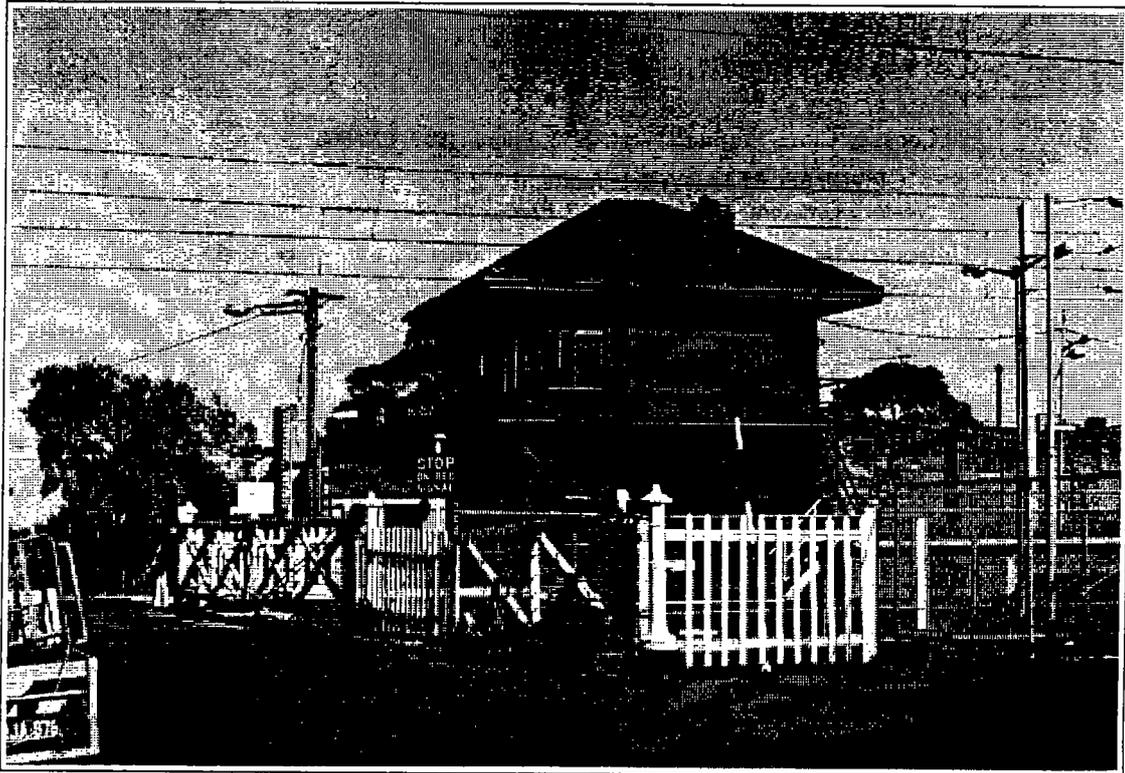


# SOMERSAULT

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SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The last few months have seen a large number of signalling and safeworking alterations in Victoria. The most significant of these is the opening of the new standard gauge line to Adelaide on 23 May. Indeed, almost all of this issue of Somersault is devoted to an extended 'Signalling Alterations' section to cover the alterations that this has entailed. The cover photo, however, shows another part of the Victorian signalling which became history on 18 June; the Yarraville gates. The interlocked gates at Anderson Street, Yarraville, date from February 1890 when the station was interlocked from a signalbox situated on the southwest corner of the level crossing. "One and a half" sets of gates were provided, the "half set" (two gates instead of the usual four) protected the goods siding. Two gate wheels were provided in the box. The current signalbox was brought into use in March 1927 and is of the "all brick" style usually used for power signal boxes. The brick and concrete construction has the advantage of being far more fireproof than the usual wooden signalbox and may have been adopted at Yarraville due to the provision of a switchboard for the signal supply in the basement. My records are silent as to when the goods siding was abolished. It was intact in July 1985, but had been lifted by 1991. In more recent times the second gate wheel and operating connections for the half set of gates had been removed. The replacement boom barriers are manually controlled and Yarraville signalbox remains open to perform this function.*

*Photo: Andrew Waugh*

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### MINUTES OF MEETING HELD FRIDAY MARCH 24, 1995.

**Present:-** A.Jungwirth, W.Brook, J.Churchward, G.Cumming, A.Gostling, W.Johnston, B.McCurry, J.McLean, R.Murray, L.Savage, P.Silva, A.Waugh & R.Whitehead.

