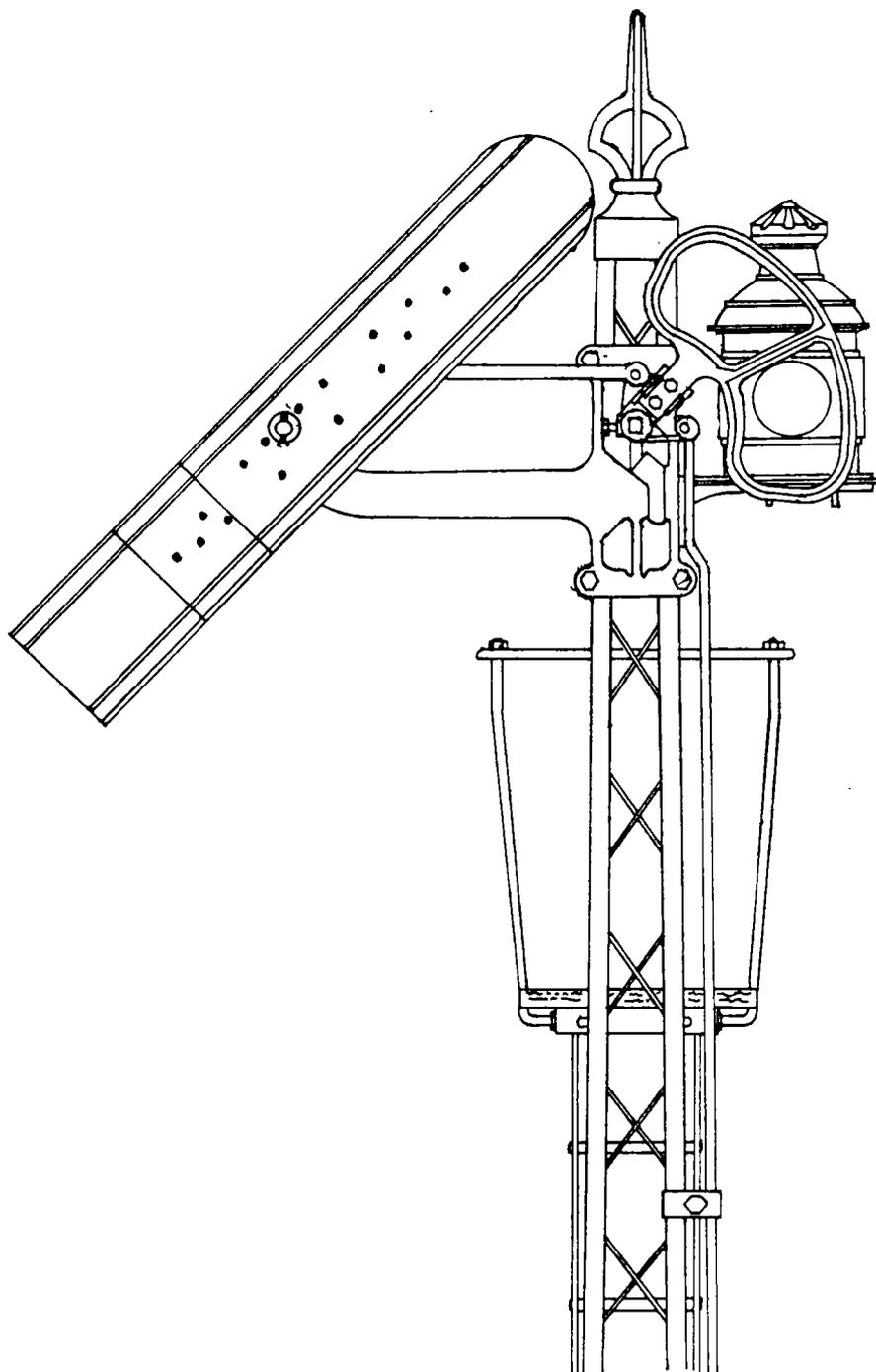


SOMERSAULT 1994



SIGNALLING RECORD SOCIETY VICTORIA (INC)

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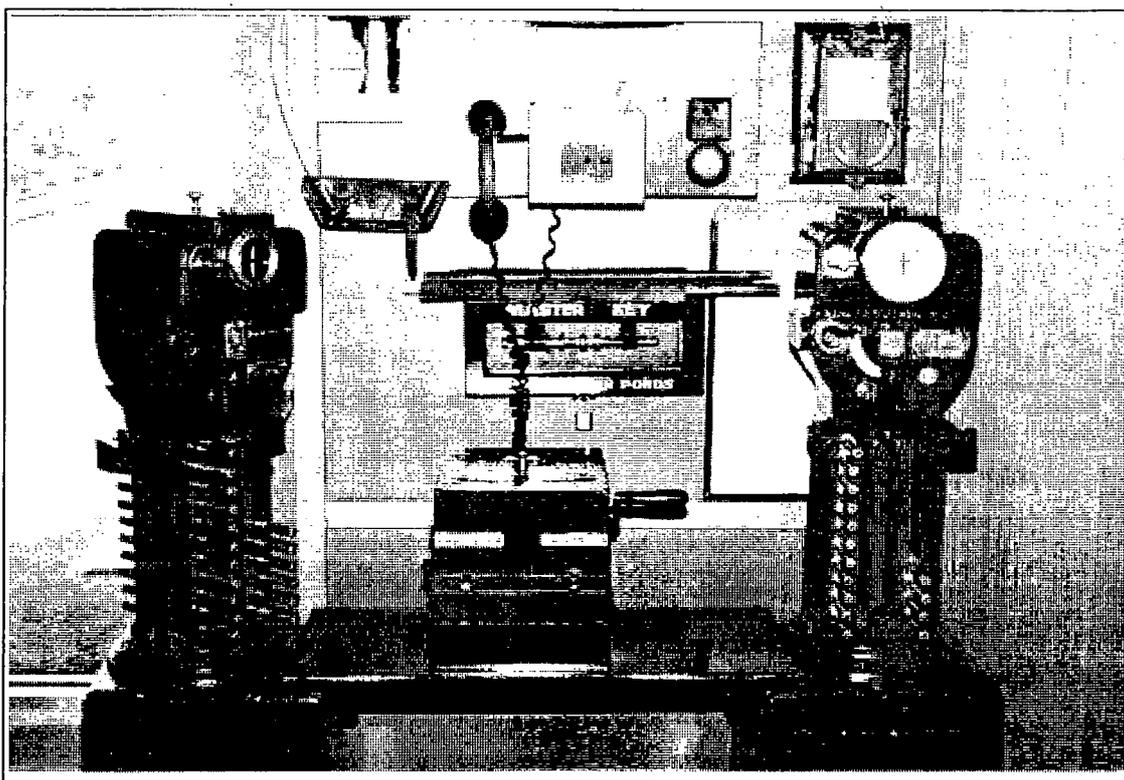
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SOMERSAULT

January 1994
Vol 17, No 1

SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The Staff equipment at South Geelong in April 1988. On the left is the B pattern miniature electric staff instrument for the section South Geelong - Winchelsea. The other instrument is the A pattern instrument for the short section Geelong 'B' - South Geelong. The magneto generator, for generating the current to send bell signals and operate the Staff system, is between the two instruments. On the wall can be seen a variety of items for Staff working. The glass fronted box houses the emergency Master Key for Waurin Ponds, the Intermediate Staff Station in the Winchelsea section. The block phone is mounted above the Master Key box. Although out of use (and covered in masking tape) the Bank Engine Key for movements to 54 miles 67 chains can be seen on the right above the Geelong 'B' instrument. Other items on the wall include two cane staff hoops for delivering staves to Drivers, the printed 'Code of Bell Signals' and a set of Red and Green flags. Such tableaux of equipment were once common in Victoria but are becoming rare. At South Geelong, the Winchelsea instrument and associated equipment was abolished on 13.11.1988 with the introduction of Train Orders, while the remaining Staff equipment was abolished on 10.12.1989 when Geelong 'B' and the single line thence to South Geelong were controlled from a panel in Geelong 'A' box.
Photo: Andrew Waugh*

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Deadline for February 1994 issue is 24 January

MINUTES OF MEETING HELD FRIDAY NOVEMBER 19, 1993

MEETING HELD AT UNITING CHURCH HALL, HOTHAM ST., MONT ALBERT.

Present:- A.Jungwirth, G.Cumming, A.Gostling, W.Johnston, J.McLean, R.Murray, C.Rutledge, R.Smith & A.Waugh.

Apologies:- J.Churchward, K.Lambert, D.Langley, G.O'Flynn & R.Whitehead.

The President, Mr. Alan Jungwirth, took the chair and opened the meeting @ 2017 hrs.

Minutes of the September Meeting:- Accepted as published. J.McLean/A.Waugh.

Correspondence:- Jack McLean has received a letter from Mike Christensen of the S.R.S.U.K.

Jack McLean has received further correspondence from Peter Kay of the S.R.S.U.K. in regards to General Appendices and "Somersault".

Inwards Correspondence accepted. C.Rutledge/R.Smith.

The President ruled that Outwards Correspondence would not be tabled or discussed.

A motion of dissent against the ruling of the President was moved by G. Cumming and seconded by C. Rutledge and R.Smith. Carried.

The President vacated the Chair and the Vice - President took the Chair.

Moved C.Rutledge, seconded R.Smith that the Outwards Correspondence be tabled and read. Carried.

A letter and cheque was sent to Bellarine Buslines thanking them for the use of the bus for the Showday Tour.

A letter was sent to Maurie Diggle at the P.T.C. thanking him for allowing the Showday Tour to go ahead.

A card was sent to the family of the late Maurie Diggle following his sudden death.

A letter was sent to the Secretary of the S.R.S.U.K. discussing a number of items of concern to both the S.R.S.V.Inc. and the S.R.S.U.K.

Outwards Correspondence accepted. R.Smith/C.Rutledge.

The President resumed the Chair.

General Business:- A brief report on the recent Showday Tour was given. A successful day was had by all who attended. The tour had attracted one of the largest turnouts of members and friends for a number of years.

It has been noted that the Government has scrapped the Showday public holiday in 1994. It was thought that Melbourne Cup Day would be a suitable day in lieu of Showday. Moved A.Waugh,

seconded R. Smith that Melbourne Cup Day be the recommended day for the Annual Showday Signalbox Tour.

Colin Rutledge tabled I.R.S.E. papers recently received from Bob Taaffe in New South Wales.

Ross Murray commented on the recent alterations to the yard and connections at Bacchus Marsh.

Colin Rutledge reported that the P.T.C. is currently experiencing a shortage of serviceable 80 lb, 90 lb and 94 lb rail. In order to help solve this situation, 60 Kilometres of rail is to be lifted from the down side of Leongatha and 60 Kg rail is to be placed on the standard gauge line between Somerton and Tallarook in February 1994. The Orbost line is in the process of being lifted.

