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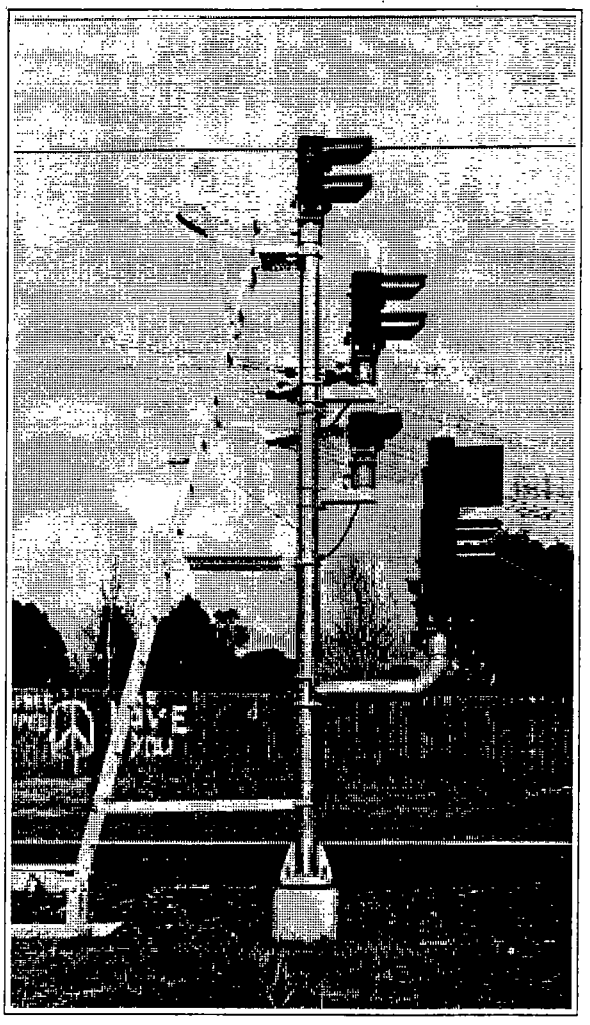

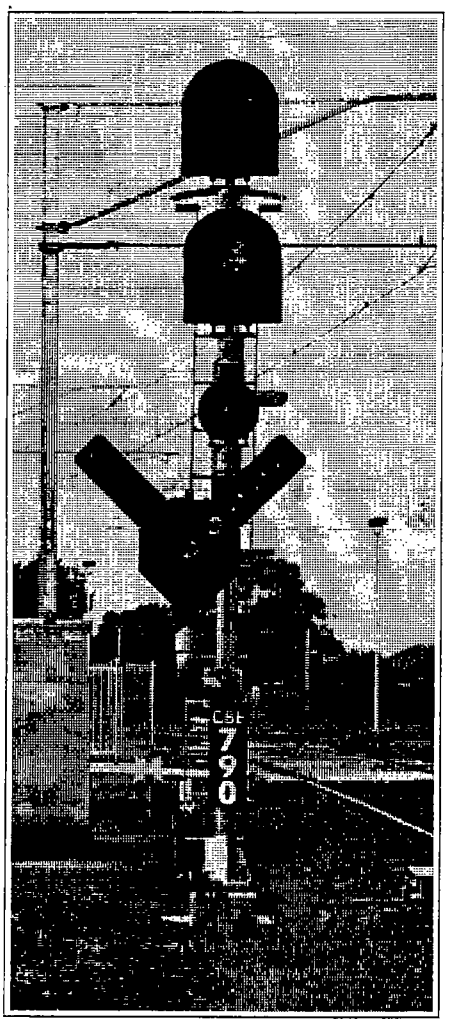

Front and side views of Post CBE 790 at Cranbourne. This post is of the current style for new works, similar posts were provided for the Richmond to Caulfield and Ballarat resignallings. This is the second post in Victoria to be fitted with a 'feather' type route indicator (a standard five light British Position Light Junction Indicator). The first was fitted to Home 987 at Richmond in December 1992, but CBE 790 is more interesting as the route indicator is almost always lit. Route indicators are fitted to posts where, for whatever reason, it is necessary to distinguish between two Medium Speed or two High Speed routes. In this case, CBE 790 can display 'Medium Speed Warning' (red over yellow) for moves to either the Nyora line or to the dead end back platform. Apart from the different overlaps provided for these two moves, a second reason for distinguishing these routes might be a desire to prevent the Sand train to Koala Siding being inadvertently signalled into the dead end. In Victoria, route indications are very much a subsidiary aspect - in fact they are not even covered in the rulebook - and so the feathers are fitted at the bottom of the post and not at the top. In Britain the range of a feather route indicator is considered to be 732 metres, much shorter than a typical main aspect which can have a range of up to 1600 metres, and even to achieve this the optics of each light in the feather has to be tightly focused. The result of this focusing is the curious effect, seen here, where the centre light appears brightly lit, but the remaining lights get less bright as the viewing angle increases. From further away, of course, the feather would be much more evenly lit. The side on view shows that the route indicator is bracketed out a considerable distance from the post. The turning moment around the clamps holding the bracket to the mast must be considerable and it will be interesting to see if this causes problems.

Photo: Andrew Waugh

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Deadline for September 1994 issue is 24 July

MINUTES OF MEETING HELD FRIDAY MARCH 17, 1994

Will be printed in the July issue

SIGNALLING ALTERATIONS

The following alterations were published in WN 7/95 to WN 15/95. The alterations have been edited to conserve space. Dates in parenthesis are the dates of the Weekly Notice.

(21.02.1995) **Portland**

Replace the instructions on Page 34-40 of the Book of Rules, and the instructions in A 904/86 and O 11/93 with the following:

Commencing forthwith, and in conjunction with the instructions in SW 1/94 and the special instructions for Trains 9130 and 9193, the following instructions will apply for the working of trains at Portland.

The Port of Portland Harbour Sidings will be classified as part of the Port of Portland Sidings. The Arrival and Departure Sidings will be bi-directional and it will be the responsibility of the Shunter in Charge to ensure that all points are correctly set for a train to arrive or depart from the Port Sidings.

1. Before placing the signals to proceed for a train to arrive at the Depot Sidings, the Signaller must advise the Driver via the local radio as to the destination of the intended movement.

2. Prior to operating the signals for a movement along the Main Line at the Operations Depot, the Signaller must ensure that the points are secured and padlocked and the 'Z' key is locked and secured in the Panel.

3. If a light locomotive or local pilot movement is required to arrive direct into the Depot Sidings, the light engine or local pilot must be stopped short of the required Main Line points before they are reversed for the intended movement.

4. Prior to any train or light locomotive entering the Port Sidings beyond Signal 13, the Signaller must advise the Shunter in Charge of the intended movement.

4A. The Shunter in Charge must ensure the points are correctly set for the intended movement and the road is clear up to the point where the train is to stop. The Shunter in Charge must then advise the Signaller of the location that the train or locomotive is required to proceed to.

4B. After permission has been given for a train to enter the Port Sidings, the track on which the train will arrive must not be fouled in any way.

Freight Gate Siding

5A Before permitting any train movement towards the Freight Gate Siding beyond Signal 13, the Signaller must first obtain the permission of the Shunter in Charge.

5B After permission has been given for a train to enter the Freight Gate Siding, the single line lead at the Down end of the Siding must not be fouled in any way.

Shunter Not on Duty

6. Should a train or locomotive require to enter the Port Siding or Freight Gate Siding whilst a Shunter is not on duty, the Signaller must, before authorising the movement, ensure by personal observation that the points of the Port Siding or Freight Gate Siding are correctly set for the movement.

Departing the Port Sidings

7. If a train or locomotive is required to depart No 9 Road of the Port Sidings (via the old arrival road) towards Signal 14, the Driver must first obtain the permission of the Signaller. The Signaller must ensure Signals 13 and 18 are at stop and that the applicable signal levers are sleeved normal until the movement has been completed. The Driver must also obtain the permission of the Shunter in Charge before departing the Port Sidings.

In the case of a train or locomotive departing the Port Sidings via No 8 Road (the old departure road) the Signaller must place Signal 18 to proceed for the passage of the train.

Departing the Freight Gate Sidings

8. Prior to a train or locomotive departing the freight gate sidings, the Driver must obtain the permission of the Signaller to depart, after confering with the employee in charge of the movement.

9. When the Port Sidings or the Freight Gate Siding are not under the control of the Shunter, the Driver must obtain the permission from the Signaller before departing that particular siding.

10. All verbal permissions granted by and to the Signaller, Driver, and Shunter in Charge must be recorded in the Train Register Book.

Special Instructions for V/Line Shunting Operation beyond No. 2 Quay Road Level Crossing

Prior to any V/Line locomotive proceeding beyond No 2 Quay Road level crossing, the Shunter in Charge must advise the Employee in Charge of the Port of Portland road tractor that a movement is about to take place. When the Port of Portland road tractor is in a position to permit a V/Line movement, the tractor Driver will advise the Shunter in Charge accordingly. Should the road tractor be required to conduct pushing movements whilst a V/Line locomotive is in the area on the Up side of No 2 Quay Road level crossing, a clear understanding between the Driver of the road tractor and the Shunter in Charge must exist as to the movements which are to take place. The Port of Portland road tractor must not work past the Down side of No 2 Quay Road level crossing towards Cliff Street.

V/Line locomotives must not exceed 15 km/h when passing over the Grain Receival Discharge Pit. The provisions of Rule 3, Section 8 of the Book of Rules must be observed.

The level crossing protection equipment at Cliff Street level crossing is operated manually. It is the responsibility of the Shunter in Charge to activate and deactivate the warning devices.

(SW 41/93, WN 7/95)

15.02.1995 **West Tower**

On Wednesday, 15.2.95, a Co-acting signal was provided for Home 162 (situated at the Maribyrnong River bridge). The Co-acting signal is mounted on a separate post located between the Up and Down Main Lines. Amend diagrams 9/87 and 17/94. (SW 63/95 and SW 115/95, WN 8/95 and WN 10/95)

18.02.1995 **Lara - Elder's IXL Siding**

From Saturday 18.02.95, the Standard Gauge crossing with the Broad Gauge Elders IXL siding (61 km) will be in use. Until full interlocking is provided, the following procedure is to be adopted to work any Standard Gauge vehicle across the Broad Gauge.

Two notice boards have been provided 50 metres on the approach side of the grade crossing lettered "Drivers must obtain permission from the Train Controller Centrol to proceed beyond this point."

When it is necessary for a Standard Gauge rail vehicle to cross the Broad Gauge siding or work within the boards, the Driver must communicate with the Train Controller, Centrol, and request permission to foul the track within the notice boards. The Driver must indicate the expected duration of the occupancy. Before granting permission, the Train Controller must confer with the Signalman at Lara, Corio, or North Geelong "A" (as appropriate) to ascertain if a train has departed on the West Line for the Elders Siding, or if a train has been granted permission to depart from the siding. When the Train Controller is satisfied that the Standard Gauge movement may be conducted, the Train Graph is to be annotated with the period of time granted to the Driver. The period of time granted is not to exceed 60 minutes. The Train Controller and Driver must exchange names for record purposes.