**Apologies:-** K.Lambert, D.Langley, G.O'Flynn, G.Reynolds & C.Rutledge.

The President, Mr. Alan Jungwirth, took the chair and opened the meeting @ 2038 hrs, following the Annual General Meeting.

**Minutes of the February 1995 Meeting:-** Accepted as published. A.Gostling/B.McCurry. Carried.

**Matters Arising:-** Nil.

**Correspondence:-** A letter was sent to the Minister of Transport seeking his support for a proposal to establish a railway signalling museum.  
R.Whitehead/B.McCurry.

**General Business:-** The Secretary reported on the successful 20th Anniversary Tour in New South Wales last weekend. Highlights included:- the signal museum at Goulburn, Skitube at Perisher Valley & the S.R.S. charter of a Skitube train. The signal museum at Goulburn is a guide for what can be achieved in Victoria.

Andrew Waugh made mention of the reprint of "Power Railway Signalling", produced by Peter Kay.

The Secretary reminded members that subscriptions for 1995 are now due.

Alan Jungwirth provided details of recent alterations. Strathmerton:- Tocumwal line reopened, all signals except up home signal from Cobram line abolished and all points secured by master key lock. Spencer Street:- connections to East Yard abolished. Portland:- Blue Circle Cement Siding out of use, Nos.2 & 3 roads within Port of Portland sidings out of use a/c gauge conversion. Melbourne Yard:- provide electric train stabling sidings on former arrival tracks 8 - 17. Lara:- provide grade crossing a/c Elders IXL Siding. Dandenong/Cranbourne:- 6 page circular issued. Gheringhap:- provide gypsum siding on site of old up platform, leads off existing main line, secured by ST21 master key, former siding "C" now B.G. crossing loop 850 metres long with plunger locks at each end. Stawell:- Nos.3 & 4 roads out of use a/c gauge conversion. Rosebery:- siding out of use a/c gauge conversion. Beulah:- No.2 road abolished. North Melbourne:- signal prefixes NMA & NMB altered to NME. West Tower:- Melbourne Steel Terminal commissioned. Woodend:- signal box abolished, new frame in bay on up platform. Hamilton:- No.4 road abolished, No.2 road out of use a/c gauge conversion. Langi Logan:- closed to all traffic. Galaquil:- siding out of use a/c gauge conversion. Murtoa:- Canary & Train Examiners sidings abolished, No.4 road & siding "D" out of use a/c gauge conversion. Batchica:- No.2 road out of use a/c gauge conversion. Glen Thompson:- No.2 road out of use a/c gauge conversion. Maroona:- Nos.2, 3 & 4 roads out of use a/c gauge conversion. Bentleigh:- provide additional pedestrian gate a/c Centre line. Maffra Line closed to

all traffic. Great Western Loop:- No.2 road out of use a/c gauge conversion. Chrome Loop:- No.2 road out of use a/c gauge conversion. Seymour Loop:- down end out of use a/c loop being extended.

Andrew Waugh advised that the April 1995 issue of Trains magazine has a lead article on Interlocking Towers.

Andrew Waugh reported on an incident in Altoona, Hamburg, where a relay interlocking was replaced by a German equivalent of an S.S.I. The S.S.I. didn't work and the station was closed for a week to fix the problem. This was the equivalent of closing Spencer Street Station.

Laurie Savage reported on the progress of the re-sleeper machine working on the Cressy line.

Bob Whitehead advised that the Cranbourne electrification opened today.

Bruce McCurry advised that signal E212 had been converted to a light signal.

Laurie Savage reported on changes to the Western line C.T.C.

Bill Johnston noted that an up automatic signal in the Sunshine area has had the marker light mounted hard against the background of the "A" unit. It is believed that this and other similar work is a result of the accident at signal M303.

Andrew Waugh spoke about the level crossing accident at Hoppers Crossing where a bus was parked on the level crossing and then struck by a Sprinter.

Andrew Gostling spoke on the changes to the areas of control of Metrol and Control. Metrol takes over Dandenong - Pakenham and Dandenong - Cranbourne from Control while Control takes over Frankston - Stony Point and the Long Island line from Metrol.

Meeting closed @ 2154 hrs.

The next meeting will be on Friday May 19, 1995 at the Uniting Church Hall, Hotham Street, Mont Albert.

