined Staff Ticket and Caution Order was abolished. In the 1905 Standard Rule Book, the Notice of Train Ahead (NTA) was shown and ten minutes time interval was considered the thing. The 1908 General Appendix shows that "where the block telegraph is not in operation, or unless instructions are issued to the contrary, the departure and arrival of trains travelling on staff tickets must be telegraphed, or where there is no

telegraph, telephoned". (In 1900, all the telephones on the whole railway were listed on one page of the General Appendix.)

It was not until the 1928 General Appendix was issued that all the block posts on Staff and Ticket sections, and there weren't all that many: Bung Bong, Galah, Boinka, Danyo, Hunter, Roslynmead, Leitchville, Wannon, Belinda and Gould. Now if you leave out Bung Bong and Gould, you will notice that all the rest were on lines where there was a rail motor. Until rail motors - at least workable ones - came into use in 1922, a lot of these branch lines had only one train, so it didn't matter if the sections were long. On the rare occasions when two trains followed, they would both have been of much the same speed and so no overtaking problems occurred. The rail motor, however, would eventually overtake the goods train and run ahead of it, causing it to be delayed for the time it took the rail motor to traverse the staff section on either side.

That's why telephone block posts on Staff & Ticket sections, and also on Electric Staff sections with composite staffs, became more numerous in the late 1920's and the 1930's. There were 59 Staff & Ticket sections with telephone block posts by the time the 1935 General Appendix came out but there are nowhere near that many today.

COMPOSITE ELECTRIC STAFF

The first composite electric staff (although it wasn't called that at the time) was provided in 1908 on the electric staff section Croydon-Lilydale, and was used almost every Sunday until 1922, when Mooroolbark became an electric staff station. It was used with time interval. There were several sections where time interval was allowed and they all seem to have been introduced in the 1920's when Harold Clapp was concerned by locomotive standing time. Not all of them had to do with trains; once again rail motors featured in some of them.

The one mentioned in the article (Toolamba-Tatura) was provided for a rail motor to follow a train in either direction and this may have been the first. Later, around 1927, another was provided for the section Tongala-Echuca and for some time, it was quite conventional with a block post at Koyunga, the motor could leave provided that the goods had been gone at least 15 minutes. That is some claim to fame - absolute block and time interval on the one section.

There was one used between Coleraine Junction and Branxholme, but this concerned two mixed trains, one to or from Portland and the other to or from Casterton. The actual passenger connection was made at Hamilton and as there was NOTHING between those two stations, one followed on time interval.

Inverleigh to Maroona is as flat as a board and so it was not surprising that in 1936, ALL sections were provided with composite staffs, and time interval of 15 minutes was allowed.

Moama and Barnes, although in NSW, are Victorian Railways Stations and when two rail motors started running on the lines to Balranald and Deniliquin where was time interval of 10 minutes permitting between them on the then staff & ticket section. When the section was converted to Miniature Electric staff in 1929, a composite staff was provided and trains continued to run 10 minutes apart. I was there in 1940 and travelled on the 2.10pm Deniliquin rail motor with a ticket "A", followed by the second train (by then mixed) the 2.20pm Balranald, with Ticket "B" & staff portions, and a notice of composite staff on the Echuca-Moama section, where the time interval was five minutes on the seven minute section, but I can find no record of it now.

Possibly the prize variation for composite staff working was on the section Heathcote-North Bendigo Junction. I can't find the instructions just now, but as far as I can remember, the goods left Heathcote with Ticket "A" followed by the rail motor with Ticket "B" and staff and notice of train ahead. If the goods made good time, it kept going until it cleared the section. If not, it was side-tracked at Axedale and was overtaken by the rail motor there. The goods and the rail motor exchanged their portion of the composite staff and

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the goods followed the rail motor out on time interval.