The Train Controller and Operational Supervisor must be notified immediately should any rail vehicle become disabled within the Notice Boards. Should a Broad Gauge train be required to enter or leave the siding whilst a vehicle is disabled within the notice boards, the Operational Supervisor must ensure that the vehicle is clear of the fouling point of the grade crossing. The Operational Supervisor is responsible for informing the Driver of the Broad Gauge train that the disabled vehicle will not be moved until the Broad Gauge movement is complete and ensuring that this is so. (SW 75/95, WN 8/95)

18.02.1995 **Ararat**

From Saturday 18.2.95 (in conjunction with S 95/4002) permission is granted to use the Staff Exchange Box at Ararat for train 9150. (SW 71/95, WN 8/95)

19.02.1995 **South Kensington**

On Sunday 19.2.95, Home SKN 761 was relocated 46 metres in the Up direction. Amend diagram 17/94. (SW 74/95, WN 8/95)

20.02.1995 **Portland - Blue Circle Cement Siding**

On Monday, 20.2.95, the Blue Circle Cement Siding was de-commissioned. The Annett locked points are secured permanently for the Main Line. The 'A' pattern Annett Key and associated circuit controller (located in the safeworking cabin at the junction points) was retained for future use with the proposed 'Kalari'-Siding. (SW 72/95, WN 8/95)

22.02.1995 **West Tower; North Melbourne Stabling Sidings**

From 0800 hours Wednesday 22.02.95 to 0001 hours Friday 03.03.95 the new Suburban Stabling Sidings will be commissioned. These sidings were formerly the West Tower Arrival Tracks Nos 8 to 17. The sidings are equipped with overhead equipment.

Security Gates and Fencing

The Stabling sidings extend to the Dynon Road overpass and are surrounded with a security fence. The train entrance to the security compound is through gates at the Up end, these gates are remotely controlled by lever 155, West Tower. The position of the gates is indicated above lever 155. All signalled movements to and from the Security Compound are interlocking with lever 155. This lever is track locked until train movements are clear of the fouling points tracks for Points 159 and is approach locked for 30 seconds if the movement does not take place. A manually operated access gate is also provided at the Up end of the security compound. The position of this gate is indicated on the West Tower panel by lights in the space formerly occupied by lever 157.

Signalled Train Movements

Train movements into the sidings will be via the Down Goods Line from Home 256 in conjunction with the operation of the Route Setting button 270 which will perform a "Pilot Lever" function and will determine which Arrival Track Siding is selected. Down Home Signal 256 will display Low Speed Caution for movements into the Stabling Siding and is provided with route indicator arrows to show whether the route is set towards the Stabling Sidings or towards Home 258.

Train movements from the Sidings will be controlled via the respective Dwarf Signals. These are interlocked with the security gates.

Dwarf 136 will control Up movements from "Y" and "X" leads.

A fixed Train Stop is provided in advance of the points leading to the electrified sidings to prevent any electric train proceeding towards an unwired road. (SW 67/95, WN 8/95)

26.02.1995 **Traralgon**

Commencing on Sunday 26.2.95, Driver in Charge working will apply for the departure of Train 9428 and the arrival and departure of Train No 9459 Mondays to Fridays (when scheduled to run).

If Train No 9459 is not scheduled to run:

1. Duties of Signaller prior to ceasing duty
   Prior to ceasing duty on the previous shift, the Signaller, Traralgon, must withdraw an electric staff. The staff and the "B" pattern Annett Key must be placed in the safeworking box located in the depot office. The Signaller must record all relevant details in the Train Register Book and inform the Train Controller. The fixed signals are to be left at stop.
2. Duties of the Driver of train No 9428.
   When the train is ready to depart the Driver must obtain the electric staff and Annett key from the safeworking box. The points leading to the Turntable Road must be unlocked with the Annett key and reversed. Once the locomotive is clear of the points, the Driver must restore the points to the normal position, remove the Annett key and test the points. The Annett key must then be returned to the safeworking box. The Train Controller must be informed of the train's intended departure.
3. Signaller recommencing duty.
   Upon recommencing duty, the Signaller must confer with the Signaller, Morwell, to obtain the 'Train Arrival' signal for Train No 9428. The electric staff must then be inserted in the instrument at Morwell. The Train Register Book at both locations must be endorsed accordingly.

If Train No 9459 is scheduled to run:

1. Duties of Signaller prior to ceasing duty
   Prior to ceasing duty on the previous shift, the Signaller, Traralgon, must withdraw an electric staff. The staff must be placed, with a Master Key, in the safeworking box in the depot office. The Train Register Book must be left beside the safeworking box. Prior to leaving, the Signaller must insert the Annett key in the closing lever and reverse the lever. The fixed signals must be place to proceed and the levers secured with the chain provided. The Train Controller must be informed of

the number of the Master Key, and that all fixed signals have been placed at proceed. A note must be made across the figure line of the Train Register Book.

2. Duties of the Driver of Train No 9428.
The Driver must obtain the electric staff from the safeworking box. The Driver must then unlock the chain securing the signal levers and place all levers to the normal position. The Annett key can then be removed. The points leading to the Turntable Road must be unlocked with the Annett key and reversed. Once the locomotive is clear of the points, the Driver must restore the points to the normal position, remove the Annett key, and test the points. The Driver must then replace the Annett key in the lock on the closing lever and reverse the lever. The fixed signals must be place to proceed and the levers secured with the chain provided. The Driver must enter the time of departure in the correct column of the Train Register Book and sign the entry in the remarks column. The Train Controller must then be informed of the time of departure. The Train Controller must relay the time of departure to the Signaller, Morwell.

3. Duties of the Driver of Train No 9459
Upon arriving at Traralgon, the Driver must place the electric staff in the safeworking box at the depot office and take possession of the Master Key. The Driver must receive a Train Order from the Train Controller before departing towards Sale. The Train Register Book must be endorsed with the time of arrival and departure in the correct columns and initialled by the Driver in the Remarks column. Upon departing Traralgon towards Sale, the Driver must inform the Train Controller of the arrival and departure times at Traralgon.
Permission is granted for the same electric staff to be used for both Trains No 9428 and 9459 when they run on the same day.

4. Signaller recommencing duty
The Signaller must unlock the signal levers and restore all signals to stop. The Annett key must then be removed from the closing lever. The Signaller must then remove the electric staff from the safeworking box and ascertain the position of Train No 9459. If it has been confirmed by the Train Controller that Train No 9459 departed Traralgon complete, the Signaller must confer with the Signaller, Morwell, and insert the electric staff in the instrument under the "Cancelling" bell signal.

Bank Engines

When it is necessary for Train No 9460 or 9428 to be banked to Moe, Train No 9459 should be used to return the banking engine to Traralgon if practicable. If this is not possible, the Signaller, Traralgon, will be required to remain on duty for the arrival of either Train No 9459 or the light engine.

These instructions cancel SW 92/95. Insert on page 35-8 of the Book of Rules.

(SW 93/95 and SW 95/95, WN 9/95)

27.02.1995 **Gheringhap**

On Monday 27.2.95 the Gypsum Siding was commissioned. The siding has a clear length of 180 metres. The Main Line points at each end of the siding are rodded to Hayes Derails and wheel crowders and are secured by ST21 type Master Key locks. The Home signals are detected through the points at each end of the siding via rotary detectors. The Master key is in possession of the Signaller, who is responsible for operation of the points and security of the key. Amend diagram 52/90. (SW 94/95, WN 9/95)

(28.02.1995) **Flinders Street to North Melbourne**

Diagram 21/94 replaced 11/94. (SW 76/95, WN 8/95)

(28.02.1995) **Melbourne Yard; Sorting, Make-up and Goods Shed Areas**

Diagram 12/94 replaced 24/85. (SW 80/95, WN 8/95)

(28.02.1995) **Gheringhap**

The block hours at Gheringhap are:

Monday.....0010 to 0810, 1200 to 1900, and 2200 to 0630 Tuesday
Tuesday to Friday.....1200 to 1900, and 2200 to 0630 the next day
Saturday, Sunday.....Switched Out

(SW 82/95, WN 8/95)

(28.02.1995) **Trawalla & Buangor**

The block hours at Trawalla and Buangor are:

Trawalla

Monday.....0225 until clearance of 9150, and 1810 to 0240 Tuesday
Tuesday to Friday.....0240 to 1140 and 1810 to 0240 the next day
Saturday.....0240 until clearance of 9148 and 1500 to 2250
Sunday.....0230 until clearance of 9148 and 2025 to 0225 Monday

Buangor

Monday.....1830 to 0300 Tuesday
Tuesday to Friday.....0300 until clearance of 9150 and 1830 to 0300 the next day
Saturday.....0300 until clearance of 9150 and 1850 to 0620 Sunday
Sunday.....2050 to 0550 Monday

(SW 83/95, WN 8/95)

01.03.1995 **North Melbourne**

Commencing on Wednesday 1.3.95 and continuing until Wednesday 8.3.95, the signal posts at North Melbourne will be renumbered:

NMA 405 to NME 526	NMA 520 to NME 591	NMB 783 to NME 782
NMA 424 to NME 527	NMA 522 to NME 777	NMB 786 to E 136
NMA 461 to NME 528	NMA 523 to ?	NMB 788 to NME 572
NMA 502 to NME 529	NMB 474 to NME 798	NMB 789 to NME 573
NMA 504 to NME 550	NMB 573 to NME 571	NMB 795 to NME 576
NMA 506 to NME 567	NMB 576 to NME 767	NMB 796 to NME 684
NMA 508 to NME 580	NMB 697 to NME 781	NMB 797 to NME 730

Amend diagrams 5/94, 13/93, 14/94, 24/85, and 21/95. (SW 102/95, WN 10/95)

01.03.1995 **Stawell**

On Wednesday 1.3.95, No 2 Siding Road and its extension (Silo Road) were temporarily booked out of service for gauge conversion. Nos 3 and 4 Roads were abolished together with the hand points leading from No 2 Road to Nos 3 and 4 Roads at each of the yard. Amend diagram 48/90. (SW 97/95, WN 9/95)

03.03.1995 **Dandenong to Cranbourne**

Commencing 1700 hours Friday, 03.03.95, the new signalling on the line between Dandenong and Cranbourne was commissioned. The following track and signal alterations took effect

1. The Train Staff and Ticket System between Dandenong and Cranbourne was abolished.
2. The line is now worked under the Rules for Automatic and Track Control. The single line sections are Dandenong - Lyndbrook Loop and Lyndbrook Loop - Cranbourne.
3. The Signaller, Dandenong, acts as the Train Controller for the issue of Caution Orders and the routing of trains.
4. The Down Home Departure signals at Dandenong are DNG 718 and DNG 728. At Lyndbrook Loop, the Up Home Departure signal is LBK 781 and the Down Departure signal is LBK 782. The Up Departure signals at Cranbourne are CBE 791 and CBE 793.
5. **The Through Siding.**

5a. The ABB Siding, Kimberly-Clarke Siding, and AWG Siding lead from the Through Siding located between Dandenong and Lyndhurst.