### MINUTES OF MEETING HELD FRIDAY MAY 19, 1995.

Present:- J.Churchward, R.Cropley, G.Cumming, A.Gostling, R.Jeffries, W.Johnston, K.Lambert, D.Langley, B.McCurry, J.McLean, R.Murray, T.Murray, L.Savage, P.Silva, A.Waugh & R.Whitehead.

Apologies:- W.Doubleday, M.Guiney, A.Jungwirth, G.O'Flynn, A.Ratcliffe, C.Rutledge & D.Ward.

The Vice-President, Mr. David Langley, took the chair and opened the meeting @ 2022 hrs following the Annual General Meeting.

The Chairman welcomed visitor Jeff Savage to the meeting.

Minutes of the March 1995 Meeting:- Accepted as read. R.Whitehead/J.McLean. Carried.

Matters Arising:- The Secretary apologised for the non appearance of the minutes in the May 1995 issue of "Somersault".

Correspondence:- A reply was received from the Minister of Transport.

A letter has been sent to Debbenham Tewson International expressing interest in the lease of the refreshment room at Seymour Railway Station.

A draft of an article on South Australian signalling for the U.K. "Signalling Record" has been received from Peter Kay. Peter is to write a series of articles on Australian signalling for the U.K. "Signalling Record".

A.Waugh/W.Johnston.

General Business:- The Secretary reported that due to work commitments, David Ward would be unable to present the syllabus item tonight.

Jack McLean reminded the meeting of the need for the society to pay the rent for the hall.

Bob Whitehead reported on latest news from the archives. Awaiting written accreditation from the P.R.O. A large number of T.R. books have been donated. More building works are still to be done. Comments are invited on the draft document for the operation of the archives. To be discussed by the committee.

Laurie Savage reported on works at locations on the Cressy line. A ballast train was noted at Inverleigh tonight. The switchstands have been removed from the points at Inverleigh and are now locked with staff locks. An empty wheat train ran from McIntyre Loop to Portland last Wednesday, reversing at the new Tottenham Loop and taking the left turn at Fremantle Junction. Laurie tabled recent articles from the "Ballarat Courier" which were passed around.

Planning is to continue for more S.G. conversions.

Andrew Waugh reported on the demise of Trawalla and Buangor.

West Coast Railway have put together a proposal for a tourist train service from Ballarat to Ararat.

Ross Murray described the steam special on 1 April, 1995, the same day as Warrenheip box was abolished. On the down trip the junction was still there, but by the time the up passed, the junction had been straight railed.

Ararat now consists of a staff locked standard gauge loop siding. All signal posts except the down distant signal and the down repeater for Pyrenees Loop have been removed.

David Langley noted that Woodend box has been demolished and there is a new bay on the platform.

Bob Whitehead reported that the Wallan frame has gone to Queensland and that the building is not in good condition.

Bob Whitehead reported that from 29 January, 1995, all remaining broad gauge on the Wodonga Livestock Sidings line had been removed. Is this the first standard gauge branch in Victoria ?

Bob Whitehead spoke about a level crossing accident in February 1944 at the down end of Wangaratta involving the 3.25 pm Up Albury pass. A truck ran into the second carriage. The Wig Wag was proved not to be working at the time of the accident. The Wig Wag was working for the previous train, a hospital train waiting for a road into Wangaratta yard. The batteries worked two sets of Wig Wags and had run flat.

Andrew Waugh has a list of all remaining interlocking towers in the United States and spoke about a problem in the U.S. of cars going around boom barriers. Recently, two cars had a head-on collision as they went around a set of boom barriers. Both cars were demolished by the train.

Andrew Waugh reported on recent deaths at Rosanna and the demands by the local residents for the line to be fenced.

Bob Whitehead noted that on Easter Sunday the Tocumwal bridge was lifted and three paddle steamers went under the span.

Jack McLean spoke about a 1940's proposal for a direct connection from Chewton to Maldon Junction using a triangle connection near Castlemaine.

Glenn Cumming advised that the Caulfield resignalling had been delayed for another two weeks and that it is proposed to run buses from Caulfield to Oakleigh and Caulfield to Moorabbin when the work goes ahead.

Jack McLean spoke about a 1923 football match at Minyip where 5000 spectators were conveyed to the match by six special trains from around the Wimmera district.

Andrew Waugh showed members a dolly peg, from which the name for signal dolls was derived.

David Langley reported that the points leading to No.3 road at Avenel had been spiked normal and that the "V" crossing in the turnout at the down end had been removed.