Alan Jungwirth noted that No. 2 road at Camperdown and Terang had recently been lifted and that No. 1A and 3A roads at Caulfield are to be lifted shortly.

Andrew Waugh reported that a large number of roads at the East end of the Jolimont Workshops had been lifted.

Glenn Cumming reported that large electric staff between Dandenong and Cranbourne had been replaced by Train Staff and Ticket between Dandenong and A.B.B. Siding and Train Orders between A.B.B. Siding and Cranbourne.

Andrew Waugh spoke on the current work at Heidelberg for the installation of colour light signals in place of the existing semaphore signals.

Alan Jungwirth reported on the proposed replacement of semaphore signals at Eltham with colour light signals and the problems being encountered in placing the new signals for sighting by the train drivers.

Syllabus Item:- The Chairman introduced member Roderick Smith who presented a collection of slides from the collection of the late Stephen McLean.

At the conclusion of the Syllabus Item, the Chairman thanked Roderick for the entertainment.

Before closing the meeting, the President wished all members of the S.R.S.V. Inc. a Merry Christmas and a Prosperous New Year.

Meeting closed @ 2205 hrs.

The next meeting will be on Friday February 18, 1994 at the Uniting Church Hall, Hotham Street, Mont Albert, commencing at 2000 hrs.

SIGNALLING ALTERATIONS

The following alterations were published in WN 37/93 to WN 48/93 (the last issue in 1993). The alterations have been edited to conserve space. Dates in parenthesis are the dates of the Weekly Notice.

(05.10.1993) Lara

No 2 Siding track was abolished. The hand operated points leading from No 1 Siding track to No 2 Siding track, No 13 Points and rodged catch (motor operated), and Dwarf 28 were abolished. Levers 13 and 28 were sleeved normal and will be removed.

Insert a reference on Diagram 10/89.

(O.1068/93, WN 37/93)

(05.10.1993) Broadmeadows

Down trains hauled by locomotive must not be signalled towards the Starting Signal (Post No 36) to wait for the 'Is Line Clear?' signal except in the case of unavoidable necessity. Such trains must be held at the platform or at the Down Home Signals on Posts 19 or 21.

Insert as a new instruction on page 244, General Appendix

(O.1041/94, WN 37/93)

(05.10.1993) Fairfield

The following fixed signals were altered:

- 1) Home Signals 24 and 25 were converted to Automatic Signals S.248 and S.258 (respectively).
- 2) Home Signal 20 was converted to Automatic Signal S.245, but the signal continued to be controlled by Lever 20.
- 3) The control of Automatic Signals S.221, S.234, and S.273 by Levers 19, 23, and 37 (respectively) was removed.
- 4) Levers 16 to 19, 23 to 25, 28, 29, 32, and 37 were removed and the interlocking altered.

Amend Diagram 15/92 and pages 73, Book of Signals.

(O.1070/93, WN 37/93)

09.10.1993 Nar Nar Goon

On Saturday 9.10.93 and Sunday 10.10.93 the following alterations took place at Nar Nar Goon:

1. The Crossover 9 between No 1 and No 2 tracks at the Up end was removed;
2. Siding A was removed.
3. Baulks were placed on No 2 track on the Down side of Koo Wee Rup Road level crossing

- 4. Dwarf Signal 8 and Up Home Signal 12 were removed
- 5. Levers 8, 9, and 12 were sleeved normal in the Signal Box (O.113/93, WN 39/93)

12.10.1993

Mildura

From 12.10.93 and until further notice, Driver-In-Charge-of-Signalling conditions will apply at Mildura for the arrival of train No 9139 Tuesdays and Thursdays and the departure of No 9142 on Sundays.

Tuesdays and Thursdays - Arrival of Train No 9139

Prior to the Signaller at Mildura ceasing duty they must, providing all Rules and Regulations have been adhered to, place Signal 'K' and Signal 'A' to proceed for No 9139 goods to arrive into No 1 track. The 'A' pattern Annett Key must then be removed from its lock in the Signal Box and secured in the special box in the Train Crew Radio Room and the Train Controller informed accordingly.

On arrival of No 9139, the Driver must obtain the 'A' pattern Annett Key from the special box, draw the train forward past Signal Post 3 and stop short of the points leading to the Loco Depot. The Driver is then to ensure that the train has arrived complete and clear of Signal 'B' and then fulfil the Train Order. After properly securing the train, the locomotive must be shunted into the Loco Depot and secured. The points to the Loco Depot must then be placed normal and the Annett Key, the Train Master Key, and the Local Radio Units must be locked in the special box in the Train Crew Radio Room. The Train Controller must be advised accordingly. The Train Controller must endorse the Train Control Graph.

Sundays - Departure of No 9142

Prior to the Signaller at Mildura ceasing duty on the previous shift they must ensure that all Signals are at stop. A Master Key must then be obtained and the 'A' pattern Annett Key removed from its lock. The Annett Key and the Master Key must then be locked in the special box in the Train Crew Radio Room and the Train Controller informed accordingly.

After commencing duty, the Driver of No 9142 must obtain the Local Radio Units, the Master Key and the Annett Key. The Driver must then confer with the Train Controller and then perform the necessary shunting movements for the Locomotive of No 9142 goods. When shunting is completed the Annett Key must be returned and secured in the special box.

When the train is ready to depart the Driver must obtain a Train Order from the Train Controller. The Driver must then set the points for the required track and then clear Signal 'B' on Post 2 for the train to depart. Signal 'B' must be operated from switch at the Up end points.

Prior to departing the Driver must inform the qualified Freight Gate employee. The Freight Gate employee must, when the train has departed conduct a roll by inspection, ensure Signal 'B' is at the stop position, secure the yard, then place and secure the Up end Main Line points to normal. The Train Controller must then be advised when the yard and points are secured.

Special Instructions relating to Signal 'D' (Post 3)

The Siding points leading off the Main Line at the Down end of Mildura Yard are secured by an Annett lock. The key to these points is an 'A' pattern Annett Key which is secured in the Signal Control Panel. When the Annett Key is removed from its lock in the Control Panel, Signal 'D' is secured at stop. During shunting operations the Driver may pass Signal 'D' at the Stop position on being instructed to do so by the person conducting the shunting movement provided such person is in possession of the 'A' pattern Annett Key marked 'MILDURA' and arrangements have been made with the Signaller for the shunting movements to take place. In the case of Driver-In-Charge conditions, Signal 'D' may be passed at Stop for shunting movements only when the Driver is in possession of the 'A' pattern Annett Key marked 'MILDURA'.

This authority does not apply when the Master Train Plan schedules have been altered to reflect altered running or opposing movements between Ouyen and Mildura to Train No 9142 on Sundays and Train No 9139 on Tuesdays and Thursdays.

Insert on page 41, Train Order Rule Book (O.1117/93, WN 39/93)

(12.10.1993)

South Dynon

Dwarf 142 was relocated 46 metres in the Up direction and Dwarf 154 was relocated 3 metres further out. (Note, Circular O.1093/93, which indicated that Dwarf 142 had been relocated to the other side of the line was cancelled.)

Amend Diagrams 5/92 and 40/90. (O.1100/93, WN 38/93)

(12.10.1993)

Dunolly

A Staff Exchange Box has been provided at Dunolly. The Box has a hinged lid secured by a V5PSW padlock.

The Box may be used for the following trains:

- Sundays..... Nos 9142 & 9151
- Mondays, Wednesdays, & Fridays..... Nos 9137 & 9152
- Tuesdays & Thursdays..... Nos 9139 & 9152

Permission is granted for the Electric Staff for the Section Maryborough - Dunolly used for No 9142 on Sundays to also be used for No 9151 on the same day. The Staffs used for No 9137 Mondays, Wednesdays, and Fridays and No 9139 Tuesdays and Thursdays are to be used for No 9152 the same days.

On arrival of an Up train the Driver must place the Master Key in the Staff Exchange Box and take possession of the Electric Staff for the Dunolly - Maryborough section. On arrival of a Down train the Driver must place the Electric Staff for the Maryborough - Dunolly section in the Box, take possession of the Master Key, and inform the Train Controller of its number before obtaining a Train Order.

Prior to ceasing duty the Signaller at Dunolly must place the applicable Fixed Signals at Proceed. In addition, if the next train is a Down train, the Signaller, Dunolly, must place a Master Key for the Mildura Line in the Staff Exchange Box and lock the Box.

No other trains other than those specified in the Circular are authorised to use the Staff Exchange Box at Dunolly without the authority of the Office. (O.1101/93, WN 38/93)

(12.10.1993) **Ouyen**

Until further notice a Through Train Order may be issued for Train No 9141 to proceed through Ouyen on Tuesdays, Wednesdays and Fridays. This authority does not apply when the Master Train Plan Schedules have been altered to reflect altered running or opposing movements to No 9141.

Insert on page 40, Train Order Rule Book. (O.1112/93, WN 38/93)

The reason is to allow the Signaller at Ouyen to cease duty. Prior to ceasing duty, the Signaller must place the appropriate signals to proceed and advise the Train Controller (O.1172/93, WN 40/93)

14.10.1993

Echuca

On Thursday 14.10.93 the following alterations took place at Echuca:

1. The Down Distant Signal (Post No 2) from the Toolamba line was abolished. A board worded 'Trains must not pass this point until authorised by the Signaller' was provided in lieu.
2. The Right Hand Home signal on Signal Post 4, applicable from the Toolamba line will be abolished. The Quadrant Levers on the Platform and at Points 'C' were also removed.
3. The Down Location Board on the Toolamba Line was relocated to a point 1000 metres from the Level Crossing.
4. The automatic approaches applicable to the Toolamba Line which operate the Flashing Lights at the Murray Valley Highway Level Crossing were removed and replaced with an extended crossing track and notice boards worded 'Trains must not enter the crossing until Flashing Lights are operating.

In order for a train going to or coming from the Toolamba line to operate the Flashing Lights at the Murray Valley Highway level crossing, the locomotive of the train must stop on the track circuit at the Notice Board and wait for the Flashing Lights to commence operating. After the Flashing Lights are operating, the train may then proceed over the Level Crossing.