5b. The Up and Down Main Line points, Safety Points at the Up end, and Hayes Derail and Crowder at the Down end of the Through Siding are all operated by dual control point machines. Employees required to manually operate the points are reminded that both point machines at each end of the loop must be operated before a movement can be made to or from the Main Line.

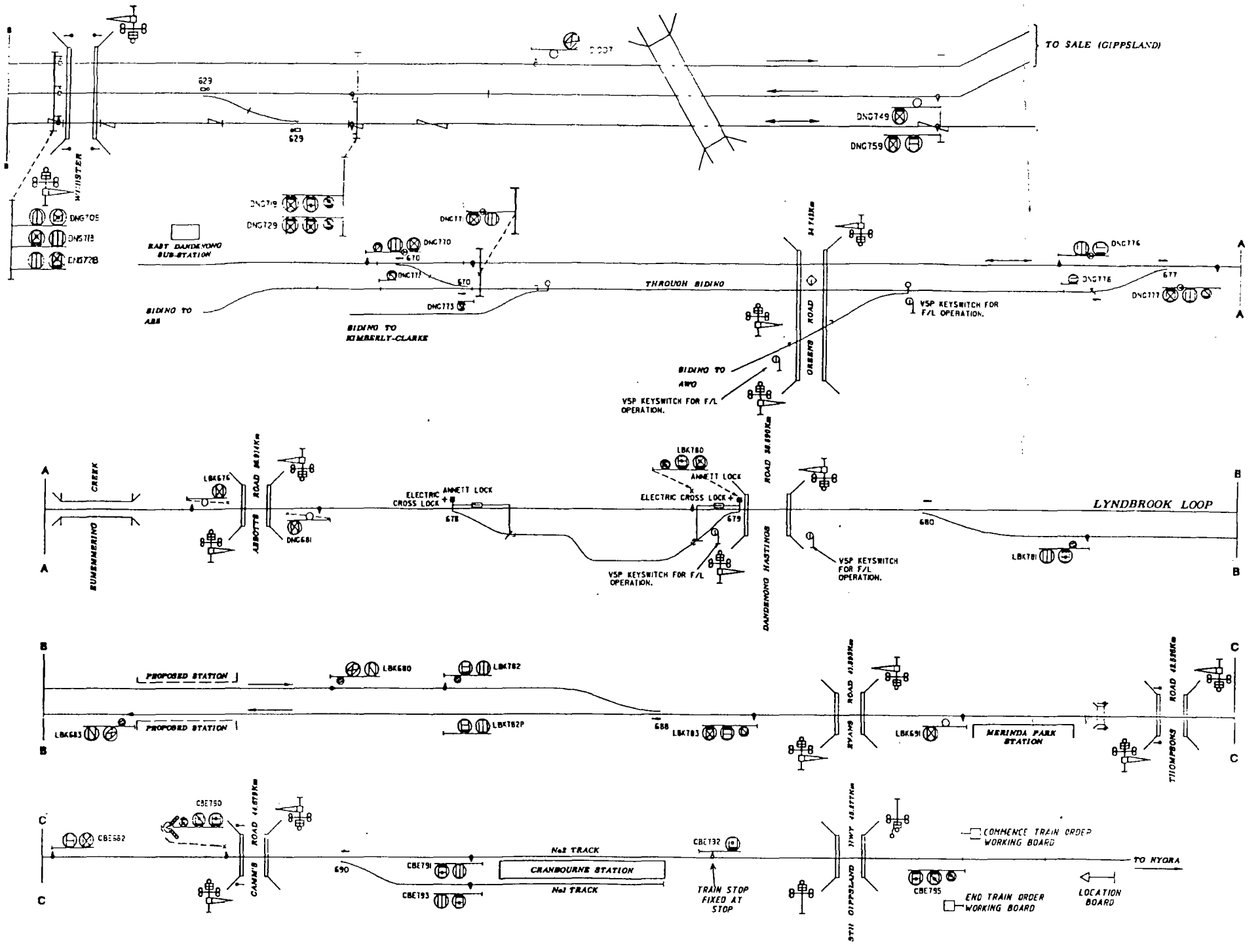
5c. The Low Speed aspects on Posts DNG 770 and DNG 777 only apply to the Through Siding. Dwarf signals DNG 773 and DNG 778 can display Clear Low Speed for movements to the Main Line. Dwarf DNG 772 will display Low Speed Caution for movements from the ABB Siding. Dwarf DNG 773 will display Low Speed Caution for movements to the ABB Siding.

5d. A switchout facility is provided for the Main Line signals at the Through Siding.
Signals DNG 770, DNG 771, DNG 776 and DNG 777 are fitted with illuminated letter 'A's. The illuminated letter 'A' will be displayed when the Signal is at the stop position, the facing points in the block are set and locked normal, *and the traffic direction is established by the setting of Signals 718, 728, or 781.*
Before switching the Through Siding out, the Departure Signals for the Dandenong - Lyndbrook Loop section (DNG 718, DNG 728, and LBK 781) must be normal and no trains approaching the Through Siding (i.e. between signals DNG 718 / DNG 728 and DNG 770 or between signals LBK 781 and DNG 777). To switch out the Through Siding, Points 670 and 677 must be placed normal, and Signal levers 770, 771, 776, and 777 operated to the centre position.
Whilst the Through Siding is switched out:

- † Points 670 and 677 will be locked normal
- † Clearing signals DNG 718 or DNG 728 will clear the Down signals to LBK 780 (i.e. requesting routes 718 to 770 or 728 to 770 will also call routes 770 to 776 and 776 to 780).
- † Clearing signal LBK 781 will also clear the Up signals to DNG 759 (i.e. requesting routes 781 to 777 will also call routes 777 to 771 and 771 to 759).
- † Operating either crosslock release at Lyndhurst will clear the Up signals to DNG 759 (i.e. 678 and 679 crosslock releases will call routes 777 to 771 and 771 to 759).

To switch the Through Siding in, move any of the levers away from the centre position. This will not cause any of the other main line signals (whose lever remains in the centre position) to revert to the Stop position. Signals can only be replaced to stop by the passage of a train or by restoring the signal lever to the normal position.

- † Cancelling 718 or 728 will also cancel 770 and 776 to stop provided there is no train between signals DNG 718 or DNG 728 and signal DNG 776.
- † Cancelling 781 will also cancel 777 and 771 to stop provided there is no train between LBK 781 and DNG 771.


TO SALE (GIPPSLAND)
DNG749
DNG759
629
WHISTLER
DNG705
DNG713
DNG728
EAST DANDENONG SUB-STATION
DNG719
DNG729
DNG770
DNG777
DNG773
670
THROUGH SIDING
SIDING TO ABB
SIDING TO KIMBERLY-CLARKE
GREENS ROAD
VSP KEYSWITCH FOR F/L OPERATION.
SIDING TO AWO
DNG776
677
A
B
C
CREEK
RUMENMERING
ABBOTTS ROAD
LBK676
DNG681
ELECTRIC CROSS LOCK
ANNETT LOCK
678
679
LBK780
DANDENONG HASTINGS ROAD
LYNDBROOK LOOP
680
LBK781
PROPOSED STATION
LBK680
LBK682
LBK683
LBK682P
688
LBK783
RYANS ROAD
LBK691
MERINDA PARK STATION
TILLOMBOONG ROAD
CBE750
CBE582
CAMM'S ROAD
690
CBE791
CBE793
No1 TRACK
No2 TRACK
CRANBOURNE STATION
CBE732
TRAIN STOP FIXED AT STOP
STH GIPPSLAND HWY
COMMENCE TRAIN ORDER WORKING BOARD
TO NYORA
CBE795
END TRAIN ORDER WORKING BOARD
LOCATION BOARD

6. **Lyndhurst**
Electric crosslocks were provided to release the Annett keys for the points at Lyndhurst. Lever 678 releases the Annett key for the Up end points; while Lever 679 releases the Annett key for the Down end points.

7. **Lyndbrook Loop**

7a. Trains operate through Lyndbrook Loop on the left hand running line. The Down Home Arrival signal (LBK 780) and Up Home Arrival signals (LBK 783) only apply to the left hand track. Signals LBK 781, LBK 683, LBK 680 and LBK 782 are fitted with 65 Medium Speed indicators. A co-acting signal is provided for LBK 782. This is situated on Post LBK 782P which is located on the right hand side of the Up loop. Points 680 and 688 are fitted with dual control point machines.

7b. Lyndbrook Loop is fitted with automatic crossing operation.
To initiate automatic operation, Signal levers 780, 781, 782, and 783 and Point levers 680 and 688 are placed to the centre position. During automatic mode initiation:

- † If signals LBK 780, LBK 781, LBK 782, or LBK 783 are clear, they will remain at clear.
- † If either Points 680 or 688 are reverse they will be set normal provided they are free to do so (i.e. if LBK 781 and LBK 782 signals are at stop).
- † LBK 780 will be cleared (i.e. route 780 to 782 will be requested - if not already set) provided Points 680 are normal; LBK 781 is at Stop; and LBK 780 is available.
- † LBK 783 will be cleared (i.e. route 783 to 781 will be requested - if not already set) provided Points 688 are normal; LBK 782 is at Stop; and LBK 783 is available.

While in automatic mode, signals LBK 780, LBK 781, LBK 782, and LBK 783 will operate automatically as follows:

- † After an Up train has entered the loop and Points 688 become free, Points 688 will set reverse and route 782 to 790 will be requested (if available).
- † After a Down train departs the loop and Points 688 become free, Points 688 will set normal and route 783 to 781 will be requested.
- † After a Down train has entered the Loop and Points 680 become free, 680 will set reverse and route 781 to 777 will be requested (if available).
- † After an Up train departs the Loop and Points 680 become free, Points 680 will be set normal. After the train clears the Dandenong - Hastings Road level crossing approaches, route 780 to 782 will be requested.

NOTE: while in automatic operation, the Low Speed signals on LBK 780 and LBK 783 will be inoperative.
To cancel automatic operation, any of the signal levers are moved away from the centre position. Cancelling automatic operation does not cause any signal lever whose lever remains in the centre position to revert to stop. Signals can only be placed to Stop by the passage of a train, or by restoring the signal lever to normal.
NOTE: Crosslock releases 678 and 679 will be locked normal when automatic mode has been initiated and will remain locked until the automatic mode has been cancelled.

8. **Cranbourne**

8a. Signal CBE 790 displays Medium Speed Warning whenever the road is set to the Back Platform track, or to the straight track if signal CBE 792 is at Stop. The signal is provided with a feather type route indicator.

8b. Points 690 are provided with a dual control point machine.