Moved Jack McLean, seconded Bob Whitehead, that the Secretary write to the S.R.S.U.K. congratulating them on their 25th anniversary.

Tom Murray asked if any progress had been made on proposed broad gauge crossing loop at Longwood and Bowser.

Laurie Savage reported on new signals at Belair in South Australia. New Trans Adelaide style signals were in place with AN searchlight signals standing beside them.

The future of the Murraylands lines in South Australia is not known. Will they be converted to standard gauge ? For the interim, broad gauge trains will still run out of Tailem Bend and the grain will be transhipped at Tailem Bend.

Syllabus Item:- The planned syllabus item has been held over until the July 1995 meeting.

Meeting closed @ 2155 hrs.

The next meeting will be on Friday July 21, 1995 at the Uniting Church Hall, Hotham Street, Mont Albert.

## SIGNALLING ALTERATIONS

*The following alterations were published in WN 15/95 to WN 22/95. The alterations have been edited to conserve space. Dates in parenthesis are the dates of the Weekly Notice.*

- 01.04.1995 **Murtoa**  
On Saturday, 1.4.95, No 4 Road and Siding D were booked out of service for gauge conversion. The hand points leading from No 3 Road to No 4 Road were secured for No 3 Road. The Train Examiners Siding was abolished. Amend Diagram 48/90. (SW 200/95, WN 15/95)
- 04.04.1995 **Murtoa, Marmalake Sidings**  
On Tuesday, 4.4.95, No 1 Siding at Marmalake was booked out of service beyond the Up side of outloading spout 'A' for gauge conversion. The hand points leading from the Independent Siding to Nos 1 and 2 Sidings at the Up end were secured for the Independent Siding. The hand points leading from No 2 Siding to No 1 Siding (including the centre yard) were secured to lie for No 2 Road. (SW 201/95, WN 15/95)
- 04.04.1995 **Newport - North Shore**  
On Tuesday, 4.4.95, the Standard Gauge track between Newport and 71.46 km was opened for the operation of locomotive hauled work trains and light locomotives, subject to various speed restrictions. When approaching a level crossing equipped with boom barriers the Driver of the Standard Gauge train or light engine must be prepared to stop short of the crossing if the 'all clear' hand signal is not received. Open level crossings may be approached at line speed. (SW 199/95, WN 15/95)
- 07.04.1995 **Newport South - Altona Junction**  
Between Friday, 7.4.95, and Sunday, 9.4.95, the West Line and Standard Gauge lines were slewed 6 metres between 11.5 km and 13 km. A 30 km/h speed restriction applies over the affected area. Permanent Way Warning and Caution Boards were provided. Home 196, Controlled Automatic 200 and Automatic Signal GG 457 were shifted on their signal gantries to conform with the new alignment of the West Line. The East Line was made available for bi-directional traffic between South Newport and Laverton. Home 194 and Controlled Automatic 198 were recommissioned. (SW 198/95, WN 15/95)
- 07.04.1995 **Kaniva**  
On Friday, 7.4.95, Nos 2, 3, and 4 Tracks were booked out of service for gauge conversion. The switchlocked points at the Up and Down ends were spiked for the main line. (SW 208/95, WN 15/95)
- 07.04.1995 **Seymour Loop**  
From 1300 hours on Friday, 7.4.95, the standard gauge loop at Seymour was restored to use. All signals and points were booked back into service. SW 184/95 is cancelled. (SW 215/95, WN 15/95)
- 08.04.1995 **Horsham**  
On Saturday, 8.4.95, the points leading from No 2 to No 3 Track were abolished. Ground Frame B was taken out of use. (SW 209/95, WN 15/95)
- 10.04.1995 **Gheringhap**  
On Monday, 10.4.95, Sidings A and B were booked out of service and are only available for track construction trains. Crossover 13 (leading from the Main Line to Siding A) was abolished. The main line end of the crossover was spiked and the track circuit removed. The siding end of the crossover was removed. Both ends of Crossover 9 (leading from the Main Line to the Cressy line) were spiked normal. Any movement from the Cressy line to the Main Line must only be performed when authorised and controlled by the Signaller, Gheringhap. (SW 213/95, WN 15/95)
- 10.04.1995 **Maryborough - Ararat**  
On Monday 10.04.1995, the line between Maryborough and Ararat was temporarily closed to allow gauge conversion works at Ararat. The points at Maryborough were spiked for the Ballarat line. The track at Ararat leading to the Maryborough line was disconnected. Trains crossing at Ararat must not exceed 500 metres in length. Lever 69 at Ararat (Home signal on Post 7) was sleeved normal. (SW 206/95, WN 15/95)
- 10.04.1995 **Rainbow - Yaapect**  
From 0001 hours on Monday, 10.4.95, the line beyond Rainbow was closed for gauge conversion. A baulk was placed across the line at 430.330 km, which is 1.803 metres from the Down end points at Rainbow. (SW 210/95, WN 15/95)
- (11.04.1995) **West Tower, Melbourne Yard Stabling Sidings**  
The Security Gates at the entrance to the new suburban train stabling sidings are motorised. Instructions for manual operation of the gates are the same as those for the gates at Dandenong. Battery backup is provided to allow manual operation of the gates in the event of a signal power failure. (SW 174/95, WN 14/95)