This work has been carried out as part of the rationalisation of Echuca Yard. Amend diagram 4/89 accordingly. (O.1154/93, WN 40/93)

20.10.1993

Springhurst

On 20.10.93 switchout facilities were provided. Switchout lever No 25 was provided. Levers 1 and 50 were sleeved normal (O.1179/93, WN 40/93)

(26.10.1993)

Mildura

A 'B' pattern ST21 Master Key lettered 'Mildura local' was provided at Mildura for local use between Mildura and Redcliffs and when not in use is locked away at Mildura station. The Officer-In-Charge at Mildura is the responsible officer for the custody and distribution of the Master Key. All movements of this Master Key must be recorded in the Train Register Book. (O.1169/93, WN 40/93)

(26.10.1993)

'After Crossing' Train Orders

The rules for Train Order Working do not provide for 'After Crossing' Train Orders being issued, yet this unauthorised practice has been gradually adopted by Train Controllers. Owing to the potential risk following the misunderstanding with possible dire consequences, 'After Crossing' Train Orders are prohibited at all locations (O.1153/93, WN 40/93)

31.10.1993

Camberwell

Commencing Sunday 31.10.93 and until further notice, Camberwell signalbox hours will be as follows:

Sundays..... Between 0800 to 0000

Mondays to SundaysFrom 0450 Monday to 0050 the following Sunday

Amend page A10 of Metropolitan Working Timetable Appendix (O.1222/93, WN 42/93)

31.10.1993

Box Hill

Commencing Sunday 31.10.93 and until further notice, Box Hill signalbox hours will be as follows:

Sundays..... Between 0750 to 0005 Monday

Mondays to SundaysFrom 0450 Monday to 0050 the following Sunday

Amend page A10 of Metropolitan Working Timetable Appendix (O.1222/93, WN 42/93)

31.10.1993

Ringwood

Commencing Sunday 31.10.93 and until further notice, Ringwood signalbox hours will be as follows:

Sundays..... Between 0730 to 0030 Monday

Mondays to SundaysFrom 0430 Monday to 0105 the following Sunday

Amend page A10 of Metropolitan Working Timetable Appendix (O.1222/93, WN 42/93)

- 31.10.1993 **Riversdale**
Commencing Sunday 31.10.93 and until further notice, Riversdale signalbox hours will be as follows:
Sundays Between 0750 to 0000
Mondays to Sundays From 0450 Monday to 0050 the following Sunday
Amend page A10 of Metropolitan Working Timetable Appendix (O.1222/93, WN 42/93)
- 01.11.1993 **Trail of Warning Boards (Audible Track Warners)**
Following receipt of a Provisional Improvement Notice regarding potential for ATW to cause hearing damage to train crews, and in order to comply with the Occupational Health and Safety Act, it is proposed to continue the trialing of the Yellow Warning Board with the silhouette of a Flagperson shown thereon. Commencing Monday 1.11.93 until 31.12.93, the boards will be used by the Maryborough Mobile Gang between Ballarat North - Emu, Maryborough - Ararat, and Maryborough - Castlemaine. The boards will be placed adjacent to ATWs protecting the Gang obstructing the track. The boards will be mounted on posts approximately 2 metres above rail level. They will be installed in conjunction with the ATWs *before work commences, and must be removed immediately work is completed.*
Only Inner Flagmen will be utilised during the trial period. (O.1213/93, WN 42/93)
- 07.11.1993 **Newport 'A'**
Commencing Sunday 7.11.93 and until further notice, Newport 'A' signalbox hours will be as follows:
Between 0745 Sunday to 0100 the following Sunday
Amend page A10a of Metropolitan Working Timetable Appendix (O.1268/93, WN 43/93)
- (09.11.1993) **Kyneton**
Diagram 12/93 replaced Diagram 24/91 "as in service". (O.1239/93, WN 42/93)
- (09.11.1993) **Reporting the Late Running of Trains**
Commencing forthwith the instructions on page 1, Metropolitan Working Timetable are amended and amplified as follows:
At all originating and terminating points in the Metropolitan Area, the early/late arrival and /or departure of all trains must be promptly reported to Metrol, so that advice to other locations can be given and necessary corrective action can be taken to regain "On Time Running". As well, Stations and Signalboxes listed below are to promptly report all late running of three minutes or more of Up and Down trains to the appropriate Controller at Metrol.
- | | | | |
|---------------|----------------------|-----------------------------|----------------------|
| Caulfield Box | Bunley | Clifton Hill (Up side only) | Coburg Box |
| Oakleigh* | Camberwell Box | Heidelberg | Gowrie Box |
| Dandenong Box | Box Hill Box | Greensborough | Kensington Box |
| Pakenham | Ringwood Box | Eltham | Essendon |
| Cheltenham | Upper Ferntree Gully | Reservoir | South Kensington Box |
| Mordialloc* | Gardiner Box | Jewell Box | Newport Box |
| | | | Sunshine Box |
- * When signalbox switched out, Station staff to forward information to Metrol. (O.1235/93, WN 42/93)
- 11.11.1993 **Moreland**
On Thursday, 11.11.93, the Moreland Up Distant, Post No 40, was fixed in the Normal position and will now only display a 'Caution' aspect. (O.1296/93, WN 44/93)
- 14.11.1993 **Dandenong - A.B.B. Siding - Cranbourne**
On Sunday 14.11.93, the Inspector EMSU withdrew the Electric Staff for the Dandenong - Cranbourne section and placed all safeworking equipment associated with Train Staff and Ticket working at Dandenong and A.B.B. Siding.
The Electric Staff system of Safeworking between Dandenong and Cranbourne has been abolished and Cranbourne has been disestablished as a Staff station. The Train Staff and Ticket System has been introduced between Dandenong and A.B.B. Siding. The Train Order System has been extended from Cranbourne to A.B.B. Siding. A.B.B. Siding has become the Train Order Terminal Station.
The 'Commence Train Order Working' and 'End Train Order Working' Boards have been moved from Cranbourne to A.B.B. (Comeng) Siding. Trains proceeding beyond A.B.B. Siding must obtain a Train Order and the Train Order Master Key prior to departing from Dandenong. The Train Order may be dictated to the Signaller at Dandenong if the Signaller is qualified in Train Order Working.
A Safeworking Cabin has been provided at A.B.B. Siding. Drivers of all trains are responsible for the Staff and Ticket Working at A.B.B. Siding as required and instructed by the Signaller, Dandenong. A special Master Key for local use only is provided at Dandenong. It is lettered 'Dandenong - Comeng Siding' and must only be used for trains travelling to or from A.B.B. Siding when on a Train Staff Ticket.
Amend page 96, Master Train General Instructions. (O.1275/93, WN 43/93)
- 14.11.1993 **South Yarra - Toorak**
Commencing on Sunday 14.11.93 the following signals on the Up and Down Caulfield Through and Local lines were converted from Semaphore Signals to Colour Light Signals: D.206, F.206, D.201,

F.201, D.191, F.191, D.192, F.192, D.183, F.183, D.178, F.178, D.171, F.171, D.164, F.164, D.161, F.161, D.153, F.153, D.152, F.152, D.145, F.145, D.140, and F.140. Automatic Semaphore signal F.135 was abolished and a new Colour Light Automatic Signal F.131 has been provided at the Down end of Platform No 4 at South Yarra on the Down Caulfield Through Line.

The new arrangements are shown on Diagram 9/93 which replaced 5/93. (O.1259/93, WN 43/93)

15.11.1993 **Gowrie - Upfield**

Commencing Monday 15.11.93, Train Staff Tickets are permitted to be used between Gowrie and Upfield in accordance with the Train Staff and Ticket Rules. Staff Ticket Boxes have been provided at Gowrie and Upfield. Delete Gowrie - Upfield from list, right hand column, page 161, Clause 15, General Appendix.

(O.1285/93, WN 44/93)

(16.11.1993) **Maryborough**

In order to provide protection for loading and unloading operations at Maryborough Freight Terminal, Hand Locking Bars have been provided on the Up end Hand Points leading to Nos 8 and 9 Tracks and a Derail Block has been provided at the Down end of Nos 9 and 10 Tracks four metres clear of the Hand Points.

These Hand Locking Bars and Derail Block are secured by 4D padlocks and it is the responsibility of the Freight Centre Manager or delegated employee to operate them in accordance with this instruction. Prior to loading or unloading operations taking place, the delegated employee must, after conferring with the Officer-in-Charge at Maryborough Station place the Hand Locking Bars and Derail Block to the 'On' position and lock them with the 4D padlock. When the loading or unloading operations have been completed or prior to wagons being moved or at the completion of the days work, the delegated employee must unlock the Hand Locking Bars and Derail Block and place them to the 'Off' position. The Officer-in-Charge at Maryborough station must then be advised.

Note: The Officer-in-Charge at Maryborough Station has been provided with a duplicate key for use in an emergency. Should any circumstance occur that requires the Officer-in-Charge to open the locks whilst they are 'On' the provisions of Regulation 131 must be adhered to and the Freight Centre Manager or delegated employee must be advised of what has taken place.

Insert as a new instruction on Page 258, General Appendix, and amend Diagram 10/88

(O.1264/93, WN 43/93)

(16.11.1993) **Shepparton**

Circular O.964/93 is cancelled and replaced by:

Until further notice, Driver-in-Charge of signalling will apply at Shepparton for the arrival and departure of all passenger trains on Saturdays and Sundays. The following instructions will also apply at other specified periods as authorised by the Superintendent Safeworking.

The Train Controller must be advised when the Signaller commences and ceases duty on a daily basis. Prior to ceasing duty the Signaller must advise the Train Controller the time at which the next Signaller is rostered to commence duty. The Train Controller must endorse the Train Control Graph accordingly.

Mondays to Fridays

After the departure of the last Up train for the day and prior to ceasing duty the Signaller must ensure that the Down Home Signal is at the 'Stop' position and advise the Train Controller accordingly.

Saturdays

The Signaller, prior to ceasing duty, must switch out the Signalling Panel and securely lock the door. The three interlocked levers, B, 1 and 2 must be reversed and Lever B securely locked with the chain and padlock provided.

Duties of the Train Controller

On being advised by the Signaller, Shepparton, that the above instructions have been complied with the Train Controller must endorse the Train Control Graph accordingly and if necessary inform the Relief Train Controller.

Except where otherwise authorised, the Train Controller must be satisfied beyond all doubt that the Down Home Signal at Shepparton is at the 'Stop' position before a Train Order is authorised for the first Down train for the day to depart from Seymour. The Train Controller may authorise a Train Order (irrespective of the position of the Down Home signal?) if the first train for the day is a passenger train.

If (suitable?) conditions exist, authority is granted for a Train Order to be issued from Seymour to Shepparton and return.

Duties of Drivers

On Saturdays and Sundays (and at other specified periods) the Driver must comply with the following instructions.

Upon the arrival of the Down passenger train the Driver must unlock the padlock and chain and return all three levers to their normal position, commencing with Lever 'R' Note that Lever R will not on

required for the shunt about to be performed, however, for security purposes it MUST remain on the locomotive until the train is about to depart.

After ascertaining from the Conductor that the station work has been completed and providing the Driver considers it safe to do so, the train must be pushed in the Up direction. The train is to be stopped with the locomotive clear of the first crossover on the Up side of the platform. The locomotive must then be detached and run around the train via No 2 track. The train MUST then be set back to the platform. The Train Controller must be informed when this has been done.