8c. Cranbourne is provided with a facility to automatically terminate trains in the back platform (No 1 Track).
To initiate automatic operation, Points 690 are first reversed. Signal levers 790 and 793 are then placed to the centre position. Signal CBE 793 must be at stop if 797T track is clear
While in automatic mode, signals CBE 790 and CBE 793 will operate automatically as follows:

- † Signal CBE 790 will be requested (i.e. cleared) if tracks 690T, 793T, and 797T are clear and there is no Up train on the Down approach to Camm's Road level crossing (i.e. approaching from Nyora).
- † Signal CBE 793 will be requested (i.e. cleared) if track 797T is occupied and tracks 690T and 793T are clear, signal CBE 782 is at stop, and no Down train is approaching CBE 790.

NOTE: whilst automatic termination is in operation, Points 690 are locked reverse and the Low Speed signal on CBE 790 will be inoperative.
To cancel automatic operation, move either signal lever 790 or 793 from the centre position. Cancelling the automatic termination facility will not cause any signal whose lever is in the centre position to revert to stop. Signals can only be placed at stop by the passage of a train, or by restoring the signal lever to the normal position.

9. Stopping/Express selection buttons were provided on the panel at Dandenong for Down Cranbourne train at the Webster Street level crossing.

10. Crosslock 675 is provided on the panel for a proposed siding for Allied Quarries. This lever is sleeved normal.

11. Post telephones are not provided. Communication with Dandenong Signalbox will be solely by radio. Drivers of V/Line trains will need to be patched through by Centrol via the Train to Base radio. All communication to Dandenong Signalbox is recorded.
12. In the event of a failure of a Signal between the Down end of Dandenong and Cranbourne the Driver must immediately contact the Signaller, Dandenong. The Signaller must be informed of the Driver's name and grade, the number of the signal displaying stop, the train number and its origin and destination. The Signaller must ensure the points are correctly set and locked for the passage of the train by checking the indications on the panel. The appropriate Caution Order form must then be completed and read to the Driver. The Signaller's name must be given to the Driver.
Should any of the Departure Home signals fail, the Signaller, Dandenong, will issue a Form 2367 Caution Order. Should any other Home signal, except CBE 792 or CBE 795, fail, the Signaller, Dandenong will issue a Form 2377 Caution Order. Signals CBE 792 and CBE 795 may be passed at stop by verbal instructions. Dwarf 772 may be passed at stop by verbal instructions. Dwarf 773 may be passed at stop by verbal instructions *for movements to ABB Siding*, but Caution Order 2377 must be issued for movements to the Main Line. Caution Order 2377 must be issued for movements past Dwarf DNG 776.
13. Whenever it is necessary to block the Automatic and Track Control Section Dandenong - Lyndbrook Loop, in addition to placing a Blocking Jack in the Signal Control Diagram for this section, the Signaller, Dandenong, must also sleeve the levers controlling signals 718, 728, and 773.

(SW 55/95 & SW 112/95, WN 8/95 &WN 10/95)

04.03.1995 **West Tower**

On Saturday 4.3.95, 'Stop' board No. 5 was relocated from the Down end of Shaws Siding to the 'Y' junction of the North Lead/Empty Returns Siding. The relocation coincides with the conversion to Standard Gauge of No. 1 Bogie Exchange Siding. Amend diagram 40/90 (SW 105/95, WN 10/95)

05.03.1995 **West Footscray**

From Sunday 5.3.95, the Signalbox hours for West Footscray will be:

Goods Lines

Monday to Friday.....1930 hours to 0430 hours the following day

Passenger Lines

Switched in as arranged during Signalbox hours.

Amend page 17, MTP General Instructions and A10a, Metro WTT Appendix. (O. 236/95, WN 10/95)

06.03.1995 **Roseberry**

On Monday 6.3.95 the Siding at Roseberry was temporarily booked out of service for gauge conversion. The Master Key locked points were secured for the Main Line. (SW 107/95, WN 10/95)

07.03.1995 **Beulah**

On Tuesday 7.3.95, No. 2 Siding Road was abolished. The hand points leading from No 2 to No 3 Road at the Up and Down ends of the yard were abolished. The extension of No 2 Road was retained and connected to the existing No 3 Road. (SW 110/95, WN 10/95)

(07.03.1995) **Metrol - Use of Radios**

When Suburban Train Drivers require to speak to the Metrol Train Control Centre,

† Channel 3 (Signaller) is to be used for trains detained at Signals within the Metrol controlled area.
† Channel 2 (Train Controller) is to be used for all other incidents, including train malfunction messages, signal irregularities outside the Metrol controlled area, etc. (SW 99/95, WN 9/95)

08.03.1995 **Bentleigh**

On Wednesday 8.3.95, an additional pedestrian gate was installed for the Centre Line. Amend diagram 23/90. (SW 132/95, WN 11/95)

08.03.1995 **Seymour Loop**

Commencing Wednesday 8.3.95, the Down end points (No 7) will be temporarily out of service to allow the loop to be extended as part of the National Rail, One Nation, Project. No 2 track is now only accessible from the Up end. Baulks were placed at the fouling point at the Down end of the loop. Down Home SEY/U6 is fixed at stop.

If it is necessary to cross trains at Seymour Loop, the Train Controller must ensure that the Down train is signalled into No 2 Track and the Up train into No 1. After the Up train has departed and is clear of the track section, the Down train may be signalled to set back into the Seymour Loop - Tallarook Loop section and then signalled through No 1 track. When setting back, the competent employee must ride the leading vehicle in accordance with the Rules. (SW 118/95, WN 11/95)

08.03.1995 **Galaquil**

On Wednesday 8.3.95, the siding was temporarily booked out of service for gauge conversion. The Master Key locked points at each end were secured for the Main Line. (SW 108/95, WN 11/95)

09.03.1995 **Stratford Junction - Maffra**

Commencing Thursday 9.3.95, the line from Stratford Junction to Maffra was booked out of use and will not be available for any rail traffic. No train is permitted to run on this line without the prior approval of the Group Manager, V/Line Liasion, and printed notice from the Superintendent Safeworking.

(SW 128/95, WN 11/95)

09.03.1995 **Great Western**

On Thursday 9.3.95, No 2 Road was booked out of service in order for interlocking tests to be conducted between Pyrenees Loop and Deep Lead Loop. The purpose of these tests is to ensure that the Home Departure Signals at both Deep Lead Loop and Pyrenees Loop cannot simultaneously be placed to proceed.

No 2 Road will remain booked out until the Standard Gauge conversion of the North Western (sic) line has been completed. While No 2 Road is out of service,

1. Home Signals 12 and 32 and Points 7 and 27 will be rendered inoperative from the signal control panel at Centrol. The Train Controller must also ensure that these signals and points are sleeved in the normal position.
2. The Emergency Mode Automatic Operation will be disabled.
3. Home Signals 6, 10, 30 and 36 will continue to operate in the normal manner.

(SW 121/95, WN 11/95)

09.03.1995 **Batchica**

On Thursday 9.3.95, the siding was temporarily booked out of service for gauge conversion. The Master Key locked points at each end were secured for the Main Line. (SW 109/95, WN 11/95)

10.03.1995 **Ballarat**

On Friday 10.03.1995, the Down Home Signal Post 50 was relocated 80 metres in the Up direction. Amend diagram 14/92. (SW 123/95, WN 11/95)

10.03.1995 **Murtoa**

Between Friday 10.3.95 and Saturday 11.3.95 the following alterations were performed:

† No 4 Road and 'D' Siding were temporarily booked out of service for gauge conversion. The hand points leading to No 4 Road were secured to lie for No 3 Road.

† The Canory Siding and the Train Examiners Siding were abolished. The hand points leading from No 4 Road to Canory Siding and Siding D to the Train Examiners Siding were abolished.

Amend Diagram 48/90. (SW 111/95, WN 11/95)

11.03.1995 **West Tower - Melbourne Steel Terminal**

On Saturday 11.3.95 and Sunday 12.3.95, the track connections to the new Melbourne Steel Terminal were commissioned. The alterations were:

1. The Broad Gauge connection (via the former No 1 Icing Track) was made available for use. Points 125U were unspiked and Dwarf 120 was restored to use. The sleeves were removed from the route setting push buttons setting routes from Signals 240 and 254 to No 1 Icing Track. Signal 242 was abolished.
2. The Broad Gauge connection via the former South Yard was re-commissioned. Compound Points 105D were replaced by a turnout. Points 105U were unspiked. Dwarf 104 was restored to use. The route setting push buttons setting routes from Signals 230 and 232 to the South Yard were restored to use. Points 103U were renewed.
3. The Standard Gauge connection was commissioned. This is via the former Weighbridge track. Points 101 were replaced by a Dual Gauge gauntlet track with the Standard Gauge rails extending to the Up side of the Dudley Street Bridge as a safety overrun. A board lettered 'Limit of Shunt Standard Gauge' was provided near the Down side of the Dudley Street bridge for Up moves. To simplify locking alterations at this time, Point lever 101 was retained as a Pilot lever to release Dwarf 100 (when normal) or Dwarf 230 (when reverse). When in the centre position, Pilot lever 101 responds to the route setting controls as if it were a point lever. This lever will be removed at a later stage. Route setting button for Signal 230 for moves to the Weighbridge track was made inoperative. (SW 119/95, WN 11/95)

14.03.1995 **Woodend**

On Tuesday 14.03.95, the existing signalbox at Woodend was abolished and a new signalbay established on the Up platform. The Up Distant signal was converted to a light signal. Amend diagram 16/40 and Book of Signals. (SW 117/95, WN 11/95)

14.03.1995 **Bacchus Marsh**

On Tuesday, 14.3.95, a notice board lettered "Fouling Point" was installed between Siding "C" and No 1 Track. The notice board is placed on the Up side of Post 4. Train standing in Siding C must stand clear on the Up side of the notice board until the Disc signal on Post 4 is placed to proceed.

(SW 127/95, WN 11/95)

14.03.1995 **Hamilton**

On Tuesday 14.3.95, No 2 Track was temporarily booked out of service for gauge conversion. No 4 Track was abolished. The hand points at each end of No 2 Track were secured to lie for No 3 Track. The hand points leading to No 4 Track were abolished. (SW 142/95, WN 11/95)

14.03.1995 **Portland**

On Tuesday 14.3.95, Nos 2 and 3 Roads in the Port of Portland Sidings were booked out of service for gauge conversion. The hand points leading to these roads were secured to lie for No 4 Road. (SW 136/95, WN 11/95)

(14.03.1995) **Master Train Plan & Metropolitan Working Timetable**

Amend the following errors in the list of level crossings in the Master Train Plan and Metropolitan Working Timetable:

Name of Nearest Station	Level Crossing	Distance	Type
Glenhuntly 13.459 km	Neerim Road	13.079 km	BB & PB
Glenhuntly 13.459 km	Glenhuntly Road	13.371 km	BB & PB
Seaford 39.354 km	Station Street T	39.225 km	BB & PB
Frankston 43.923 km	Beach Street	43.753 km	PBB
Somerville 55.817 km	Bungower Road T	57.365 km	FL
Tyabb 59.839 km	Frankston - Flinders Road T (Long Island Branch)	62.639 km	FL
Gardiner 10.606 km	Burke Road	10.698 km	BB & TBB
Glen Iris 11.522 km	High Street T	11.610 km	BB & PB
Darling 12.677 km	Moira Street T	12.451 km	(Delete)

(O.231/95, WN 10/95)

15.03.1995 **Maroona**

On Wednesday 15.3.95, Nos 2, 3, and 4 Road were booked out of service for gauge conversion. The crossover between Nos 2 and 3 Roads was abolished.