ADDITIONAL MATERIAL

Between 1928 and 1932, the Victorian Railways had a Rail Motor service running between Hamilton and Warrnambool, two AEC's were used and they crossed at Hawksdale. Now Hawksdale had the usual couple of home signals that the VR liked to have at intermediate stations on Staff and Ticket lines but there was no crossing loop there - just a staff locked goods loop with a dead end siding in the Warrnambool direction. It was opened as a staff station especially for the crossing of the Rail Motors. There was also a goods train which ran on some days of the week and it was arranged to be overtaken by one Rail Motor and be crossed by the other at Hawksdale. So we had three trains at this place which had only one loop. To make the working a bit easier, the Rail Motor followed the goods on time interval in one section and the goods followed the Rail Motor in the other.

But at least Hawksdale was attended. In the late 1930's, a bit before I was there, the Emu Bay Railway had a staff and ticket crossing station at Toronna, between Hampshire and Guildford. Here, as at Hawksdale, the two Rail Motors crossed and the goods train was overtaken by and followed on of the Rail Motors - on time interval. Yes, just like Hawksdale, except that Toronna was totally unattended and had no signals.

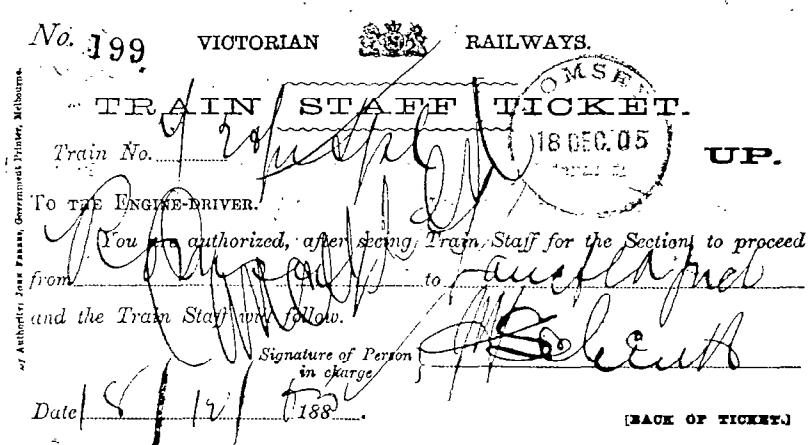
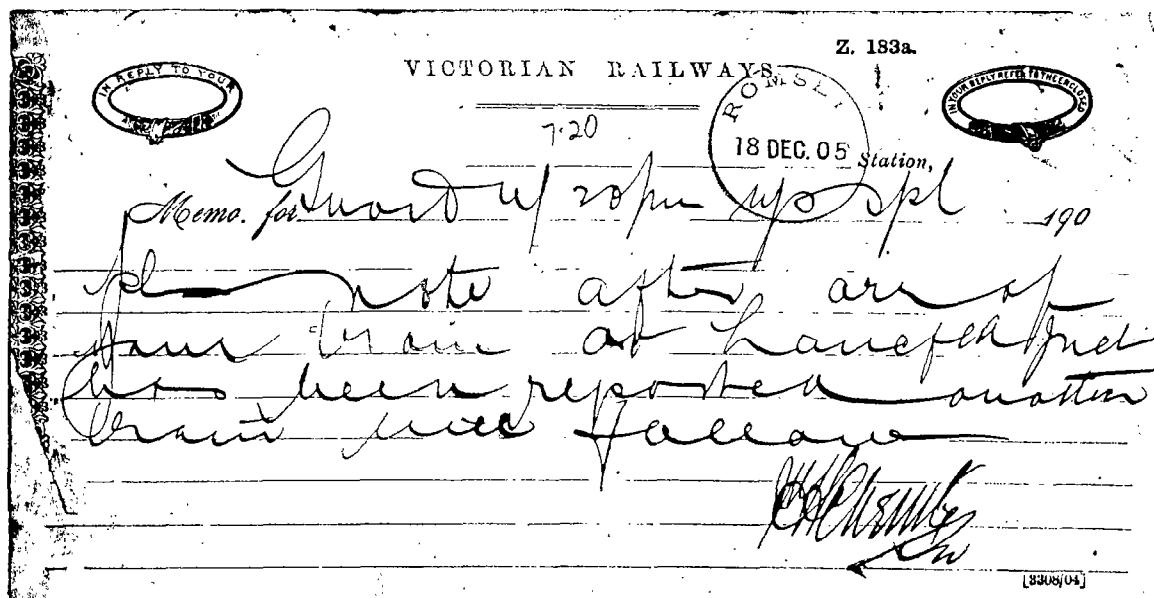
One of the good things about watching a conventional railway like the Victorian Railways is (was?) that when unconventional things happen, they are all the more noticeable.