Providing the Driver is in possession of a current Train Order to depart, the Annett Key MUST be returned to Lever 1, which must be unlocked, and all three levers placed to the reverse position commencing with Lever B. Lever B will not go fully to reverse until Levers No 1 and 2 have been placed to proceed. Once this has been done, Lever B MUST be fully reversed. The Driver must then secure Lever B with the padlock and chain provided.

It must be distinctly understood that the three levers provided are not to be placed to proceed until the Driver is in possession of a current Train Order to depart.

The Train Controller must be advised accordingly.

The Regional Manager must, if circumstances require, ensure that Drivers working under the Driver-in-Charge conditions have access to the Station Office, telephones, etc.

Insert this instruction on page 44 of the Train Order Rule Book

(O.1274/93, WN 43/93)

(23.11.1993) **Book Of Rules and Regulations**

Delete existing definitions clauses (k) and (l), General Regulations 1, and insert:

'Signalman', 'Signaller' shall mean an employee in charge of the working of Signals or of an interlocking apparatus.

'Area Controller', 'Signaller' shall mean the employee who operates points and signals by means of remote control from a Control Panel at specified panels.

(O.1295/93, WN 44/93)

(23.11.1993) **Dandenong - A.B.B. Siding - Lyndhurst**

To facilitate the working of trains 9490 and 9290 to Lyndhurst with the altered Safeworking arrangements between Dandenong and Cranbourne, the following instructions will apply.

Provided traffic permits and that the Signalman, Dandenong, notifies the Driver accordingly, permission is hereby granted for the Train Staff for the Section Dandenong - A.B.B. Siding to be retained by the Driver of No 9490 when proceeding to Lyndhurst and returning as No 9290. The Driver will be personally responsible for custody of the Staff until delivered back to the Signalman, Dandenong.

The Driver must ensure that he is in possession of a Train Order from A.B.B. Siding to Lyndhurst.

(O.1292/93, WN 44/93)

(23.11.1993) **A.B.B. Siding Driver-in-Charge of Safeworking.**

In conjunction with the introduction of Staff and Ticket Working between Dandenong and A.B.B. Siding, the following instructions will apply to the operation of suburban electric trains and locomotive hauled trains.

A) Down Train arriving at A.B.B. Siding on Staff

- 1a. If the train is to proceed on the Main line beyond A.B.B. Siding. On arrival of the train complete proceed to the Safeworking Shed. Inform the Signalman, Dandenong.
- 1b. If the train is to work at A.B.B. Siding. Unlock the staff locked points with the Train Staff and proceed into the Siding. On clearing the points return the points to the Main line position and proceed to the Safeworking Shed.
2. Place the Train Staff into the aperture in the Train Staff Ticket Box located on the side of the box on the right-hand end.
3. Sign the Train Register Book and then enter the following details on the left-hand page as follows: Date; Train Number (T.D. Number); and Time of Arrival.

B) Down Train arriving at A.B.B. Siding on Ticket

- 1a. If the train is to proceed on the Main line beyond A.B.B. Siding. On arrival of the train complete proceed to the Safeworking Shed
- 1b. If the train is to work at A.B.B. Siding. Unlock the staff locked points with the Master Key and proceed into the Siding. On arrival of the train complete return the points to the Main line position and proceed to the Safeworking Shed.
2. Sign the Train Register Book and then enter the following details on the left-hand page as follows: Date; Train Number (T.D. Number); Time of Arrival; and the Number of the Train Staff Ticket.
3. Write 'Cancelled' across the front of the Train Staff Ticket and then place in the receptacle provided.
4. Contact the Signalman, Dandenong, by 'End to End' radio or 'Train Radio'. Give the 'ACRE' telegraph code message to the Signalman, Dandenong, *exactly* as follows: "ACRE Train Number at (time) hours."

C) Up Train departing from A.B.B. Siding on Staff

1. All Up trains departing A.B.B. Siding must first establish with the Signaller at Dandenong what authority is to be used for the train from A.B.B. Siding to Dandenong. Prior to departure of the train proceed to the Safeworking Shed.
2. If the previous train to Dandenong travelled on a Train Staff Ticket, enter the ACRE details in the appropriate columns on the right-hand page of the Train Register Book and sign next to the entry.
3. Take the Train Staff.
4. If departing from the Siding, release the points with the Staff and set the road.
5. The train may then depart to Dandenong.

D) Up Train departing from A.B.B. Siding on Ticket

1. All Up trains departing A.B.B. Siding must first establish with the Signaller at Dandenong what authority is to be used for the train from A.B.B. Siding to Dandenong. Prior to departure of the train proceed to the Safeworking Shed.
2. If the previous train to Dandenong travelled on a Train Staff Ticket, enter the ACRE details in the appropriate columns on the right-hand page of the Train Register Book and sign next to the entry.
3. Place the Train Staff into the Train Staff Ticket Box lock, turn the Train Staff clockwise, then slide the lid of the box to the left.
4. Remove the Train Staff Ticket Book and on the next sequentially numbered Train Staff Tick, fill in: Train Number (T.D. Number); Departure and Arrival Station Names for the Section (A.B.B. Siding, Dandenong); and Sign and Date the Train Staff Ticket.
5. Ensure that all details are filled in on the Butt portion.
6. Tear out and take the Ticket.
7. Replace the Train Staff Ticket Book into the Train Staff Box Butt first, close the lid of the box and turn the Staff anti-clockwise to secure the lid. Note the Train Staff Ticket Book must be in the Train Staff Box before the Staff can be released.
8. Sign the Train Register Book and then enter the following details on the right-hand page: Date; Train Number (T.D. Number); Time of Arrival; and the number of the Train Staff Ticket.
9. If departing from the Siding, release the points with the Master Key and set the road. Proceed past the points and when clear reset the points to the Main line position and secure with Master Key.
10. Contact the Signaller, Dandenong, by 'End to End' radio or 'Train Radio'. Give the 'APIX' telegraph code message to the Signaller, Dandenong, *exactly* as follows: "APIX Train Number at (time) hours."

The door of the Safeworking Cabin is secured with a V5PSW lock. The light switch is located next to door lock on inside of shed. The light will automatically switch off after approximately five minutes. Train Working on the Down Side of A.B.B. Siding will be conducted under the Train Order System. Trains requiring to work at Intermediate Sidings must carry a Master Key to operate the points at these Sidings. The Signaller, Dandenong, will provide Master Keys as required.

All trains arriving at Dandenong must surrender the Train Staff, Train Staff Ticket, or Master Key as appropriate to the Signaller, Dandenong. (O.1279/93, WN 44/93)

24.11.1993 **Laverton**

On Wednesday 24.11.93 between 0900 and 1530, Signal LAV 30 will be removed. Signals LAV 28, LAV 20, and LAV 14 will be temporarily out of service.

Amend diagram 71/87. (O.1287/93, WN 44/93)

28.11.1993 **Burnley**

Commencing Sunday 28.11.93 and until further notice, Burnley signalbox hours will be as follows:

Sundays Between 0800 to 0000

Mondays to Sundays From 0430 Monday to 0055 the following Sunday

Amend page A10 of Metropolitan Working Timetable Appendix (O.1258/93, WN 43/93)

28.11.1993 **South Kensington**

Commencing Sunday 28.11.93 and until further notice, South Kensington signalbox hours will be as follows:

Between 0630 Sunday to 0100 the following Sunday

Amend page A10a of Metropolitan Working Timetable Appendix (O.1258/93, WN 43/93)

(30.11.1993) **Granting of Absolute Occupation**

It is now permissible for the issuing and cancelling of absolute occupation to be either via a recorded phone to the appropriate Signaller, Metrol, or by the Supervisor personally attending the Signal Control area. Should the Supervisor attend the Signal Control area to obtain or return a written Absolute Occupation Order from or to the Signaller, Metrol, he must sign the Absolute Occupation Order and the Butt of the Absolute Occupation Order retained by the Signaller.

This rescinds the memo dated 13.06.90 issued by the Superintendent Safeworking pertaining to the issuing of Absolute Occupation in the Metrol area. (WN 45/93)

(30.11.1993) **Buangor and Trawalla**

The Staff Exchange Box at Buangor and Trawalla may be used for No 8146 on Mondays to Fridays and on Sundays and for No 9146 on Sundays. (O.1325/93, WN 45/93)

- 06.12.1993 **Echuca**
Commencing Monday 6.12.93, Echuca will become an Intermediate Terminal Station and no through Train Orders are to be issued through Echuca.
O.752/89 is amended and insert on page 38, Train Order Working Rules. (O.1374/93, WN 47/93)
- 06.12.1993 **Toolamba - Kyabram**
Commencing Monday 6.12.93, providing traffic permits, return Train Orders may be issued between Toolamba and Kyabram. (O.1376/93, WN 47/93)
- 06.12.1993 **Shepparton - Dookie**
Commencing Monday 6.12.93, providing traffic permits, return Train Orders may be issued between Shepparton and Dookie. (O.1378/93, WN 47/93)
- 06.12.1993 **Benalla**
Commencing Monday 6.12.93, Benalla will become an Intermediate Terminal Station and no through Train Orders are to be issued through Benalla. The normal position of fixed signals at Benalla is Stop. O.972/93 is to be amended by deleting the clause "Issuing of return Train Orders Seymour - Wodonga corridor" Insert on page 44, Train Order Working Rules. (O.1375/93, WN 47/93)
- 06.12.1993 **Benalla - Yarrawonga - Oaklands**
Commencing Monday 6.12.93, providing traffic permits, return Train Orders may be issued between Benalla - Yarrawonga and Oaklands. (O.1377/93, WN 47/93)
- (07.12.1993) **Caulfield**
Diagram 11/93 is now effective. Diagram shows the layout after the abolition of Tracks 2 and 5. (WN 46/93)
- (07.12.1993) **Sale**
Drivers will be in charge of signalling for all trains at Sale when the train is not crossing another train. A Signaller must be in attendance whenever trains are to cross.
1. **Nos 9459 (Monday - Friday)**
When No 9459 arrives at Sale the Driver must place all Fixed Signals to Normal and remove the Annett Key from the lever on the platform. The freight vehicles must be placed into the Freight Centre Track after which the locomotive attaches to the cars for No 8412 in the Passenger Train Servicing Siding and dock them in the platform. The Annett Key must be returned to its lock.
 2. **Nos 8407 and 8415 (Monday - Friday)**
On arrival the Driver must place all Signals normal in order to release the plunger locked points and run around the train to form the next Up.
 3. **Nos 8412, 8432 and 8438 (Monday - Friday)**
Prior to departure the Diver must ensure all points are normal and locked, and all Signals placed at Proceed and the operating levers locked reverse.
 4. **Nos 8431 (Monday - Friday) and 9460 (Monday - Thursday)**
On arrival of No 8431 the Driver must place all Signals to Stop and remove the Annett Key. The locomotive must be run around and the passenger cars placed in the Annett locked Passenger Train Servicing Siding. The locomotive must then pick up vehicles in Freight Siding, make up No 9460, run around and air test train. Prior to departure ensure all points are set and secured, all Fixed Signals placed at Proceed and the levers locked reverse.
 5. **For Nos 8412, 8407, 8432, and 8431 (Saturdays)**
On arrival of No 8431 the Driver must place all Signals to Stop and remove the Annett Key. The locomotive must be run around and the passenger cars placed in the Annett locked Passenger Train Servicing Siding. Prior to leaving by car the Driver must ensure all points are normal and locked, the Annett Key returned to its lock, all Fixed Signals placed at Proceed and the levers locked reverse.
 6. **For Nos 8481, 8494, 8496, and 8487 (Sundays)**
For No 8496 the crew will travel to Sale by car and on arrival place all Signals to Stop and remove the Annett Key to unlock the points into the Passenger Train Servicing Siding. After docking train to platform, all points must be restored to normal and secure, all Fixed Signals placed at Proceed and the operating levers locked reverse. On arrival of No 8487 the Driver must place all Signals to Stop and remove the Annett Key. The locomotive must be run around and the passenger cars placed in the Annett locked Passenger Train Servicing Siding. The locomotive will return light to Traralgon after the Driver has ensured all points are normal and locked, the Annett Key returned to its lock, and all Fixed Signals placed at Proceed and the levers locked reverse.
 7. Whenever a Down train forms an Up train the instructions contained in clauses 2 and 3 must be complied with.
- Insert as a new instruction on Page 247, General Appendix (O.1338/93, WN 46/93)
- 10.12.1993 **Korong Vale**
On Friday 10.12.93 the Bi-Directional Electronic End-of-Train Detection (TAILS) located at 281.500 km will be relocated to 280.800 km (Down end of Korong Vale Loop). (O.1339/93, WN 48/93)