Maroona will not be available for the crossing of trains while the sidings are out of service. Follow on movements may be permitted towards Maroona provided that a competent employee is in attendance to ensure the preceding train has departed complete.

Amend diagram 2/92. (SW 137/95, WN 11/95)

15.03.1995 **Chrome Loop**

On Wednesday 15.3.95, No 2 Road was booked out of service for gauge conversion.

Chrome Loop was closed as a Train Order Crossing Loop. The single line section is Grampians Loop to Heywood. The Ararat end trailable points have been reversed and secured to lie for No 1 Road. The existing point banner was removed and replaced with a point banner indicating the new lie of the points. The Portland end trailable points were secured in their normal lie. (SW 122/93, WN 11/95)

16.03.1995 **Langi Logan**

On Thursday 16.3.95 the siding and Main Line points were abolished. Amend diagram 10/90. (SW 143/95, WN 11/95)

16.03.1995 **Willaura**

On Thursday, 16.3.95, the siding was converted to Standard Gauge. (SW 144/95, WN 12/95)

16.03.1995 **Glen Thompson**

On Thursday 16.3.95, No 3 Road was temporarily booked out of service for gauge conversion. (SW 138/95, WN 11/95)

17.03.1995 **Gheringhap**

On Friday 17.3.95, the Broad Gauge Crossing Loop (formerly Siding C) was commissioned.

A new light Up Distant signal (Post 8) was provided on the Ballarat line at 86.000 km and is operated by lever 1. The existing Up Distant was abolished. The existing Up Home signal (Post 5) was relocated to the site of the former Up Distant signal and is operated by lever 2 in the signal box and controlled by lever 2B at the Down end points. Lever 2B must remain locked reverse for train movements through No 1 Road. For train movements to No 2 Road, the Up Home is operated by lever 2C at the Down end points.

The clear standing room of the Crossing Loop is 850 metres. The points at each end of the new loop are fitted with Plunger Locks. The Down Home signal mechanically detects the plunger at the Up end. The Up Home signal mechanically detects the points at the Down end through lever 2B. The points must be worked by the Signaller, Gheringhap, in accordance with Rule 15, Section 27, of the Book of Rules.

Amend Diagram 52/90 and page 211, Book of Signals. (SW 134/95 & 154/95, WN 11/95 & 12/95)

17.03.1995 **Ararat - Heywood**

On Friday, 17.3.95, the line from Ararat to Heywood was closed for gauge conversion. Points 15 at Ararat have been spiked normal and the junction points at Heywood spiked for the Mt Gambier line. It will not, therefore, be necessary for Hand Signallers to protect the line. (SW 155/95, WN 12/95)

17.03.1995 **North Portland**

On Friday, 17.3.95, Nos 3 and 4 Roads were booked out of service for gauge conversion. The hand points have been secured to lie for No 5 Road. (SW 153/95, WN 12/95)

19.3.1995 **Newmarket**

On Sunday, 19.3.95, Signal E 212 was converted from an upper quadrant semaphore signal to a light signal. Amend diagram 5/89. (SW 147/95, WN 12/95)

19.03.1995 **Berwick**

On Sunday, 19.3.95, the control panel was relocated from the station building to a partitioned area within the relay room. Amend diagram 5/91. (SW 146/95, WN 12/95)

20.03.1995 **Portland**

On Monday 20.3.95, the Local Repair and Local Fuel Siding Roads were booked out of service for gauge conversion. A baulk was provided at the Down end of the Wagon Repair Siding. Hand points C and D have been secured to lie for the Wagon Repair Siding. Hand points H have been secured to lie for the main line. Hand points F and G have been converted to Standard Gauge. (SW 158/95, WN 12/95)

(21.03.1995) **West Footscray - Tottenham 'B' Box - Sunshine**

Insert the following instruction after clause 6, page 34-6, Book of Rules.

6a) West Footscray - Tottenham 'B' Box - Sunshine Independent Goods Lines

i) Whenever it is necessary for a Passenger train to be routed via the Independent Goods Lines between West Footscray and Sunshine, only one train is permitted to be between two adjacent Signalboxes at any one time.

ii) Prior to the departure of a Passenger train, the Signaller in the rear must confer with the Signaller in advance and ascertain that there are no other trains in the Section. The Signaller may then place the necessary fixed signals to proceed for the Passenger train to enter the section

iii) After the passenger train has entered the section, the Signaller must place and sleeve the Fixed Signals controlling the entrance to the occupied section at the Stop position.

iv) No other train is permitted to enter the section until advice is received from the Signaller at the Signalbox in advance that the train has arrived and the section is clear. (SW 141/95, WN 11/95)

(21.03.1995) **Lyndhurst**

To release the Miniature Annett Key from the crosslock, the following procedures must be followed:

† Ask the Signaller, Dandenong, for a release for the Crosslock
† Press the illuminated button and rotate the Miniature Annett Key 90 degrees anti-clockwise and remove key
† Place the Miniature Annett Key in the lock on the point lever and rotate anti-clockwise to unlock
† Reverse Points
† After completion of shunting, restore and lock Points, and remove Annett Key from lock
† Insert Miniature Annett Key above button and rotate key 90 degrees clockwise.

(SW 133/95, WN 11/95)

(21.03.1995) **Great Western**

In conjunction with the temporary unavailability of No 2 Road, the following instructions will apply whenever the Home signals at Great Western fail.

In the even of Homes Signals 6, 10, 26, 30 failing to assume the proceed position when it is reasonable for the Driver to expect that there is no train in the section to which the signal applies, the Driver must immediately communicate with the Train Controller. The Train Controller must check the signal control diagram and ensure the section of line protected by the signal is clear. If the section is clear, the Train Controller must instruct the Driver to examine the points protected by the signal. If the points are found to be in the correct position, the Driver must advise the Train Controller accordingly. The Train Controller must then verbally authorise the Driver to pass the signal at the stop position. Both the Train Controller and Driver must exchange names and departmental numbers for record purposes. If the telephone in the Train Control Cabin has failed, the Train to Base Radio may be used for the exchanging of the above information. (SW 129/95, WN 11/95)

21.03.1995 **West Tower**

On Tuesday 21.3.95, a hand locking bar secured by a V5PSW padlock was provided on the points leading to the Broad Gauge Gantry Track. This locking bar must be applied by the employee assisting the shunting operation after stabling vehicles in the Gantry Track.

Stop Board No 2 (lettered 'Stop - Check points, obtain permission from Signalman West Tower before entering Reversing Loop') was relocated 50 metres in the Down direction.

Two new Stop Board were provided 50 metres from the North Lead access to the Melbourne Steel Terminal Gantry and Holding Roads. These boards are identified as 'Stop Board No 3.' The original Stop Board No 3 (located at the Footscray Road level crossing) was renumbered Stop Board No 8. All boards have the same wording: "Stop - Obtain permission from Signalman West Tower before proceeding".

(SW 160/95, 161/95, & 166/95, WN 13/95)

21.03.1995 **Warrnambool**

On Tuesday, 21.3.95 a hand locking bar secured by a V5PSW padlock was provided on the hand points leading to No 2 Road at the Down end of the yard. This bar must be applied whenever passenger vehicles are stabled in No 1 Road (SW 165/95, WN 13/95)

21.03.1995 **Portland**

On Tuesday, 21.3.95 the By-pass Sidings were abolished. The hand points and associated point indicators at the entrance to both sidings were removed. Amend Diagram 8/94.

Hand points F and G (governing entrance to the Waggon Repair, Local Repair, and Fueling Siding) have been fitted with WSa levers. (SW 152/95, WN 12/95)

22.03.1995 **Gheringhap**

On Wednesday, 22.3.95, Post 1 was relocated 35 in the Up direction and on the right hand side of the track. (SW 163/95, WN 13/95)

23.03.1995 **West Tower**

On Thursday, 23.3.95, stage 2 of the Wash Plant was commissioned. Hand operated Points 209 and 211 were installed. Both points normally lie for the right hand road, are electrically detected and the lay of the points is indicated in the Wash Plant control room. Points 209 normally lie for the Wash Plant Relief Road and Points 211 for the Wash Plant Road. (SW 170/95, WN 13/95)

25.03.1995 **Dandenong - Pakenham, Dandenong - Cranbourne & Frankston - Stony Point**

From 0001 hours, Saturday 25.3.95, the responsibility for the Dandenong - Pakenham and Dandenong - Cranbourne lines was transferred from Centrol to Metrol. At the same time responsibility for the Frankston - Stony Point line was transferred from Metrol to Centrol. (SW 167/95, WN 13/95)

(28.03.1995) **Dandenong**

The new stabling sidings adjacent to the goods yard are fitted with motor operated train gates (gates 7 & 8) controlled by lever 699 in the Dandenong signalbox. The normal position of the gates is shut. Indication lights are provided and show a yellow light when the gates are open and a red light when they are closed. If the remote control of the gates fails, the gates can be operated from a control box located adjacent to the gates. To operate the gates locally, the key is obtained from the Dandenong signalbox. This key is used to operate the Auto/Manual keyswitch to the 'Manual' position. The pushbuttons for the gate locking mechanism (labelled LATCH/UNLATCH) and gate drive (CLOSE/OPEN) can then be operated. WARNING: when the keyswitch is returned to the AUTO position the gates will automatically assume the position called by lever 699.

An indication light (red) is provided for the road access gates (9 & 10). (SW 140/95, WN 12/95)

(28.03.1995) **Wodonga**

The Broad Gauge connection to the Bandianna Sidings is no longer available for use. The Broad Gauge line has been removed beyond the Kiewa Valley Highway level crossing. Home 102 has been secured at stop and the lever in Wodonga 'A' box sleeved normal.

The Bandianna Sidings remain available for Standard Gauge movements, and the electric staff system still applies between Coal Sidings and Bandianna. The procedure for withdrawal of an electric staff at Coal Sidings box remains unaltered. However, the electric staffs for the section 'Wodonga 'A' - Wodonga Livestock Sidings' have been removed from the instrument at Wodonga 'A' signal box.