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Signalling Record Society (Victoria) - SOMERSAULT.

The Telegrams and Staff Tickets reproduced below, illustrate some of the intricacies of staff and ticket working around the turn of the century.

1. The memo below told the Guard of the Up Race Special that his train was travelling on staff ticket and asking him to note that his train would be followed by another train when the arrival of his train at Lancefield Junction was advised; it, in fact, ran next day.



2. The Staff Ticket (above) was the Staff Ticket issued to the Up Race Special on 18.12.1905 to travel from Romsey to Lancefield Junction.

Signalling Record Society (Victoria) - SOMERSAULT.

E.T.-No. 2.		COMMONWEALTH OF AUSTRALIA	
POST OFFICE TELEGRAPHS VICTORIA			
To <i>Mr Romsey</i>		18/10/11 190	
<i>Congo 9/15 Am down</i>			
		No. _____	
		STAMPS <input type="checkbox"/> HERE	
Check <i>✓</i> Received <i>✓</i>		Words <i>9/20 P.M. 9/22 P.M.</i>	
Wards		(Signature) <i>SA</i>	
PORTERAGE REMARKS			

This message is presented for transmission, subject to the Regulations and conditions under which Telegraphic Messages are authorized to be transmitted within the Commonwealth.

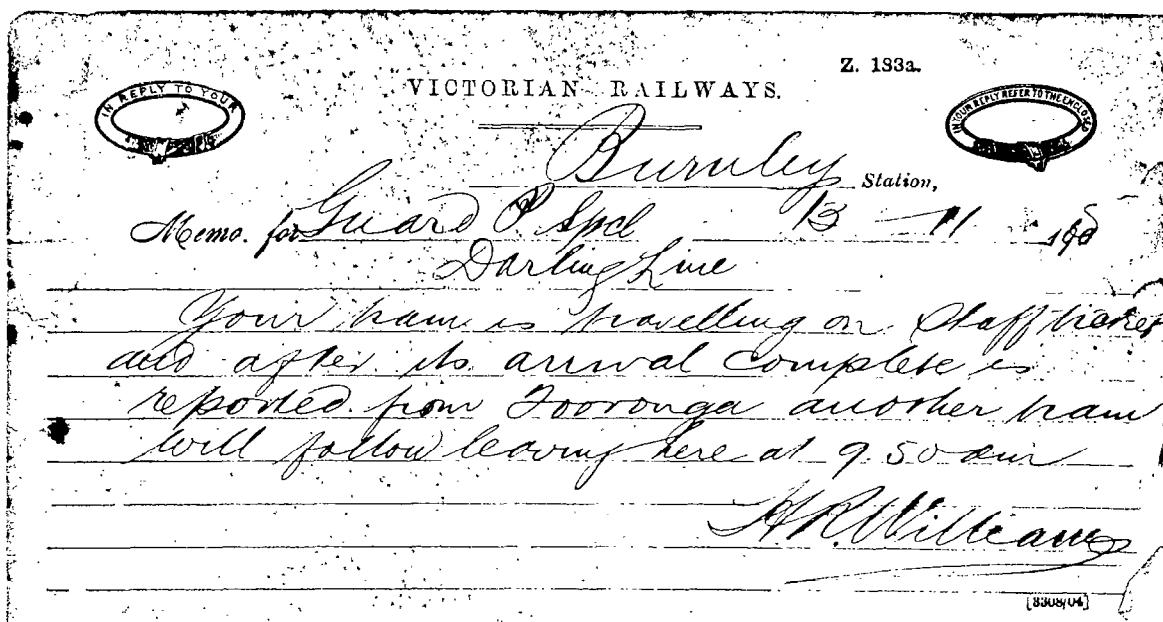
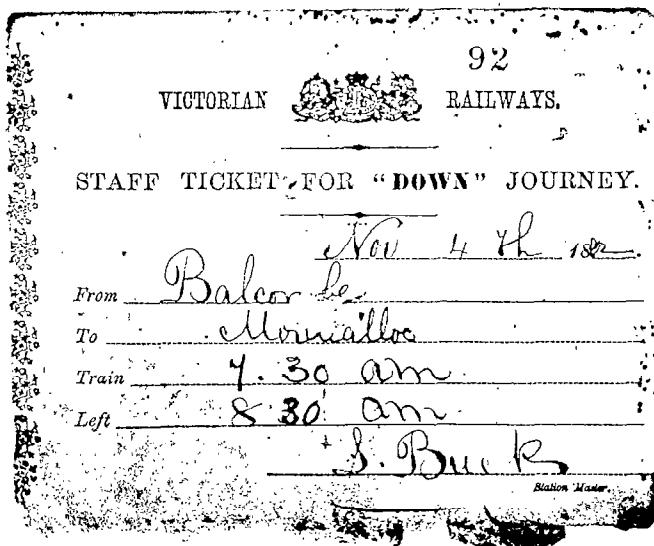
The telegram above illustrates a typical CONGO message. When the Race Special arrived at Lancefield Junction from Romsey, the CACTUS message illustrated below, was sent to the SM Romsey.