(14.12.1993) Nyora - Leongatha

The Great Southern Railway Society has commenced operating Rail Trolleys on weekends between Nyora and Leongatha. The Rail Inspection Vehicles will operate under the same conditions as described on pages 143 to 146 of the General Appendix, as amended by A.84/87 and WN 8/87. The Operators will obtain permission from the Train Controller by telephone and record all details in the 2481 (WW73) book. Permission must not be given for Rail Inspections in an Up direction [from Nyora?], nor when any train is operating on the Down side of Nyora. The Train Order System of Signalling is current between Nyora and Leongatha, the Train Controller being the Signaller under the Rules. (O.1354/93, WN 47/93)

(14.12.1993) Boort

The rail shunting tractor at Boort will be leased and operated by qualified personnel of HYCUBE to shunt wagon consignments for their company.

The area of operation of the Rail Tractor will be No 2, 3, and 4 tracks within the confines of the Derail Blocks. Under no circumstances must the rail shunting tractor operate outside the Derail Blocks or foul any part of the running line, not must the Tractor operate when a Locomotive is under power in any part of the sidings or main line at Boort.

Two folding boards are provided at each end of Boort yard, which when displayed read "NO ENTRY INTO SIDING - TRACTOR SHUNTING IN PLACE". Prior to tractor shunting commencing, the employee in charge of the shunting must confer with any G.E.B. employees in attendance as to their requirements for loading of grain wagons and come to a proper understanding for the operations of grain loading and tractor operations. The same employee must, from personal observation ensure that no train movements are taking place in the sidings or the main line at Boort. The employee in charge must then unlock the folding boards so that the sign is displayed. Tractor operations may then commence.

During shunting operations the provisions of Regulation 131 must be strictly adhered to, particularly with G.E.B. operations.

Should a train arrive at Boort and the "NO ENTRY" sign is displayed, the Driver of the train must not enter the siding until arrangements are made with the employee in charge of the tractor to cease tractor operations.

When rail tractor shunting operations have ceased and the rail tractor and wagons are secure, the employee in charge must obscure and lock the "NO ENTRY" sign.

The Derail Blocks at Boort are locked with V5PSW padlocks and must be locked on by P.T.C. employees after shunting operation. Hycube employees must not have access to the Derail Blocks.

(O.1372/93, WN 47/93)

16.12.1993 Korong Vale

On Thursday 16.12.93 Korong Vale Crossing Loop was commissioned.

Korong Vale Loop is equipped with trailable points set for left hand running and directional End-of-Train detection. Level Crossing Predictor Boards will be provided. Two notice boards will be provided for Down Trains. One will read "TRAINS MUST NOT PROCEED BEYOND THIS POINT UNLESS IN POSSESSION OF THE AUTHORITY IN ADVANCE", the other to read "STOPPING TRAINS NOT TO EXCEED 10 KPH TO LEVEL CROSSING".

The Train Order Sections Inglewood - Korong Vale - Quambatook Block Point and Korong Vale - Wycheproof Block Point will be replaced by the sections Inglewood - Korong Vale Loop - Quambatook Block Point and Korong Vale Loop - Quambatook Block Point.

Train Orders must clearly indicate Korong Vale Loop. All crosses must take place in the Korong Vale Loop. Train Orders may be issued to or through Korong Vale Loop.

Korong Vale must be attended by a qualified Signaller for all movements to or from the Kulwin corridor. When Korong Vale is unattended the Fixed Signals for the Robinvale corridor must be at proceed. Trains may approach Korong Vale Loop simultaneously from both Quambatook Block Point and Wycheproof Block Point. When this occurs the Train Controller must arrange for Korong Vale to be attended by a Signaller one hour before the train from Wycheproof Block Point is due to arrive at Korong Vale Loop.

Amend list of sections in Train Order Working Book of Rules.

(O.1399/93, WN 48/93)

19.12.1993 Maryborough - Dunolly

On Sunday 19.12.93 the Electric Staff System of train signalling between Maryborough and Dunolly was replaced by Train Order Working. The Primary Corridor will be Maryborough - Mildura and the Secondary Corridor will be Dunolly - Kulwin - Robinvale.

1. The "Commence Train Order Working" and "End Train Order Working" Boards will be relocated from Dunolly to Maryborough. Maryborough will become the Terminal Station.
2. The normal position of the Fixed Signals at Dunolly are 'Proceed' for the Primary Corridor.
3. Train Orders for the Primary Corridor may be issued through Dunolly.
4. Dunolly must be attended by a qualified Signaller for all train movements to or from the Secondary Corridor and for all shunting movements.

5. Master Keys for the Dunolly - Mildura and Dunolly - Robinvale/Kulwin Corridors will be withdrawn and replaced with new Master Keys labelled "Maryborough - Mildura /Robinvale /Kulwin".

Insert on page 41, Train Order Working Rules, and amend page 43, General Instructions, Master Train Plan. (O.1415/93, WN 48/93)

(21.12.1993) **Westall - Yarraman**

Diagram 7/93 replaced Diagram 38/85 "as in service". (O.1400/93, WN 48/93)

(21.12.1993) **Radio Channel Change**

The Melbourne - Warrnambool radio will change from Channel 1 to Channel 8. The Melbourne - Long Island radio will change from Channel 8 to Channel 7. (O.1434/93, WN 48/93)

(21.12.1993) **West Tower**

In the event of a failure of a Home Signal in the area controlled by West Tower Signalbox (Melbourne Yard) the following instructions must be observed:

1. The Driver must immediately contact the Signaller at West Tower by the Signal Post Telephone. Note: All messages sent and received over the Post telephones connected to West Tower are automatically recorded.
2. The Driver must advise the Signaller: Name and Grade; The number of the Home Signal at 'Stop'; Train Number; and Originating station and destination of train.
3. The Signaller must ensure that the points are properly set and locked for the movement of the train, by checking the indications on the Signal Control Panel.
4. If the indications are clear that the points are properly set for the movement the Signaller must instruct the Driver to examine the points.
5. The Driver must examine the points and advise the Signaller accordingly.
6. The Signaller must then complete the Signaller's Caution Order Form and verbally instruct the Driver as follows:
Driver of Train No from to you are authorised to pass Home Signal No at the Stop position and proceed cautiously as far as the next fixed signal.

Signed
Signalman

Insert on page 233, General Appendix.

(O.1114/93, WN 48/93)

(21.12.1993) **Dynon**

The following alterations have taken place:

1. Boom barriers have been commissioned at Dock Link Road (3.940 km) on both standard and broad gauge lines. (Note the level crossing will not be opened to road traffic at the stage).
2. Dwarf 126 has been relocated 56 metres in the Up direction and located on the Up side of Dock Link Road.
3. Dwarf 128 has been relocated 94 metres in the Up direction and located on the Up side of Dock Link Road.
4. The Signal Indication Diagram at West Tower has been altered to show Dock Link Road. Flashing red indications will be displayed when the Boom Barriers are operating and when a power failure has occurred at Dock Link Road. The Signaller must immediately report any failures to the Signal Fault Centre.

The alterations will be shown on Diagrams 13/93 and 14/93.

Description of Signal and Boom Barrier operation

- a. Operation of the Level Crossing for Standard Gauge movements past Signals 138 and 122 will be automatic. For Main Line moves via Signal 138 the Up approach for the Level Crossing will be 35 seconds at a maximum speed of 25 km/h. For Low Speed moves via Signal 138 towards the Sidings a pre-cleared 'Running Low Speed' move will be possible and will produce an Up approach to the Level Crossing of 37 seconds. The Down approach via Signal 122 will be 34 seconds at a maximum speed of 40 km/h. Signals 138 and 122 will clear after a time delay if the Signal lever is reversed when the approach to the Level Crossing is occupied or when the Booms have been raised for less than 25 seconds. Signals 138 and 122 may be pre-cleared without operating the Boom Barriers if the approach section is unoccupied.
- b. Operation of the Level Crossing for movements past Dwarf Signals 134, 136 and Signal 104 will be automatic with approach times of 28, 34, and 32 seconds (respectively) at a speed of 15 km/h. Signal 134 will clear after a time delay if the Signal lever is reversed when the Booms have been raised for less than 25 seconds. Signal No 138 will clear after a time delay if the Signal lever is reversed when the Level Crossing is occupied. Signals 134, 136, and 104 may be pre-cleared without operating the Boom barriers.
- c. Dwarfs 142, 126, 128, 154, 230, 232, and 228 are interlocked with the Boom Barriers. The Level Crossing will commence operation immediately after the Signal Lever is reversed provided the Booms have been up for at least 25 seconds. The Dwarf will then clear after a time delay, the duration of which will be determined by the route from which the Boom Barriers are being activated from. These signals will not pre-clear without operating the Boom Barriers. To avoid unnecessary

prolonged operation of the Boom Barriers the Signal levers must not be reversed until the train has arrived at the Signal and is ready to proceed.