(SW 157/95, WN 12/95)

28.03.1995 **Portland**

On Tuesday 28.3.95, No 4 and 5 Roads in the Port of Portland Sidings were booked out of service for gauge conversion. The hand points leading into Nos 1 to 5 Roads were secured to lie for No 6 Road. The hand points leading from the Portland Harbour Siding to No 1 Road were secured to lie for the Harbour siding. (SW 191/95, WN 14/95)

29.03.1995 **West Tower**

On Wednesday 29.3.95, the wording of Stop Board No 1 was altered to 'Stop - Obtain permission from Signalman West Tower before proceeding' from '...Tower to enter Canal Area'. (SW 173/95, WN 13/95)

01.04.1995 **Warrenheip & Ballarat**

On Saturday 1.4.95 and Sunday 2.4.95, the double line between Warrenheip and Ballarat became two parallel single lines. The former Up line became the Ballarat - Melbourne line and the former Down line became the Ballarat - Geelong line. The Double Line Block system Warrenheip - Ballarat was abolished. All interlocked signals and points at Warrenheip were abolished.

The Melbourne line is worked under the Automatic and Track Control System. The single line section is Bungaree Loop - Ballarat. The control panel for Bungaree Loop was relocated from Warrenheip to the Ballarat control room.

The Geelong line is worked under the Train Staff and Ticket System with the sections Warrenheip - Ballarat. A crossing loop, fitted with trailable points, was commissioned at Warrenheip. The former signalbox at Warrenheip will be temporarily retained to house the Signaller responsible for the Staff and Ticket working.

Up Home Post 46 at Ballarat *only* displays a Medium Speed aspect for movements to the Geelong line and a Normal Speed aspect for movements to the Melbourne line. When a Medium Speed aspect is displayed, Drivers must ensure they are in possession of a Train Staff or Ticket for the Ballarat - Warrenheip section before passing Post 46. Normal speed may be resumed after the train has cleared the points.

At Ballarat the following signalling alterations took place:

1. Dwarf 52 was replaced by a new Down Home signal, Post 52, applying from the Bacchus Marsh line.
2. The Up Starting signal (Post 52) was converted to a three position Home Signal.
3. A new Down Automatic signal (Post A 1147) was provided on the Bacchus Marsh line. This signal is on the right hand side of the track opposite the Down Repeating signal AL 1147 on the Geelong line.
4. A Down Outer Home signal (Post 56) was provided at Ti-Tree Road level crossing, Warrenheip. This post is controlled from Ballarat.

Special Instructions for Staff & Ticket Working Warrenheip Loop - Ballarat

Down Trains

The Driver of a Down train must not relinquish the Lal Lal Block Point - Warrenheip Section Authority until the rear of the train has passed the Signalbox and the Signaller has advised that the train is complete. The Driver must not enter the Warrenheip - Ballarat section until he has received the Staff or a Ticket. The Signaller, Ballarat, must not send the ACRE message to Warrenheip for a train which travelled on a Ticket until the train has arrived complete within the Home signal at Ballarat.

Up Trains

The Signaller, Ballarat, must not place Post 46 to proceed for a Geelong train until the Driver is in possession of the Staff or a Ticket for the section. Because there are no fixed signals at Warrenheip, when an Up train arrives at Warrenheip on a Ticket, the Signaller must not send the ACRE message to Ballarat until the Driver of the train has advised that the train has departed Warrenheip Loop complete.

Amend the MTP General Instructions, and Diagrams 2/94 and 14/92. (SW 151/95, WN 14/95)

01.04.1995 **Murtoa - Beulah**

On Saturday, 1.4.95 the line from Murtoa to Beulah was closed for gauge conversion. Crossover 29 at Murtoa was secured for the main line and a baulk placed in No 2 Road between Points 27 and 29. (SW 186/95, WN 14/95)

02.04.1995 **Dandenong**

On Sunday, 2.4.95, Home 706 was relocated from the signal gantry to a 4.5 metre post situated in front of the gantry. Amend the Dandenong diagram. (SW 185/95, WN 14/95)

03.04.1995 **Tarranginnie**

On Monday 3.4.95, No 2 Road was booked out of service for gauge conversion. The switch locked points at either end were secured for the main line. (SW 187/95, WN 14/95)

03.04.1995 **Heywood**

On Monday 3.4.95, No 2 Road was booked out of service for gauge conversion. The Ararat end points were reversed and secured to lie for No 1 Road. A point banner indicating the new lie of the points was NOT provided. The Portland end points were secured in their normal lie.

Heywood Loop is closed as a Train Order Crossing Loop. The single line section is now Sinclair Block Point - Portland. (SW 192/95, WN 14/95)

(04.04.1995) **Book of Rules**

Replace Clauses A to D, Rule 33, Section ~~28~~ 18, with the following:

33. Obstruction

(a) Obstruction by a Natural Cause

If the section is obstructed by a natural cause, thereby preventing a train from proceeding, the Driver must advise the Train Controller by Radio so that arrangements can be made for the train to be pushed back to the crossing station/loop in the rear.

(b) Train Pushed Back to Crossing Station/Loop in the Rear

The Train Controller must complete a Train Authority to authorise the train to return to the crossing station/loop in the rear. The Train Controller must then dictate the particulars of the Train Authority to the Driver. The Driver must take down the details on the prescribed form. The Train Order must then be cancelled by the Driver and the Train Controller informed. A competent employee must be present on the leading vehicle when pushing back to the crossing station/loop in the rear.

(c) Competent Employee to Locate Obstructed Train

If the Train Controller cannot contact the Driver by Radio or by other means, the Train Controller must arrange for a competent employee to locate the train. A Road Rail vehicle may be used for this purpose; permission for use is to be in accordance with the Rules and Operating Procedures.

Continued on Page 58

AN ON THE EYRE PENINSULA IN THE 1990'S

David Donald

The Eyre Peninsula is that triangular piece of land which juts southward from the Australian continent in the western part of South Australia. The peninsula is bounded on the east by the Spencer Gulf, on the west by the Great Australian Bight, and on the north by the Eyre Highway and the Gawler Ranges.

The main centres in the Peninsula are Whyalla, Port Lincoln, and Ceduna. Whyalla, located in the far north-eastern corner, is the second largest city in country South Australia and is known for its steelworks and associated heavy industries. The City of Port Lincoln was once the preferred site for the capital of South Australia and is now famous for its tourist facilities and fishing industries. The town of Ceduna is located in the west and is the gateway to the Nullarbor Plain. The peninsular also contains a number of smaller centres including Cowell, Cleve, Cummins, Elliston, Kimba, Tumby Bay, Streaky Bay, Locke, and Wudinna.

Known locally as the "Western Agricultural", the Peninsula is primarily an agricultural area. Wheat and other grains are the dominate product although the rearing of livestock is also important. Minerals are becoming increasingly important, especially in the western parts of the peninsula.

It is in this setting that we have the isolated narrow gauge (1067 mm) Eyre Peninsula Railway, previously part of the South Australian Railways, but now part of Australian National Railways. While its administrative headquarters in is Port Lincoln, the railway is really divided into three sections based on both Port Lincoln and the north-western centre of Thevenard (three kilometres from Ceduna, on Denial Bay). The first section is the "main line" from Port Lincoln to Thevenard, which runs first to Cummins, and then north through Locke, Kyancutta, Wudinna, Poochera, and Penong Junction. This line has a small branchline from Yeelanna (just north of Cummins) to Kapinnie (which previously extended to Mount Hope). The second section is the line from Cummins to Buckleboo, through Ungarra, Rudall, Darke Peak and Kimba. The third section is the shortest and runs from Thevenard to Penong via Kevin. Since the cessation of regular freight and passenger services some

years ago, the greater part of traffic is seasonal wheat and grain traffic. Grains from the southern part of the Peninsula, as well as from the Buckleboo line, are shipped to the terminal at Port Lincoln, whilst northern grain goes to the terminal at Thevenard. However, I would suggest that the biggest income earner for Australian National is the gypsum traffic from the mines at Kevin, on the saltflats just east of Penong, to the unloading facility and processing plant at Thevenard.

There are other rail lines on the Peninsula, and each has (or did have) some influence in the economy of the region. The Commonwealth Railways built a standard gauge branchline from Port Augusta to Whyalla in the early 1980's, with the prime intention of providing rail access to BHP's Whyalla Steelworks. BHP itself has an extensive rail network within the steelworks, mainly narrow gauge, but with standard gauge connections to Australian National. BHP also has a narrow gauge iron ore line from Whyalla to the mine at Iron Knob, with a branch to the mine at Iron Baron. A recent addition to the Whyalla area is the locomotive manufacturing plant operated by Morrison Knudsen Corporation which is connected to the standard gauge branchline. There is one derelict line on the Peninsula; the standard gauge BHP Coffin Bay Tramway. This brought lime sand from a mine near Coffin Bay (to the north-west of Port Lincoln) into a facility at Port Lincoln. There has not been traffic along this line for some years.

In this article I want to describe the current Eyre Peninsula Railway. The information is based on two recent visits in November 1991 and November 1994. I will describe what seems to be the current train working patterns, especially the gypsum traffic from Kevin to Thevenard, the safeworking techniques, and the station facilities.

Safeworking.

As is the case with the greater part of Australian National's system, all traffic on the Eyre Peninsula is controlled by Train Orders under the authority of one of the Train Controllers at Port Augusta. This was a slight surprise to me, and seems to have only occurred in recent years, since there was still a Train Control facility at Port Lincoln in 1991. The Train Controller concerned has a rather diverse range of activities, since he (or she; I know of at least one female Train Controller at Port Augusta) is responsible for:

(a) part of the Adelaide line from to Port Augusta Station;
(b) the main line from Port Augusta Station to Spencer Junction;
(c) all activities in the Northern Power Station and Stirling North area, including Train Orders from Northern Power Station to Stirling North;
(d) Stirling North to Coalfield, on the old Marree line (the standard gauge component of the former CAR);
(e) the branch from Spencer Junction to Whyalla;
(f) the Eyre Peninsula.

Apart from on the Eyre Peninsula, VHF Channel 5 (168.550) is the current radio channel being used on these sections.

Train Orders for activities on the Eyre Peninsula are given either via radio or telephone directly to train crews, or to station personnel, as is appropriate. Unfortunately, I was not able to precisely determine what channel(s) were being used on the Peninsula for safeworking purposes, even though I could listen, when in the Port Augusta area, to the Train Controller talking to trains on the Peninsula via Channel 5. VHF Channel 1 (168.520) seemed to be the common general purpose channel (heard around Thevenard and Kevin), even though I am aware that under certain circumstances Channel 3 (168.640) is also used. There was even an occasion, in Thevenard, when Channel 2 (168.580) was used, but this was because there were two trains there at the one time and both were unloading their respective commodities.

The Up direction is primarily towards Port Lincoln. The one exception is that trains from Kevin to Thevenard are up trains throughout their journey, so up trains traverse the section from Penong Junction to Thevenard away from Port Lincoln. I believe that trains working from the south into Thevenard change their direction at Penong Junction, so that a train from the Port Lincoln direction is a down train until it reaches Penong Junction, and is then issued with a fresh Train Order to proceed the last few kilometres from Penong Junction to Thevenard as an Up train. Whilst I cannot verify the fact, I would assume that the same arrangement exists when trains are running south from Thevenard to locations towards Port Lincoln. It is worth noting that the points at Penong Junction lie normally for the line to Kevin and Penong.