**(11.04.1995) South Dynon, NR Wagon Maintenance Centre**

Access to the National Rail Wagon Maintenance Centre is via Shaw's Siding. The following procedures must be observed whenever a shunting movement is made from or to the centre.

1. Prior to commencing the movement, the employee in charge must contact the Diesel Shops Foreman for permission to make the movement. The Foreman and the Supervisor of the Wagon Maintenance Centre must come to an understanding as to the movement to be conducted prior to permission being granted. Once the Foreman has granted permission for a shunting movement to take place, a fuel point or diesel shops movement must not be made onto the engine track until the shunting movement has been completed.
2. The PTC and NR may not simultaneously conduct movements in Shaws Siding.
3. Shunting movements can only be carried out in daylight.
4. Warning devices have been provided on the road access to the Maintenance Centre. These are controlled by push buttons situated on a post adjacent to the lead from No 2 Road to the Engine Track. These devices must be used whenever a shunting movement is performed to or from the maintenance centre.
5. Until additional warning devices are provided at the entrance to the Centre, a Flagman must be positioned at the entrance to the Centre to warn employees of the shunting movement.
6. NR shunting commands will be conducted on radio channel 45. (SW 194/95, WN 14/95)

**(11.04.1995) Seymour Loop**

During the period which Points 7 are out of service, the Train Controller must ensure that Signal SEY/U6 is sleeved normal. (SW 184/95, WN 14/95)

**11.04.1995 Portland - Heywood - Mount Gambier**

On Tuesday, 11.4.95, the line between Heywood and Portland was closed for gauge conversion. The line between Heywood and Mount Gambier was temporarily closed. The junction points at Heywood were spiked for the Ararat line and a baulk was provided across the Mount Gambier line at the state border. (SW 15/95, WN 207/95)

**12.04.1995 Lubeck Loop**

On Wednesday, 12.4.95, No 2 Road was booked out of service for gauge conversion. The single line section became Deep Lead Loop to Murtoa. Points 7 and 27 at Lubeck cannot be operated from Control, and the Train Controller must sleeve the points in the normal position. Home Signals 6, 10, 26 and 30 will continue to operate normally. The Emergency Automatic Operation Mode has been disabled. Should any failure of the Home Signals occur at Murtoa Loop, the instructions for Great Western (see SW 129/95) must be observed. (SW 216/95, WN 15/95)

**13.04.1995 West Tower**

On Thursday, 13.4.95, the wording on Stop Board No 1 was altered to 'Stop - Obtain Permission from Signaller West Tower before proceeding' from '...West Tower to enter Canal Area.' Drivers must obtain permission from Signaller, West Tower, before entering the Reversing Loop or North Lead. This cancels SW 173/95. (SW 217/95, WN 16/95)

**14.04.1995 Dynon Dock Links Road**

On Friday, 14.4.95, the following temporary track and signal alterations took place to allow for NRC trackwork.

1. Dwarf 132 was moved 15 metres to the left of its current position and alterations were made to its controlling circuitry. When Lever 132 is reversed the level crossing protection equipment will operate and the Dwarf signal will clear in due course.
2. Dwarf 154 was taken out of service. Lever 154, West Tower, was sleeved normal.
3. Points 119 were abolished. Lever 119, West Tower, was sleeved normal.