- d. Operation of the Level Crossing for movements past Dwarf 132 will be automatic with a 35 second approach time at a maximum speed of 15 km/h for all movements from the Bogie Exchange Sidings. This signal may be pre-cleared without operating the Boom Barriers. If the Level Crossing approach for this signal is occupied or if the booms have been raised for less than 25 seconds the clearing of this Signal will be delayed.
- e. All train movements entering the crossing must complete the movement across the crossing and must re-enter the crossing via a signalled move.

Insert on page 85, Master Train Plan General Instructions

(O.1387/93, WN 48/93)

22.12.1993

Carrum

On Wednesday 22.12.93 a Co-acting signal located on the right-hand side of the track will be provided for Automatic Signal F.1157. Insert a reference on Diagram 19/92

(O.1437/93, WN 48/93)

REVIEW

The Home Signal. Published four times per year. Price \$12 (US) airmail to Australia. Available from Richard P. Stair, 315 W Charles, Champaign, IL 61820, USA.

This well produced magazine has been set up to provide a forum for the exchange of information among people interested in towers, interlocking, and signaling, in a similar fashion to Somersault, Blocking Back or the Signalling Record. The emphasis will be on U.S. practice.

The first issue contains articles on: the first interlocking in America; a list of towers recently closed (all in Illinois); a list of the towers in Minnesota in 1914; a list of the towers on the Katy (Missouri - Kansas - Texas Railroad); and a description of the Cory interlocking (Illinois).

The first issue contains eight pages and provides some very interesting articles. It is intended that subsequent issues will range in size from eight to twelve pages and the subject matter will be extended from just interlockings.

A copy of the first issue will be available for inspection at the February meeting.

ODDS & ENDS

Unless otherwise noted, the following odds and ends have been taken from the Station Order Books kept by the Superintendent of Safeworking from the mid 1920s to the mid 1970s. These books are now in the AFULE collection held at The University of Melbourne Archives.

A977/32 dated 06.06.1932

Provision for working the 9.21 a.m. Down and 11.35 a.m. Up Specials shown in S.1605/32, and the 10.57 a.m. Down and 12 Noon Up Ordinary Trains between Maldon Junction and Maldon on Wednesday 8th June, 1932

In order to obviate opening Shelbourne Junction as a Staff Station in consequence of the running of Special trains shown in S.1605/32, the following arrangements will apply.

The 9.21 a.m. Down special is to be despatched from Castlemaine on Ticket, but the ACRE Message must not

be sent to Castlemaine by Maldon until the special has returned to Shelbourne Junction from Maldon and has cleared the Junction en-route to Shelbourne. The Guard of the special en-route to Shelbourne must, when his train has been shunted to the Shelbourne Line at the Junction, advise Signalman at Maldon to that effect, and on receipt of such advise the ACRE message may be sent to Castlemaine, when the 10.57 a.m. Down may depart from that Station on Staff.

Subject to the instructions contained in the preceding paragraph, authority is granted for the 10.35 a.m. Down and 11.35 a.m. Up special trains to run from Maldon to Shelbourne and return without a Staff or Ticket. On the return journey, however, the Driver of the 11.35 a.m. Up must not permit his engine to foul the main line at Shelbourne Junction until the Guard of the special has first communicated with the Signalman at Maldon and obtained his authority. Before granting authority the Signalman at Maldon must satisfy himself that the 12 Noon Up ordinary has cleared the Junction en-route to Castlemaine.

Before the 10.35 a.m. Special departs from Maldon en-route for Shelbourne, the Signalman at Maldon must verbally instruct the Guard as to his duties at Shelbourne Junction, and in addition written instructions must be given to the Driver to the effect that on the return journey from Shelbourne he must not permit his engine to foul the main line at Shelbourne Junction until the Guard has first obtained authority from the Signalman at Maldon by means of the telephone at the Junction.

This cancels circular A.963/32.

CORRECTION

(Somersault 16/6 page 103): David Watson has been everything from Junior Timetable Clerk to District Superintendent, Seymour, and a few other things as well. But he has never been a Blocko!

"STYLE V.R." SIGNALS IN SERVICE IN VICTORIA.

Glen Cumming

A feature of the re-signalling project at South Kensington that has not been published was the renewal of the home signals on the passenger lines at Maribryong River Junction. The now replaced signals at this location were of the type known as "Style V.R." colour light signals. The new signals at this location are G.E.C. style colour light signals.

"Style V.R." signals were one of the earliest type of colour light signals introduced into Victoria, but they can now be considered an endangered species. "Style V.R." signals were manufactured by the Victorian Railways in their own workshops. "Style V.R." signals are multi lens colour light signals with a large single hood covering all the lenses on the signal unit. The later type of colour light signals known as "Style R" signals manufactured by McKenzie and Holland are multi lens colour light signals with small individual hoods for each lens.

The purpose of this article is to list all the "Style V.R." signals that are currently in service in Victoria. The details of each signal are listed in the table.

Unless otherwise noted, all the signals listed in this article have an "A" signal unit consisting of a 3 lens "Style V.R." signal unit with a curved hood and a marker light as a "B" signal unit.

If any reader finds that there are any errors or omissions in this article, please write to the Editor of "Somersault" so that an amendment can be published.

Postscript:- The research and the original draft of this article was done prior to the recent ressignalling work on the Caulfield line. As a consequence of this work, Post D.131 was abolished shortly before midnight on Friday, November 12, 1993.

| Signal Post | Location | Remarks | Signal Post | Location | Remarks |
|-------------|---|-------------|-------------|--|-------------|
| D 131 | Down End Of Platform 6 At South Yarra, Down Caulfield Local Line. | See Note 1. | M 303 | Down Passenger Line, West Footscray - Tottenham. | |
| S 57 | Down Clifton Hill Line, Jolimont - West Richmond. | See Note 2. | M 322 | Up Passenger Line, West Footscray - Tottenham. | |
| S 65 | Down Clifton Hill Line, Jolimont - West Richmond. | See Note 2. | W 255 | Down Line, Footscray - Seddon. | |
| S 71 | Down Clifton Hill Line, Jolimont - West Richmond. | See Note 3. | W 276 | Up Line, Seddon - Yarraville. | |
| E 147 | Down Suburban Line, North Melbourne - Kensington. | See Note 2. | W 292 | Up Line, Seddon - Yarraville. | |
| E 152 | Up Suburban Line, North Melbourne - Kensington. | | Post 3 | Down End Of Down Platform At Yarraville, Home Signal Worked From Yarraville Box. | See Note 3. |
| M 235 | Down Passenger Line, Footscray - Middle Footscray. | | W 309 | Down Line, Yarraville - Spotswood. | |
| M 247 | Down Passenger Line, Footscray - Middle Footscray. | | W 310 | Up Line, Yarraville - Spotswood. | |
| M 256 | Up Passenger Line, Footscray - Middle Footscray. | | W 363 | Down Line, Spotswood - Newport | |
| M 257 | Down Passenger Line, Footscray - Middle Footscray. | | W 364 | Up Line, Spotswood - Newport. | |
| M 270 | Up Passenger Line, Middle Footscray - West Footscray. | | W 380 | Up Line, Spotswood - Newport. | |
| M 277 | Down Passenger Line, Middle Footscray - West Footscray. | | X 1044 | Up Repeating Signal from Leongatha line, Dandenong | See Note 4 |
| M 280 | Up Passenger Line, Middle Footscray - West Footscray. | | | | |

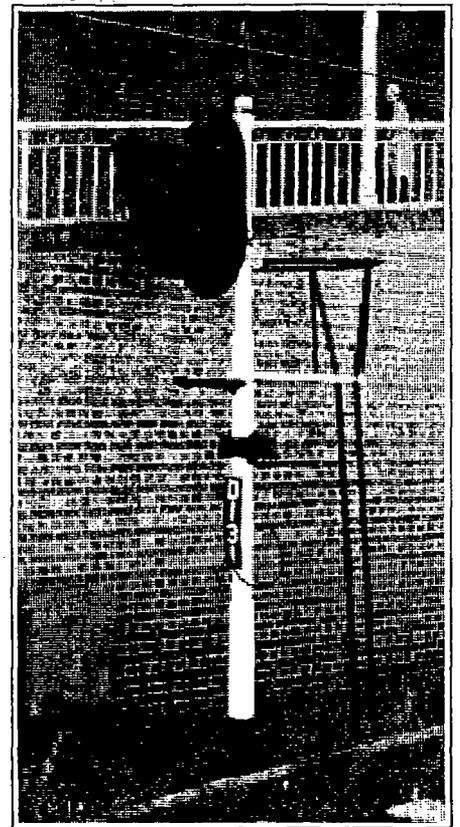
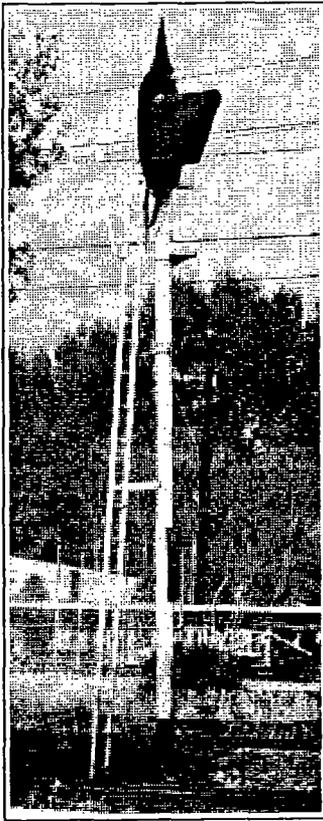
Note 1:- Post D 131 is the last remaining "Style V.R." signal to be equipped with a signal unit with a square topped hood.

Note 2:- Posts S 57, S 65 and E 147 are the only remaining "Style V.R." signals to be fitted with working "A" and "B" signal units. Posts S 57 and S 65 are fitted with two 3 lens units on each Post while post E 147 is fitted with two 2 lens units on the Post.