Track Condition.

The overall track condition throughout the system is adequate, though there are sections that are little more than passable. The general speed limit, between Port Lincoln and Thevenard appears to be 50 km/h, with a few sections of lower speed for various reasons. The line from Cummins to Kimba and Buckleboo again has an overall limit of 50 km/h, but there are extensive sections with lower limits, especially north of Rudall. The branch between Yeelanna and Kapinnie is in very poor condition, and has a 20 km/h speed limit, whilst the section between Kevin and Penong is in worse condition and is restricted to 15 km/h. I believe that there is also a permanent instruction that traffic between Thevenard and Penong Junction must pass through the township of Ceduna at the lowest possible speed due to pedestrian traffic; the line actually cuts the town of Ceduna in half, and, whilst the line is fenced, there is not all that much regard taken for the fencing by local residents.

The only reasonable section of track is from Penong Junction to Kevin, and this is due to the importance of the gypsum traffic. I believe that empty gypsum trains are allowed 60 km/h, whilst loaded trains are allowed 50 km/h.

General Traffic Patterns.

As indicated above, today there is essentially only two commodities carried on the Eyre Peninsula: wheat and other grains into Port Lincoln and Thevenard; and gypsum from Kevin to Thevenard. As a result, apart from the gypsum traffic, all traffic throughout the Peninsula is seasonal, based on the demands of the grain harvest.

Grain is carried in all manner of wagons, such as HAN, HCN, ENHB, ENHG, and ENHV. Some of these wagons were purpose built for the Peninsula, whilst others have come from the broad gauge system, either as actual grain hoppers or converted from boxcars and the like. Whilst I was only in Thevenard for just over a day, there was one grain train running around, leaving at

different times, either late at night or early in the morning, to head south to load, and then returning late in the afternoon to unload at the terminal. There was almost no activity in the Port Lincoln area, though I did see double light engines arriving at Locke from Port Lincoln, apparently to pick up a rake of loaded wagons. From what I had heard whilst staying in Port Augusta over the previous few days, there had been other activity on the Peninsula.

The gypsum traffic would appear to be the more stable money-earner for Australian National on the Peninsula. I was told that there was some 200 million tonnes of gypsum at Kevin, with AN bringing out something like 1 million tonnes annually. Three trains are run daily, five days per week. Each train consists of 49 (at least that was the number in the rakes I saw) ENH/ENHA class wagons, which means approximately 1700 tonnes of gypsum are brought out each trip. These wagons are quite interesting in that they were originally designed and used for the Frances Creek iron ore traffic in the Northern Territory, but were subsequently modified and brought to the Peninsula when that mine closed.

There is a theoretical timetable for this service, but trains tend to leave Thevenard as the crew sees fit. The first train for the day is scheduled to leave Thevenard at around 0415 and returns at approximately 0845/0900. It seems that it takes about ninety minutes to get to Kevin, an hour or so to load, and then just on two hours to return (or 4 hours in total for the round trip). After unloading (which takes about an hour or so, plus time for brakes), the next service is tabled to leave at around 1045, but it would seem that it really leaves once the unloading is completed and the crew are ready to go. This service returns to Thevenard around 1500/1530. The last service for the day is tabled out at 1715, returning at around 2145/2200, with the train then unloading and stabling until the first service the next morning. I would not be at all surprised if there is some weekend activity as well.

There are naturally other types of wagons on the Peninsula, but they are rather far and few between. There is at least one Ballast train that I saw, along with flatcars (probably used for carrying rails etc), and miscellaneous other vehicles, presumably primarily used for trackwork. Of note is the fact that most of these seem to have originally come from either the old CAR or from the standard gauge or broad gauge networks.

Essentially there are only two classes of locomotives in use on the Peninsula, though a third has recently appeared. For many years, the 830-class branchline unit were the mainstay of services, with the narrow gauge version being numbered separately (850 onwards) from those delivered initially to work on broad gauge. The first major change to the locomotive rostering was the appearance of the six NJ-class locomotives, originally bought and used on the narrow gauge section of the CAR which was closed in the early 1980's. In recent months, DA4 (a rebuilt 830-class) has taken up permanent residence at Thevenard. While I was at Thevenard, DA4 + 873 were working the gypsum trains, 871 + 872 were on the wheat train, and 851 seemed to the spare unit. I would suggest that there is about fifteen or sixteen units presently calling the Eyre Peninsula "home".

General Line Description.

I am going to describe the three lines separately, looking initially at the section from Port Lincoln to Cummins (as this section was in 1991, and subsequently checked in 1994), then from Cummins right through to Thevenard (as noted in 1994), followed by Cummins to Kimba (as noted in 1991, with Kimba checked in 1994).

Port Lincoln - Thevenard

I have never really had a proper look at the extensive yard located at Port Lincoln, including those tracks in and around the Loco Depot and Maintenance area, along with the grain sidings surrounding the grain terminals, and those lines that wander out along some of the wharf and harbour facilities. It is sufficient to say that Port Lincoln does have a rather significant network of trackage. There are also numerous sidings into oil terminals and other local industries that have been severed and are no longer used. The stone station building at Port Lincoln is a rather imposing building and houses the local administrative functions. After passing the Loco Depot and Maintenance area, the line basically heads [south] west, cutting the southern section of the city in two, before reaching an industrial section of the city. This area mainly contains fish processing plants and related industries. A meatworks is also located here. There is evidence of many sidings, and there is no doubt that in the past the railway serviced the meatworks and some of the other industries in this area.

From this location, the line heads west or north-west, skirting the western section of the city and its outskirts, and is well out of sight, one of the few occasions this is the case. At about the 8 km mark is *GRANTHAM*, at which is located a rather long loop siding on the down side. The main purpose of this location seems to be as a Ballast Siding (there was a ballast train there when I visited), and there was also a number of louvre vans and other apparently obsolete vehicles dumped alongside the track. The location is difficult to find, and I had to take a couple of back roads before actually locating the siding.

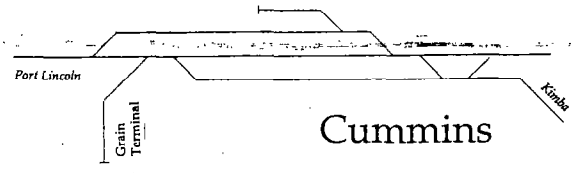
The line crosses the Flinders Highway on the level about fifteen kilometres north-west of Port Lincoln, just on the up side of Coomunga. It is worth noting that the line remains on the eastern side of the main road (initially the Flinders Highway for the next six or seven kilometres, then the Tod Highway through to its junction with the Eyre Highway at Kyancutta, and then the Eyre Highway) until its crosses the Eyre Highway on the southern approach to Ceduna, some 410 kilometres away. *COOMUNGA* is located slightly off the road, and is at the up end of the Wanilla Bank. It has a standard crossing loop situated on the up side, and its water tank is still in situ. Like most localities throughout the Peninsula, the safeworking hut is a glorified "tin shed" divided into two sections - the first section is a small locked room containing all the applicable safeworking equipment, whilst the other half is an open area, presumably where the "out-of's" were placed.

WANILLA is the next crossing loop and is located some ten kilometres north of the junction of the Tod and Flinders Highways. It has a standard loop on the up side, but a crossover is located about halfway along the yard, virtually in front of the safeworking hut. The crossover is controlled by a miniature switchstand on the main line and a throwover lever on the loop. Whilst the purpose of the crossover is perhaps open to dispute, it may have been used in the past as an engine release for banking engines.

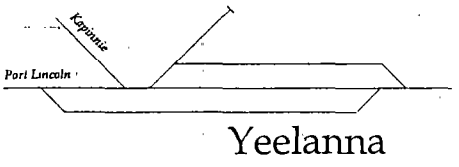
A further six kilometres north is the site of *WARUNDA* where there is evidence of a loading bank on

the up side, presumably once situated on a loop siding, but there is no siding there now. *EDILLILIE*, a further seven kilometres north, has a Grain Siding on the Down side which could be used for crossing purposes. The site of *PILLANA* is a further ten kilometres north, but there is no evidence of any facilities there now.

The next location is *CUMMINS*, the junction for the line to Kimba and Buckleboo. Cummins is probably the largest town in the area. The yard, especially at the western end, virtually splits the town in two, with the shopping centre on the eastern side and the highway and other facilities on the western side. The yard is very long, with the two lines running parallel for some distance at the down end. Between 1991 and 1994 there had been some changes, notably the demolition of the station building which had been rather derelict in 1991. There are also some obviously railway buildings (either residences or barracks) situated behind and adjacent to the site of the station. You will note from the attached diagram that there is a Grain Siding at the up end and this leads into a fairly large facility which could be called a "sub-terminal".



Continuing north towards Locke, the next siding is *YEELANNA*, the junction for the short branch to Kapinnie (and formerly Mount Hope). Yeelanna has a loop on either side of the Main, as indicated in the diagram, as well as a siding that runs off the down side loop to nowhere - what might have been there in the past is anyone's guess. Of note is that the branch actually trails off the Main line, and this could well account, in part, for the unusual station arrangement. I did not venture out to Kapinnie due to the prevailing weather conditions at the time and the indifferent road formation indicated on the map.



North of Yeelanna, I found the following locations:

KARKOO: nothing evident now, but there was probably a siding of some description on the down side;

TOOLIGIE has a Grain Siding, and thus crossing facility, on the down side. This location, even though there is nothing there of great importance, seemed to have some significance for Australian National since I did hear it mentioned more than once in regard to the issuance of Train Orders;

MURDINGA has a Grain Siding on the up side.

WARRACHIE: nothing at all evident.

LOCK is a small town situated in the middle of the Peninsula, at the crossroads of various roads leading west to Elliston, and east to Cleve and Cowell. In rail terms, it has a long Grain Siding on the down side, with the up end points situated right at the Cleve road level crossing, and a smaller loop on the up side, with the hut situated on the loop.

North of Locke, to Minnipa, are situated:

McLACHLAN: nothing now in existence, but probably there was a siding on the up side;

KOPI: again nothing now in existence, but there was probably a siding on the down side.

WARRAMBOO, about forty kilometres north of Locke, is one of the few localities that has a station building of any substance. It also has two long loops on either side of the Main line, with the Grain Siding being on the down side.

KYANCUTTA is located at the junction of the Tod and Eyre Highways some 200 kilometres north of Port Lincoln. Again there are two long loops situated on either side of the Main with grain facilities on both loops. The up end points of each loop are near the Eyre Highway crossing. The crossing is protected by flashing lights, and a colour light up starting signal is consequently provided. This is only one of two locations (the other being at Kimba) where there are signals of any description outside Port Lincoln.