Amend Diagram 40/90. (SW 221/95, WN 16/95)

**14.04.1995 Ballarat - Wolseley**

On Friday, 14.4.1995, all services on the line between Ballarat North and Ararat were suspended until further notice. At Ararat the line was baulked on the Down side of Post 6. The line between Ararat and Wolseley was closed for gauge conversion. The signalbox at Ararat was abolished, along with all interlocked signals and points. (SW 211/95, SW 212/95 & SW 220/95, WN 15/95 & WN 21/95)

**14.04.1995 Dimboola - Rainbow**

On Friday, 14.4.95, the line from Dimboola to Rainbow was closed for gauge conversion. (SW 222/95, WN 16/95)

**16.04.1995 Dandenong**

Commencing Sunday, 16.4.95, the Signal box hours for Dandenong will be:

Dandenong

Sunday .....0715 hours until 0130 the following Sunday

Amend page A9 of the Metro WTT.

(O 415/95, WN 16/95)

**16.04.1995 Frankston & Mordialloc**

Commencing Sunday, 16.4.95, the Signal box hours for Frankston and Mordialloc will be:

**Mordialloc**

Monday to Friday .....0550 hours until 0800 hours, 1705 hours until 2015 hours  
 Saturday & Sunday .....Closed

**Frankston**

Monday to Saturday .....0230 hours each day until 0130 hours the following day  
 Sunday .....0700 hours until 0045 hours Monday

Amend page A9 of the Metro WTT.

(O 414/95, WN 16/95)

**(18.04.1995) West Tower, National Rail Melbourne Steel Terminal**

The Melbourne Steel Terminal Area is divided into three operating areas:

1. The Gauge Transfer Area (Gantry Crane Operations) which comprises one Broad Gauge line and two Standard Gauge lines.
2. The Holding Yards which has 10 sidings. Sidings 1 to 4 are Broad Gauge and the rest are Standard Gauge.
3. Pasmenco Siding which leads from No 10 Siding, Holding Yard.

**Operating Procedures for the Gauge Transfer Area**

Rail operations are not to take place whilst the gantry crane is in operation. The Signaller, West Tower, must ensure that all gantry operations have stopped prior to allowing a rail movement towards the gauge transfer area. While on duty, the NR shunting crew will be responsible for co-ordinating rail and gantry crane operations. NR wagon repair and maintenance staff must obtain permission from the NR shunting crew before entering the gauge transfer area. Prior to commencing or ceasing duty, the gantry crane operator must ascertain from the shunting crew if trains have been handed over to BHP for loading transfer. Prior to ceasing duty, the operator must advise the NR shunting crew.

When the NR shunting crew is not on duty, the Signaller, West Tower, will be responsible for co-ordinating rail and gantry crane operations as described above.

(SW 205/95, WN 15/95)

**18.04.1995 West Tower, Bogie Exchange Sidings**

On Tuesday, 18.4.95, the Bogie Exchange Sidings were reconfigured to meet the requirements of National Rail.

Standard Gauge Sidings Nos 1 to 5 will be known as the National Rail Melbourne Operations Terminal. Sidings 3 and 4 are already available and the remaining three sidings will be available for use on the 18.4.95.

Standard Gauge access is provided to the Melbourne Steel Terminal, Fresh Centre, and Wagon Maintenance Centre. Broad Gauge access is provided to the Fresh Centre, Appleton Dock, Stang Siding, and the North Lead (the last to be provided on 24.4.95).

**Standard Gauge Sidings Nos 1 to 5 (NR Melbourne Operations Terminal)**

Fouling point indicators are provided at both ends of the sidings within the Melbourne Operations Terminal. These indicators have been provided to control movements other than the NR Shunt locomotive. Prior to a movement past an indicator, the employee in charge of the movement must obtain permission from the Signaller, West Tower. If the NR Pilot is operating, the Signaller, West Tower must come to an understanding as to the proposed movement before granting permission. Stop Board No 6 was converted to a standard Stop Board and lettered "At Fouling Point Obtain Permission from Signalman West Tower before Proceeding out of 1-5 Tracks. NRC Shunt Loco Excepted."

Stop Board A is situated at the Up end of No 5 Siding and controls standard gauge movements towards the Fresh Centre. It is lettered 'Stop - Permission from Signalman West Tower Required before Proceeding'. Permission must not be granted simultaneously for a Broad Gauge and a Standard Gauge movement to the Fresh Centre. A Standard Gauge movement past Stop Board A may take 30 minutes. Should a Standard Gauge movement exceed 30 minutes, the employee in charge of the movement must contact the Signaller, West Tower, and come to an understanding regarding the movement. The Signaller may request the Standard Gauge movement to terminate in the Fresh Centre clear of the Broad Gauge to allow Broad Gauge movements.