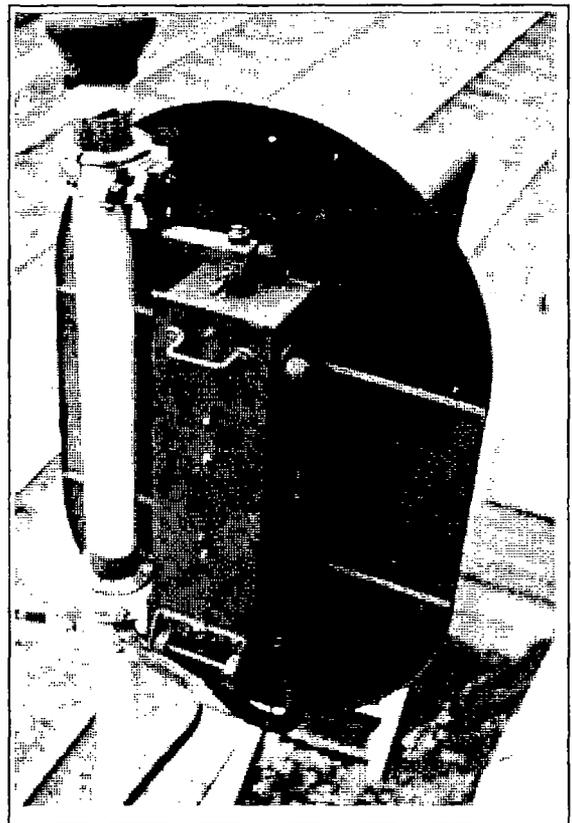
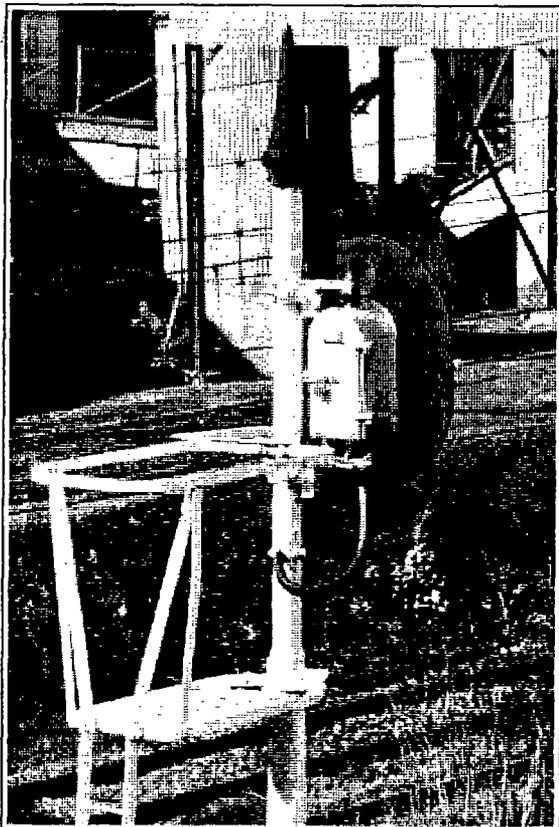
Note 3:- Posts S 71 and Home Signal No. 3 at Yarraville are the only "Style V.R." signals to be fitted with a 3 lens unit where the 3 lenses are mounted as a triangle as opposed to the more usual mounting of the lenses in a vertical line. In the triangular signal units, the red lens is mounted at the top of the triangle, the yellow lens is mounted in the lower left

hand corner of the triangle and the green lens is mounted in the lower right hand corner of the triangle. On Post No. 3 at Yarraville, the "B" light is mounted in a vertical line with the red lens in the triangle signal unit in order to give the home signal aspect when the signal is at danger. On Post S 71, the "B" light is mounted on the other side of the post in order to give the correct aspect for automatic signals. When Post No. 3 at Yarraville shows a proceed aspect, the signal lights are staggered; namely left to right when showing normal speed warning (Yellow over Red) or right to left when showing clear normal speed (Green over Red).

Note 4:- Post X.1044 at Dandenong is fitted with a 2 lens unit for the "A" light and a 1 lens unit for the "B" light.



The characteristic deep hood (23 inches long at the top) of the Style VR signals can be seen in this photo of Post W.363 (above left) at Spotswood. This is an example of a 3 light vertical signal to drawing H.144. Yarraville 'B' Post 3 is an example of the equivalent triangular signal to drawing H.142 (above centre) The 'b' light on Post 3 is a standard marker light with background (drawing H.145). E.147 at Kensington (below left) shows the back of a two light head (H.143). Post D.131 at South Yarra (above right and below right) was the last example of an older design of Style VR signal to drawing C.22. This design was installed circa 1917 to circa 1920 when the design shown in the other photos was introduced. There was yet a third design, circa 1916, but it is not known if any signals were actually erected to that design. (Photos: Andrew Waugh)



ROYAL PARK AND ROYAL PARK JUNCTION

Andrew Waugh

From Melbourne the Coburg line approaches Royal Park on a sweeping 30 chain curve situated on a high embankment overlooking the Zoo (on the inside of the curve) and Royal Park hospital (on the outside). Just before the Poplar Road level crossing the line straightens and the gradient changes from 1 in 81 rising to level. The Royal Park platforms are located on the level section of track immediately on the Coburg side of the level crossing. Although the line is level for the length of the platforms, the land surrounding the station rises which results in the Coburg end of the platforms being about 20 feet below natural ground level. At the end of the platforms, the grade suddenly changes to 1 in 50 rising and a sharp 13 chain curve to the left commences. The curve subsequently eases to 14 chains and then to 15 chains but continues until the line has turned almost 90 degrees and is heading roughly north. Despite the steep rising grade, the surrounding land rises more steeply still and the cutting reaches roughly 40 feet in depth. The surrounding land then flattens out as the plateau on which Jewell and Brunswick are located is reached. The line, however, continues to rise and reaches ground level about 100 yards south of Park Street. At this point the gradient levels out once again, roughly at the same point where the curve ends.

Between 1888 and 1981 Royal Park was the junction for the Inner Circle line. This line diverged from Coburg line about half way around the curve on the Down side of Royal Park. The Inner Circle line diverged to the right on a 20 chain curve which took it under The Avenue and Royal Parade towards Clifton Hill.

Opening

Royal Park station, was opened with the Coburg line on the 9 September 1884. The station was built primarily to serve the Zoological Gardens which were (and still are) situated just to the south of the line at this point.

Consequently the platform was situated on the Up side of the line with a crossing loop opposite. The layout in 1885 is shown in figure 1. The staff sections upon opening were Coburg Junction (North Melbourne) - Royal Park - Brunswick The Brunswick Staff section was divided on 16 August 1886 when South Brunswick was made a Staff station. Block working had been introduced by 14 January 1887 on the sections Macaulay Road Junction - Royal Park - South Brunswick. The block was apparently only used on weekdays.

The track layout in figure 1 is from the construction plans for the Inner Circle drawn up in late 1885 or early 1886. Up and Down Home signals would have been provided, although not shown on the plan.

The Inner Circle

The 1880 act that authorised the construction of the Coburg line also authorised construction of a line from East Richmond to Alphington. This line followed the Yarra River between Burnley and Clifton Hill. This line was not proceeded with due to the high cost of land resumptions in Richmond and Collingwood. The next railway construction act, passed in 1884, abandoned the section of line between East Richmond and Clifton Hill and replaced it with a line running from Royal Park across the top of the city to Clifton Hill where it made a trailing junction with the original line. This new section was later known (unofficially) as the 'Inner Circle'. In addition to the Inner Circle, the 1884 act also authorised the extension of the Alphington line to Heidelberg and two branches from Nicholson Street (North Fitzroy) on the Inner Circle. The first was the short spur to Fitzroy. The second was the far longer country line to Reservoir and Whittlesea. The line between North Melbourne to Nicholson Street (North Fitzroy) station via Royal Park was clearly going to become a fairly busy suburban main line.

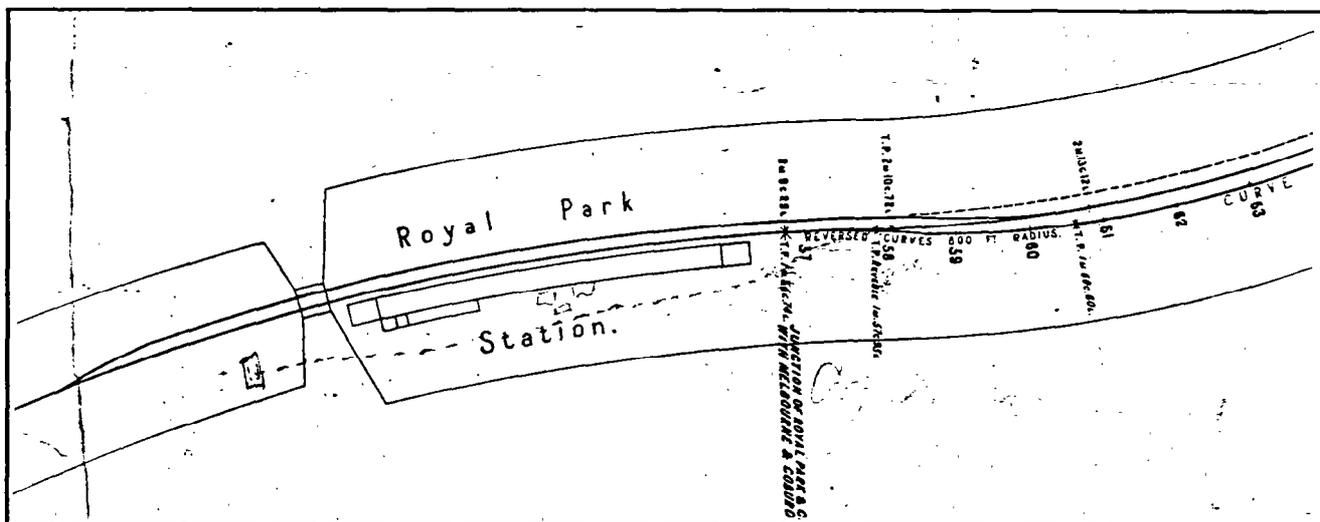


Figure 1. Royal Park as shown on the construction plans for the Inner Circle which were drawn in late 1885. This shows the original platform on the Up side of the line with the station buildings near the level crossing, the crossing loop, and the gates at Poplar Avenue. The gentle curve through the platform should be compared with figure 3. The Inner Circle line is shown as commencing between the end of the platform and the Down end of the crossing loop. This would have made it very difficult for Inner Circle trains to cross at Royal Park, but a similar layout was provided at Mornington Junction.

The Inner Circle from Royal Park to Clifton Hill, as well as the Fitzroy, Collingwood, and Heidelberg branches were opened on the 8 May 1888. The single Inner Circle line junctioned from the Coburg line on the Down side of Royal Park platform and followed the Coburg line for about 15 chains. The cutting was consequently widened to take a second track for this distance. The Inner Circle then swung away from the Coburg line in its own cutting and passed underneath The Avenue and Royal Parade.

In preparation for the opening contracts were let for the construction of brick platform walls and a Stationmaster's house at Royal Park. The day after the Inner Circle was opened an eight lever frame was provided at Royal Park. Although all eight levers were working, it is likely that this frame only worked the signals and the points remained hand worked and secured by hand locking bars. The contemporary frame at Mornington Junction for example, where it is known that the junction points were interlocked, had 15 levers even though the track layout was probably similar. It is known that small frames only working signals were provided at Ringwood and Kilmore around this time. The eight levers probably worked a home and distant signal from each direction and two junction signals.

The staff section on the new line was Royal Park - Langridge Street station (North Carlton).