E.T.-No. 2.		COMMONWEALTH OF AUSTRALIA	
POST OFFICE TELEGRAPHS VICTORIA			
To <i>M Athay</i>		18/10/11 190	
<i>Caclus 7/120 P.M. 1/1 Race Special</i>			
		No. _____	
		STAMPS <input type="checkbox"/> HERE	
Check <i>✓</i> Received <i>7/40 P.M.</i>		Words <i>7/41 P.M.</i>	
Wards		(Signature) <i>SA</i>	
PORTERAGE REMARKS			

This message is presented for transmission, subject to the Regulations and conditions under which Telegraphic Messages are authorized to be transmitted within the Commonwealth.

Signalling Record Society (Victoria) - SOMERSAULT.

The Staff Ticket for "Down" journey, shown below, was issued at Balcombe (now Mentone) for the 7.30am passenger train to proceed to Mordialloc.



Above, a memo issued to the Guard of a Down train, advising him that his train is travelling on Staff Ticket to Darling and that another train will follow, leaving Burnley at 9.50am.

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Signalling Record Society (Victoria) - SOMERSAULT.

NSW SIGNALLING RECORD SOCIETY
1987 TOUR PROGRAM

Below is a list of coming tours and any member intending to go north, should ring Ken Date on (02) 698 7571 to confirm the arrangements.

FRIDAY, 13 FEBRUARY & SATURDAY, 14 FEBRUARY 1987.

Meet at Exeter signal box at 1000 hours. Inspect Exeter, Bundanoon, Penrose, Wingello, Tallong, Medway, Marulan, North Goulburn, Goulburn, Gunning, Jerrawa, Yass Junction, Bowning, Binalong, Galong, Harden North and Harden South.

SATURDAY, 11 APRIL 1987.

Meet at Ultimo Street box at 0930 hours. Inspect Ultimo Street, Union Street, Balmain Road, Enfield North, Enfield South and Chullora Junction.

SATURDAY, 13 JUNE 1987.

Meet at Central Station prior to the departure of "The Newcastle Flyer" and travel on "The Flyer" to Broadmeadow. Meet 1100 hours at the CTC building. Inspect Broadmeadow CTC, Redhead, Hexham and Maitland.

SATURDAY, 10 OCTOBER 1987.

Meet at Waterfall at 1000 hours. Inspect Waterfall, Helensburgh, Thirroul and Wollongong panels.