The Signaller, West Tower, is to record in the Train Register Book each occasion when permission is been granted, or refused, to pass a Stop Board.

The National Rail Pilot must advise the Signaller, West Tower, when commencing or ceasing duty and which gauge (Standard or Broad) the pilot is operating on. The Pilot is governed in the same manner as Main Line train movements when required to pass a Stop Board. The NR shunting commands will be Channel 45. Main Line train movements will be on Channel 1.

PTC Main Line train movements will be on Channel 1 unless directed to change to a shunting or administrative channel.

Circular SW 163/95 is to be amended.

(SW 223/95, WN 16/95)

**18.04.1995 Newport**

On Tuesday, 18.4.95, the Newport Construction Loop (Standard Gauge) was taken out of service. The points were spiked normal and will be removed.

(SW 225/95, WN 16/95)

**(25.04.1995) Tocumwal, Lift Span on Rail Bridge over Murray River**

The lift span of the bridge must be secured for rail traffic except when required to be opened for river traffic or for any other special occasion, and then only under cover of an absolute occupation issued by the Train Controller, Centrol.

**Security of Lifting Span**

The lifting span is secured by three plungers. Two plungers are located on the Down side of the span, one at each end, and are worked together by a lever which is secured by a Master Key lock. The third plunger is worked by an A pattern Annett lock and is located on the Up side of the span at the Up end. All three plungers must be released to lift the bridge.

The rail across the bridge is jointed by means of normal fishplates and bolts located 800 mm beyond the end of the lifting span. In addition to withdrawing the plungers, the bolts must be removed from the four rail joints. There are no pipes or other services crossing the bridge.

The operating mechanism is located in the superstructure of the bridge. It is manually operated.

Approximately 15 minutes constant winding is required to lift the span to its full height. A pawl is provided to prevent unintentional descent of the span, and a brake is provided for controlled descent.

Four half gates are provided at the ends of the fixed spans of the bridge to protect the opening as the lift span is raised or lowered. These gates are secured by 1P padlocks and chains.

Insert as a new instruction on Page 35.8 of the Book of Rules.

(SW 218/95, WN 16/95)

**28.04.1995 Newport**

On Friday, 28.04.1995, the signalling arrangements shown on Diagram 3/95 came into service and Diagram 21/86 was cancelled. The main alterations are:

1. A computer based interlocking was provided to control the signals and points for the tracks approaching from Brooklyn through the Back Road to the Down end.
2. Thomas' Mill Siding was abolished.
3. Homes 23, 30, 33, 144, and 148 and Dwarf 146 were abolished.
4. Up Home 148 was relocated 75 metres in the Down direction and is now located adjacent to Home 152.
5. A new Standard Gauge Up Home 146 was provided adjacent to Home 148 to control movements through the Back Road.
6. A new Broad Gauge Up Home 56 was provided to control movements from No 2 Stabling Siding (the Through Siding) to either the East or West lines to Brooklyn.
7. Points 45, leading from the Dual Gauge line to No 2 Stabling Siding, were commissioned. These points are motor operated and rodded to a Derail and Wheel Crowder in No 2 Stabling Siding.
8. Points 49, at the junction of the East and West lines to Brooklyn, were commissioned. These points are motor operated.
9. Home 58 will apply from the Dual Gauge Back Track to the East and West Lines and will be provided with 'East' and 'West' indications as well as an 'S' indicator for Standard Gauge movements.
10. Home 38 from the East Line will be provided with 'V' and 'S' indicators. Gauge detection circuits are located at Kernot Street and at the exit of the Reclamation Depot Sidings. Home 38 will not clear unless the gauge of the approaching train is detected. Should the gauge detection circuits fail, the Signaller, Newport, must ascertain the gauge of the approaching train and ensure the correct route is set before authorising a train to pass Home 38.
11. A new Home 32, for movements from the East Line, was provided. A 70 km/h notice board for Standard Gauge trains, was provided in the rear of Home 32.
12. A new Home 44, for movements from the West Line, was provided.
13. Catch 145, located in the former Standard Gauge Works Sidings, were abolished.