Royal Park Junction

The junction arrangements at Royal Park were probably not intended to be permanent. When the Whittlesea line was opened a single track between North Melbourne and Nicholson Street would clearly be inadequate for the traffic. Indeed, the single line was apparently inadequate for the traffic from the three existing lines (Coburg, Fitzroy, and Heidelberg) as less than one month after the opening of the Inner Circle, the timetables were rearranged to reduce the number of trains running between Spencer Street and Nicholson Street station. This was achieved by replacing the Spencer Street - Fitzroy service with a shuttle between Nicholson Street. station and

Fitzroy

The line was duplicated from Macaulay Road, through Royal Park, to Langridge Street station (North Carlton) on the 2 September 1888. To avoid further widening of the cutting on the Down side of Royal Park, the junction was moved to the actual point of divergence of the Coburg and Inner Circle lines and the former dual single lines between this point and Royal Park station formed the new double line. A new signalbox, named Royal Park Junction, was provided to work the junction. This box was located in the vee between the two lines and was fitted with an 18 lever frame of which 12 levers worked.

The new double line was worked by Winter's block instruments. The sections (at least from 1 October, and probably from 2 September) were Macaulay Road - Royal Park - Royal Park Junction - Langridge Street.

Winter's block instruments were also provided on the Coburg line with the sections Royal Park Junction - South Brunswick - Brunswick. The Staff section for the Coburg line, however, was Royal Park (station) - South Brunswick. The Staff was apparently overcarried from Royal Park Junction to Royal Park. With the introduction of the new timetable on 1 October, South Brunswick was closed as a Staff station and the section then became Royal Park (station) - Brunswick. South Brunswick remained a Block post, however, which resulted in the interesting situation of a Staff section with two intermediate Block Posts. There was at least one example in this timetable of a Down Coburg train waiting four minutes at Royal Park station to cross an Up Coburg train.

As Royal Park station remained a block post, it was presumably fitted with the usual set of Distant/Home/Starting signals in each direction. It is possible that Starting signals were not provided, however. What appears to be the original locking sketch for Royal Park Junction shows that the Down Distant post fitted with an Up home signal (presumably the Up Home for Royal Park). This home has been pencilled out and a Down home sketched in. The eight lever frame at Royal Park was abolished with the duplication and so the signals at

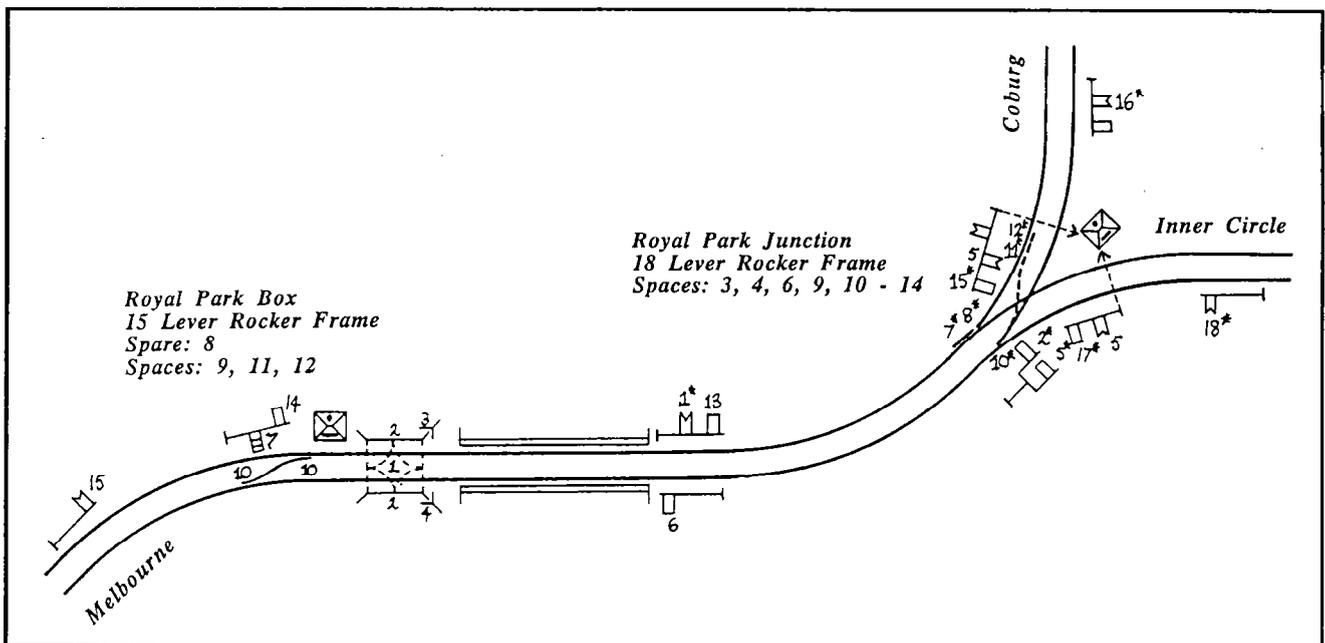


Figure 2. Royal Park circa 1892. This show the situation just before the abolition of Royal Park Junction. It is based on (undated) locking sketches for Royal Park and Royal Park Junction.

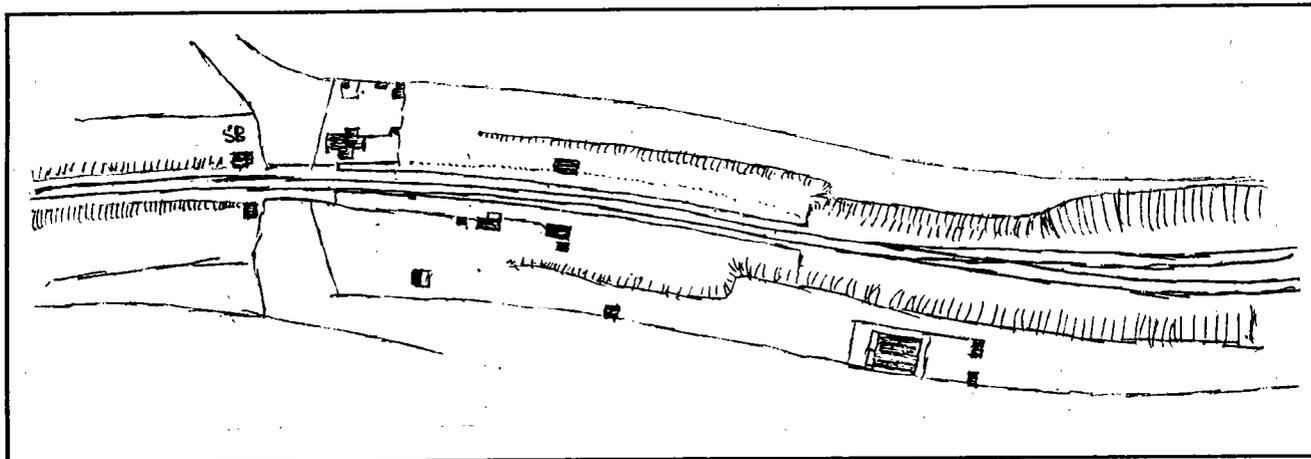


Figure 3 Royal Park circa 1900. This plan shows the gradual curve through the platforms which was eliminated in late 1922. Note how the 'straight' road through the junction was for the Inner Circle. It is presumed that this was changed when the platforms were realigned. The passenger accommodation seems a bit spartan; a waiting room situated roughly centrally on each platform and a small office (with verandah) on the Up platform. The small signalbox is shown next to the Poplar road gates, with the former gatehouse opposite. The Stationmaster's house, much large, is on the Up side of the line opposite the junction points. Traced from the MMBW 160' to 1" metropolitan plans.

the station would have been worked from quadrant levers on the platform.

There were no refuges or separate lines at Royal Park for Coburg line trains. Consequently if a Down Coburg train was blocked at Royal Park waiting for an Up Coburg train to clear the single line, the Down train, in turn, blocked any following trains for the Inner Circle. This problem was avoided from the 5 May 1889 when the Coburg line was duplicated between Royal Park Junction and South Brunswick. The Staff section Royal Park - Brunswick was consequently abolished. Two levers were removed from the frame at Royal Park Junction, leaving just 16 in use.

On Christmas Eve 1890 a signal box was brought into use at Royal Park station to control the new interlocked gates at Poplar Road. The box, only 13 feet long, was situated on the north west side of the level crossing and contained a fifteen lever frame with 4 spares. The track layout of both Royal Park and Royal Park Junction around this time is shown in figure 2. The locking sketch upon which this layout is based shows evidence of several alterations. It seems that Home 7 was, at some stage, on a separate post situated between the Up platform and the level crossing. An Up advanced starting signal, worked by lever 8, was situated well in advance of the crossover points. The locking sketch shows that lever 8 and associated locking remained in the frame after the signal had been removed.

Abolition of Royal Park Junction

Although it is difficult to imagine today, between South Brunswick and Brunswick stations the Coburg line was flanked by clay pits. This was the last section of the Coburg line to be duplicated, mainly because these two clay pits were so close to the line. When this section was duplicated in 1891/2 it appears that the necessary filling was obtained by widening the cutting between Royal Park and Royal Park Junction. This allowed the Inner Circle to be extended to Royal Park station and the Junction signal box to be closed.

In preparation for the enlarged layout at the station a new 20 lever frame was installed in the Royal Park box on 28 April 1892. Only 10 levers were working in the new frame when installed; it is likely that the Up distant was made temporarily fixed while the alterations were being made.

Royal Park Junction signal box was abolished on 5 June 1892 when the new junction, at the Down end of the platforms, was brought into use. The station signal box now had seventeen working levers and the block sections were Macaulay Road - Royal Park - North Carlton and Royal Park - South Brunswick. The track layout is shown in Figure 3.

Up trains approached the junction at Royal Park on a falling gradient and a sharp curve. It is not surprising to find, therefore, that the 1898 General Appendix forbids Royal Park from accepting Up trains from either South Brunswick or North Carlton under the "Section Clear but Station or Junction Blocked Signal". This signal was also effectively forbidden to be used by Macaulay Road for Up trains.

Permission had been granted by 1898 for a bank engine to assist Down goods trains up Royal Park bank; presumably this meant all the way to South Brunswick or North Carlton. This permission was withdrawn in late October 1900 and thereafter the assisting engine had to be attached to the front of the train and detached at North Fitzroy (Coburg line goods trains apparently could not be assisted up the Royal Park bank). Going down the bank, a single locomotive could take twice the load it could haul up provided that one handbrake was applied at the top of the bank for every additional 24 tons of loading.

By July 1898 electric bell communication was provided to the first gate cabin on the Inner Circle line (Bennett Street). Both Up Distant signals at Royal Park were fitted with electric repeaters by this date and by 1902 ground bells (to announce the arrival of Up trains) had been fitted to the tracks adjacent to both Up Distant signals.