UNKNOWN DAY and DATE in DECEMBER 1987.

Inspect the DMR Emergency Control Centre, which is the central monitoring and control centre for Sydney's traffic lights. Further details to be announced later in the year.

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Signalling Record Society (NSW) News

Members of the SRSNSW will have already received their membership renewals but if any Victorian SRS member is interested in membership of the NSW Group and receive their magazine "BLOCKING BACK" three times per year, just drop a note to Bill Pearce, 25 Rickard Street, GUILDFORD, 2161 and send \$11 for subs.

The next meeting of the SRSNSW will be held on 13 March 1987 at an eatery - to be announced. Details are to be announced with the next edition of "BLOCKING BACK", which is running a little late due to the Editor's business trip to the U.K. and U.S.A., or if you are not a member and may be in Sydney at that time, contact Bob Taaffe for details.

Signalling Record Society (QLD) News

This fledgling group held a signal box tour to the Border Loop-Greenbank area in January 1987 and will hold a second trip in late September 1987. If you would like to list Queensland then, or are interested in any other information from 'north of the McPherson Ranges', just drop Phil Barker a line. His address is P.O. Box 226, ALBION, Qld., 4010.

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Signalling Record Society (Victoria) - SOMERSAULT.

S.R.S.V. - 1985 FINANCIAL REPORT

General Account

Income	Expenditure
Balance at 1/1/1985	656.03
1985 subs received	513.00
1986 subs in advance	36.00
Bank Interest	52.99
-----	-----
	1258.02
-----	-----
	1258.02
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Editor's Account

Income	Expenditure
Balance at 1/1/1985	118.83
Trans. from Gen A/C	300.00
Bank Interest	0.89
-----	-----
	Paper purchases
	Photocopying
	Postage
	Bank Charges
	Balance at 31/12/1985
-----	-----
	35.05
	110.00
	209.87
	0.11
	64.69
-----	-----
	419.72
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ADELAIDE STATION YARD UPDATE

The following article was compiled by Rod Stewien, Chief Civil Engineer for the S.T.A. and was published in its 'Among Ourselves' magazine.
(Reprinted from 'Catchpoint', Jan 1987)

All the approach tracks to the platform area which are under the control of the Adelaide Yard Signal Cabin are being remodelled and resignalled in addition, complete new platforms are being built to replace platforms 5 to 13 and will be renumbered 1 to 9 at an appropriate time. The original platforms 1 to 4 will cease to exist.

The track layout has been redesigned to provide better access, greater flexibility and more parallel routes. For example, there will be direct access from ALL platforms into the Railcar Depot, also from the Outer Harbour line to all platforms north of the new No 5 (including No 5) and from the Belair line to all platforms south of the new No 5 (including No 5). At present, these additional connections can only be made via Wye Cabin or Mile End.

The trackwork is being built and brought into use in several stages which are scheduled to coincide with the opening of new platforms being constructed by ASER. As each stage of the trackwork is commissioned, signalling and switch manipulation will be adapted to the existing interlocking frame in the Adelaide Yard Cabin. After the remodelling is completed, new signalling and interlocking will be brought into use and the older signalling removed. The new signalling will comply with the route signalling rules.

Stage 1 of the trackwork alterations was brought into use on 4 May 1986. Stage 2 on 7 September 1986 and Stage 3 on 28 September 1986. The first stage brought the Gawler Central line directly into platforms 10, 11, 12 and 13, and stopped access to other platforms, but retained access from the North Carriage Sidings to platforms 5, 6 and 7. Platforms 8 and 9 were closed in Stage 2 (which was only a preliminary to Stage 3) the access to the North Carriage Sidings was laid and the access between the North Carriage Sidings and platforms 5, 6 and 7 removed. For three weeks, the two halves of the yard were isolated in Stage 3, the Outer Harbour line tracks were altered to their new alignment giving access to platforms 9 (recently opened) and also 10 and 11. Before Christmas, access to platforms 12 and 13 will be possible. With the completion of Stage 3, the connection between the two halves of the yard was re-established and in particular, direct access from the Railcar Depot as far as platform 11. Simultaneously with Stage 3, platforms 6 and 7 were closed. The track from the 'up' Noarlunga Centre line into platform 5 will be deviated to platform 8. This will enable ASER to have access to the site for the construction of all the remaining new platforms in Stage 4, which is currently scheduled for February 1987, the Noarlunga Centre line tracks will be altered to their new alignment, giving access to platforms 7 and 8. The Belair line trains will continue to use platforms 1, 2 and 3.