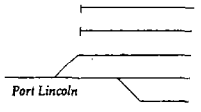
WUDINNA is the most important town in the upper central part of the Peninsula, yet it only has a Grain Siding on the down side. It does, however, seem to be a layover point for traffic and crews working further north.

There is nothing now at either *PYGERY* or *PINBONG*, but both possibly had a siding on the up side in the past.

YANINEE has a Grain Siding on the down side.

POLDINNA, again nothing now in existence, and no evidence of anything from the past.

MINNIPA, located some 37 kilometres north of Wudinna, has probably the most complicated yard on this line, as shown in the attached diagram. It also has a number of departmental residences and other facilities, which seem to suggest that it was used in the past as a crew point or fulfilled other related purposes. The station yard also contains a wide variety of switchstands and different types of levers.



Very few sidings remaining north of Minnipa, with the following being the situation into Penong Junction.

Nothing in evidence at either *CONDADA* or *KARCULTABY*.

POOCHERA: the next location of any size and importance, with Grain Sidings on either side of the Main line.

CAPIETHA has nothing at all in evidence.

CUNGENA, situated at about the 307 km mark, has a Grain Siding on the down side.

YANTANABIE, nothing at all in evidence.

WIRRULLA: is the last town of any size before Ceduna, some 90 kilometres to the west. The station has a loop on either side of the main line. The up side loop is slightly longer than the down, extending further on the up end. The safeworking hut, situated on the down side, is situated facing the main line towards the points to the up loop. At this Wirrulla the railway line and the highway part company for the first time in hundreds of kilometres, with the road heading slightly more to the west while the railway line continues to the north-west. The road and railway rejoin briefly around Puntabie, before the railway makes a large arc to the north before heading

into Ceduna and then Thevenard, while the highway runs direct from Puntabie into Ceduna.

There are a number of locations mentioned on the map (such as *PIMBAACLA*, *CHIMBINGINA*, *PUNTABIE*, *MUDAMUCKLA*, and *MALTEE*), but the only remaining siding between Wirrulla and Penong Junction is at *NUNJIKOMPITA* where there is a Grain Siding on the up side.

Cummins - Buckleboo

I traversed the the line from Cummins to Kimba in November 1991. From the junction at Cummins, the line initially heads easterly to Ungarra, and then heads north-easterly to Wharminda. before heading northwards through Rudall to Darke Peak and Waddikee. It meets the Eyre Highway about thirteen kilometres west of Kimba. From Kimba, where again the rail yard tends to split the town into two sections, the line heads north-west to its terminus at Buckleboo; a location virtually in the middle of nowhere and some forty kilometres from Kimba.

The facilities at the stations on this line tend to vary quite significantly:

COCKALEECHIE: there is nothing here now, apart from the remnants of a safeworking hut and telephone, but there appears to have been a loading bank on a loop siding on the up side;

MOREENIA: nothing in evidence;

UNGARRA: one of the more substantial towns on the line, it boasts a loop on either side of the Main;

MOUNT HILL: nothing now in existence, but there was probably a loading bank situated on a loop siding on the up side;

WHARMINDA: has a Grain Siding on the up side;

VERRAN: there is evidence of a loading bank on a loop siding on the up side;

TARAGORO: nothing in evidence;

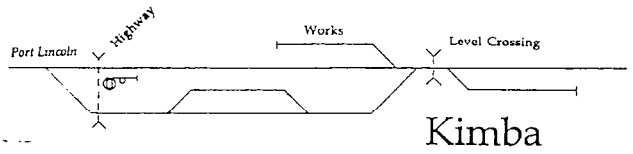
RUDALL: the next location of any significance on the line, it has a short Grain Siding on the up side, and a longer loop siding on the down;

KIELPA: has Grain Siding on the up side;

DARKE PEAK: a standard location with a Loop siding on the up, but there is evidence of a turning triangle on the down side at the down end;

CARALUE: was located around the 211 km mark, but there appears to be nothing there now; and

WADDIKEE: the final siding before Kimba, has a Grain Siding on the up side.



Over the years *KIMBA* has undergone a number of changes. I can remember the Train Order signals and a rather traditional station building. The Train Order signals have gone and the station building has been replaced by a modern brick building. The yard is slightly unusual, as shown by the diagram, and it does have that colour light up starting signal. The short trailing siding off the Main at the down end seems to be used for the storage of flatcars and other maintenance vehicles. The facing siding at the far down end serves a small industrial facility, but I doubt that it is now used, especially since there is no general freight traffic on the Peninsula.

I did not go out to Buckleboo on either of these trips, though I have been there in the past. There were only some grain facilities at Buckleboo. I do not believe that there are any other sidings between Kimba and Buckleboo.

Thevenard - Penong

As I suggested earlier, I believe that, due to the gypsum traffic, the most important section of track on the whole Peninsula is that between Thevenard and Kevin. I now want to turn to this particular section.

The current line from Penong Junction to Kevin is relatively new, being opened on 13.2.1966. The junction of the old line to Penong was at Wandana, some ten to twelve kilometres east of Ceduna on the Main line from Port Lincoln. I tried to find this location, and, whilst I think I know where it was probably located, I could not see any clear indications of the locality, nor any real evidence of the line heading north-west. From Wandana the line headed north-west and then west, well north of the Eyre Highway. The line crossed the highway at Koonibba, about halfway to Penong, and then ran on its southern side all the way into Penong. The gypsum plant at Kevin was served by a long siding from Kowulka. The new line junctions at Penong Junction, crosses the Eyre Highway on the level on the western outskirts of Ceduna, and then basically runs due west, well south of the highway, until it reaches the saltpans in which is located the gypsum mine. The line then joins the old siding to run north to the site of Kowulka. At Kowulka a sharp curve connects the siding with the original main line which is used for the last few kilometres into Penong. There is a memorial in Ceduna to the "old railway from Ceduna to Penong.

I did not actually look in detail at *THEVENARD* yard, or the general area around Thevenard itself. Thevenard is primarily a shipping facility, with three main commodities going out - wheat and gypsum brought in by rail, and salt brought in by road from roughly the same location as the gypsum. As a result, the town is dominated by the wheat silos located on the shores of the bay, as well as the other facilities associated with the remaining commodities. Thevenard does have some other industries, primarily associated with fishing and other sea products. In many respects Thevenard could be called a partial railway location since the rail yard does take up much of the area, and there are numerous departmental residences, barracks, and other structures, as well as the Loco Depot and Maintenance Centre. A feature of the yard is the balloon loop which comes off the Ceduna end of the yard, runs around the western side of the town and the bay, before heading into the gypsum unloading area; there are no such luxuries for the grain traffic.

In the seventy or so kilometres of track between Thevenard to Penong itself there are only five locations. These are:

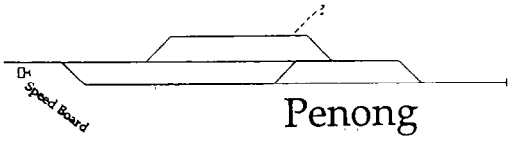
PENONG JUNCTION: the junction between the line from the south and the line to Kevin and Penong, with the points lying for the Penong branch. It seems that whenever traffic operates to or from the south a safeworking officer comes out from Thevenard, obtains the Train Order, changes the points, and admits the train onto what could be called "the Main line". A "STOP" board is located on the "South line" well before the points.

MOULE: the first of two crossing loops between Penong Junction and Kevin, Moule has a Loop siding on the up side, with a dead-end siding (possibly being used as a Ballast siding) trailing off the loop at the down end;

CHARRA: the second facility, having a Loop and a "Goods" Siding on the up side;

KEVIN: I didn't actually go into Kevin itself, though I gather that there are a series of sidings, including some form of triangle loading facility;

PENONG: the end of the line, and where, I was told, it was not uncommon to find railfans. The diagram shows the current facilities, and the fact that there is a 15 km/h speed board for trains leaving the yard. There is evidence of removed facilities, and it is quite likely that there was a turning triangle or other locomotive facilities on the down end (where indicated). All points at Penong are controlled by throwover levers.



Conclusion

The Eyre Peninsula is a rather interesting place to visit, and contains such a diversity of rail facilities. Unfortunately, apart from the gypsum traffic, all traffic is seasonal in nature, and therefore one is virtually taking "pot luck" in finding any traffic operating unless visiting at the height of the wheat haulage period. I trust that readers will have found some of the information contained above of interest, and will inspire others to fill in the gaps, or add extra information to that contained above.

SIGNALLING ALTERATIONS

(Continued from Page 52)

When the train has been located, the Train Controller must arrange for the competent employee to receive a Train Authority using the nearest available communication. When the Train Authority has been handed to the Driver, it will not be necessary for the Driver to verify the Train Authority with the Train Controller.

If the station in the rear is attended, the Train Controller must communicate the details to the Signaller who must make an entry to this effect in the Train Register Book. The Signaller must, where applicable, sleeve the departure signal at the 'Stop' position and ensure the line is not obstructed until the train has returned to the location.

(d) Train Not to Return to Station in the Rear except as Authorised

A train which has entered a single line section must not return from any intermediate point in that section to the crossing station/loop in the rear except as shown in the Rules and Operating Procedures.

(SW 175/95, WN 13/95)

(04.04.1995) **Dandenong**

The hand operated Hayes derails at the Down end of Nos 6 & 7 tracks are locked 'on' with special padlocks and shunting movements into these two tracks are not permitted from the Down end. A special locking device has been provided on the WSa lever working the points leading towards Nos 6 and 7 tracks to secured the points for No 8 track. The key to the padlocks is held by the Signaller, Dandenong, who is not to release the key except in emergency, and then only when authorised by the Superintendent of Safeworking. These arrangements will continue until motor operated derails are provided.

(SW 171/95, WN 13/95)

(04.04.1995) **Echuca - Deniliquin**

The location and level crossing distances between Echuca and Deniliquin have been amended.

(WN 13/95)

04.04.1995 **Miram**

On Tuesday, 4.4.95, No 2 Road was booked out of service for gauge conversion. The switch locked points at either end were secured for the main line. (SW 193/95, WN 14/95)

05.04.1995 **Kiata**

On Wednesday, 5.4.95, No 2 Road was booked out of service for gauge conversion. The switch locked points at either end were secured for the main line. (SW 188/95, WN 14/95)

06.04.1995 **Salisbury Loop**

On Thursday, 6.4.95, No 3 Road was booked out of service for gauge conversion. The switch locked points in No 2 Road are secured for the main line. (SW 189/95, WN 14/95)

07.04.1995 **Ararat**

On Friday, 7.4.95, the Dead End Siding was abolished. Ten metres of this siding was retained as a safety point and a baulk provided at the Down end. Dwarf 28 was abolished. Amend Diagram 6/90.

(SW 195/95, WN 14/95)

07.04.1995 **Diapur Loop**

On Friday, 7.4.95, No 3 Road was booked out of service for gauge conversion. The two switch locked points in No 2 Road are secured for the main line. (SW 190/95, WN 14/95)