Some weeks after Stage 4 is opened, additional access will be given from the Noarlunga Centre line to platforms 5 and 6 (new Nos 1 and 2). A temporary connection will be built to enable Belair line trains to use platform 5 (new No 1), whereupon platforms 1, 2 and 3 will be closed.

Finally, Stage 5, which more or less completes the alterations, will be opened during this second quarter of 1987. A small part of the trackwork will have to be omitted at this time and another temporarily deviated to avoid the Adelaide Yard Signal Cabin. The final completion will not be possible until the new interlocking is commissioned.

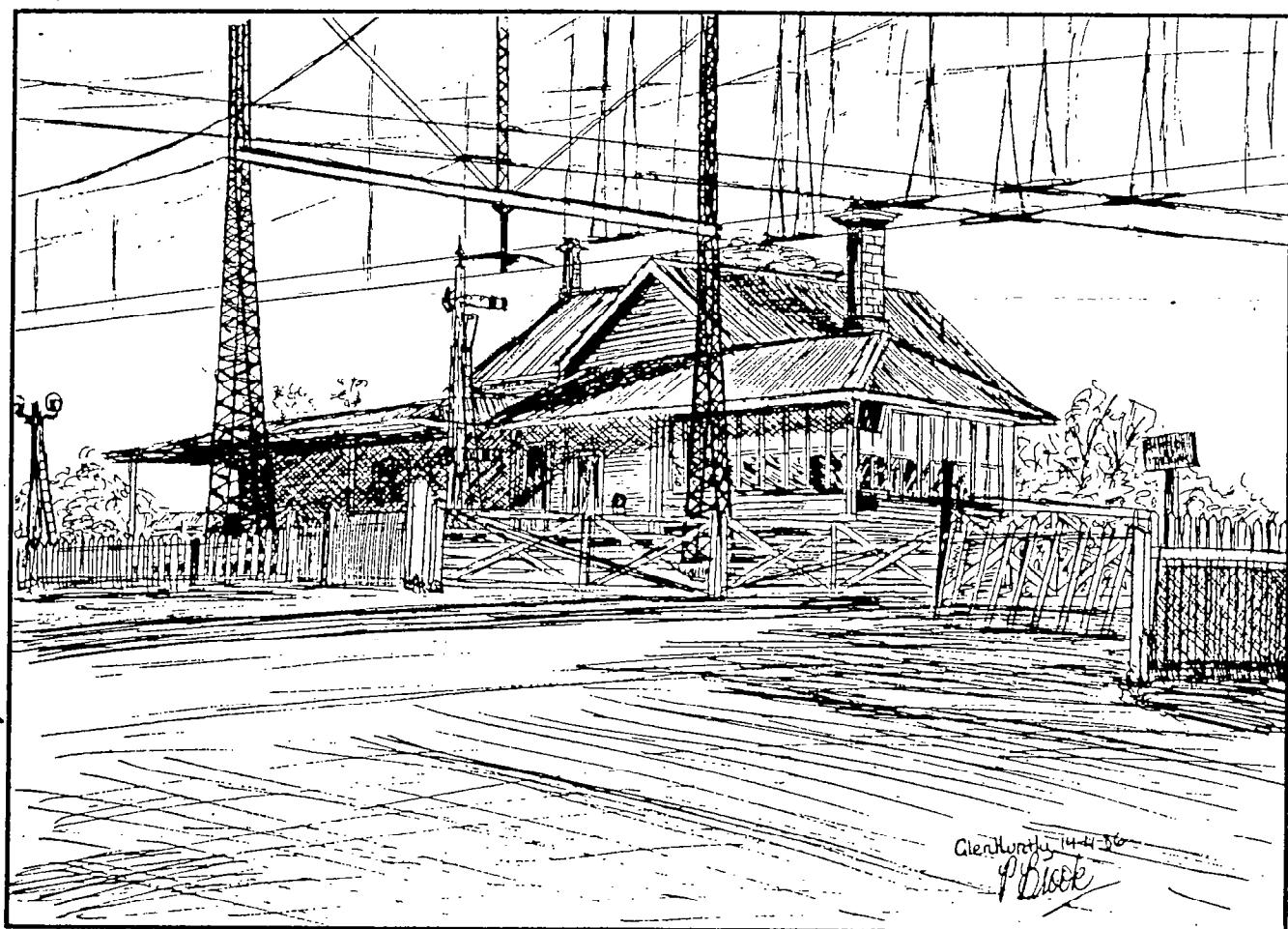
The new track layout is being built for use with the new interlocking system. During the intermediate stages, the configuration of tracks has to be

Signalling Record Society (Victoria) - SOMERSAULT.

related to the track layout corresponding to the interlocking in the Adelaide Signal Cabin. This means that some connections cannot be used until after the new interlocking is commissioned, and the switches leading to them will be clamped and locked. These sections will be apparent after a while as they will remain rusty while other tracks will have their characteristic shine.

Some of the mystery surrounding the part completion of civil works can now be despatched.

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This sketch is about all that remains of Glenhuntly station and signal box, as a recent visit, (late Jan), disclosed just the signal box. And that will not remain for much longer. This is another example of the art from the pencil of Peter Brook.

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Signalling Record Society (Victoria) - SOMERSAULT.

S.R.S.V. CROSSWORD No. 17,
compiled by Stephen McLean

Across

1. Stumble and come to an unexpected stop (4)
4. Train by beating three times (7)
9. This line can be seen in Newmarket
10. Egg siding (4) (2)
11. Loop train met disaster on this railway (12)
13. Safeworking in the Sale-Stratford section (2) (2)
14. Initially L1150 was rather good
15. Time runs out at the end of the line (8)
18. Means means (3) (2)
19. Loco without a train in Eaglehawk
20. Tasmanian equivalent of 37 (2)
21. Duchess getting close to mount this (3)
22. Automatic signal prefix associated with Alamein (2)
23. Will rat go round scone? Near it, anyway (5)
- 26, 27 & 24. Much photographed terminus not too far from Broadford (4,2,8)
- 29 and 30 Down. Closed - not your little station near Tocumwal? (5)
31. Way off the end of a NSW platform
32. Not on Mondays-I object! (2) (2)
33. Shame, Darrell altered the composition of the train (12)
37. Self-propelled vehicle which is not a red M! (4)
38. Arranged lots of home signals controlling a distant (4)

Down

1. This working is not to be issued to the public (9)
2. Soldiers can help to do this (9)
3. Travel like this when on duty (3)
4. and please change for beyond Mordialloc (9)
5. Three letters, but you'd expect to find many more here (3)
6. I got an exemption from regulations, but the result came to much the same (9)

SOLUTION TO No. 16.

ACROSS: 1. Wedderburn, 6. TI, 7. BR, 9. Catch Handle, 12. Kirk, 14. RA, 15. Belong, 18. WA, 19. Arch, 20. Of Scotland, 21. AD, 23. Lake, 25. Balance, 29. Terang, 30. Yandina, 32. Great North.
 DOWN: 1. Wick, 2. Dock, 3. RBH, 4. Brake, 5. Red for Danger, 8. Weight, 10. Air, 11. Tranche, 13. Trolleys, 15. Ballarat, 16. LAN, 17. NC, 18. WT, 22. DC, 24. King, 25. Bena, 26. LA, 27. AN, 28. Each, 29. Tie, 31. DR.

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