(SW 235/95, WN 17/95)

**30.04.1995 Centrol**

From Sunday, 20.4.95, control of the Spencer Street - Ballarat line was transferred to the Mildura Corridor. The control areas are now:

Dynon - Pyreiness Loop (via Cressy)	Channel 2
Maroona - Portland	
Melbourne - Ballarat - Mildura	Channel 3
Ararat - Maryborough - Castlemaine	
Dunolly - Korong Vale - Robinvale & Kulwin	
Melbourne - Bendigo - Piangil	Channel 4
Bendigo - Echuca - Deniliquin & Moulamein	
Bendigo - Inglewood	
Seymour - Tocumwal, Cobram, Dookie & Echuca	
Benalla - Oaklands	
North Geelong 'C' - Warrenheip (SAW)	Channel 5
Pyreiness Loop - Wolseley	Channel 6

Murtoa - Hopetoun	
Dimboola - Yaapeet	
<u>Spencer Street - Albury (both Standard &amp; Broad Gauge)</u>	
Melbourne - Bairnsdale & Leongatha	Channel 7
Melbourne - Stony Point	
<u>Melbourne - Geelong - Warrnambool</u>	Channel 8

This cancels SW 249/95. Note SW 244/95 gave much the same information, except that Channel 2 included the Mount Gambier line and only extended from Gheringhap to Ararat. Channel 3 covered Ballarat - Ararat as well as the lines listed, and Channel 5 covered North Geelong to Ballarat

(SW 244/95 & 252/95, WN 19/95)

**01.05.1995 West Tower, Bogie Exchange Sidings**

On Monday, 1.5.95, the following track and signal alterations were made.

A crossing loop was provided on the Broad Gauge access track on the Down side of the Fresh Centre. The loop will hold a train up to 540 metres in length in each track. The points at each end will be operated by CCW levers set for the left hand track. The loop is controlled by Dwarf 132 for Down movements and Stop Board No 9 for Up movements. Trains may be stabled without a crew in either track provided the appropriate instructions in the Book of Rules have been complied with and the Signaller, West Tower, informed.

The North Lead track was connected to the Broad Gauge access track. The North Lead track crosses over the Standard Gauge South Lead approximately 50 metres on the Down side of Moonee Ponds Creek. Broad Gauge movements over the North Lead - South Lead mixed gauge crossing will be governed by Stop Boards 6 and 7. These Boards allow normal right of way to South Lead Standard Gauge traffic.

Amend Diagrams 28/83 and 14/93.

(SW 245/95 & SW 240/95, WN 18/95)

**07.05.1995 Maroona - Wolseley, Maroona - Portland, & Murtoa - Hopetoun**

From 0001 hours on Sunday, 7.5.95, the standard gauge lines between Maroona and Wolseley, Maroona and Portland, and Murtoa and Hopetoun were return to PTC control. These lines will be construction sidings until the safeworking systems are in place. All movements will be under the direction of the Safeworking Supervisor. The lines will not be available for regular passenger or freight services.

The current operating procedures for the passage of construction trains between Newport and North Geelong 'C' (Barclay Mowlem) and Gheringhap to Maroona (John Holland) will remain in force.

(SW 255/95, WN 19/95)

**09.05.1995 West Tower, NRC Melbourne Operations Terminal**

On Tuesday, 9.5.95, a hand locking bar and padlock was provided on the hand points leading from No 5 Track to the Fresh Centre or to No 4 Track. The bar will secure the points to lie for No 4 Track. The employee in charge of a movement towards the Fresh Centre must ensure that the points are secured with the hand locking bar after completion of the movement. Amend Diagram 13/93. (SW 261/95, WN 20/95)

**11.05.1995 West Tower, NRC Melbourne Operations Terminal**

On Thursday, 11.5.95, Stop Board 'A' will have the words 'Standard Gauge Fresh Centre Only' added.

(SW 266/95, WN 20/95)

**(16.05.1995) Newport 'A' - Brooklyn**

Until circuit alterations are carried out at Kernot Street level crossing, the following instructions will apply:

1. Under no circumstances are trains to be held at either Homes 32 or 44. Prior to granting Line Clear to Brooklyn for trains on either the East or West lines, the Signaller, Newport 'A' must clear these Home signals.
2. For trains longer than 1000 metres the Signaller, Newport 'A' must also clear Home 38 or 42 (as applicable) prior to granting Line Clear to Brooklyn. The Signaller, Newport 'A' must ascertain the length of the train from the Train Controller, Centrol.
3. Permission is granted for the Signaller, Newport 'A', to use the Train Radio to dictate a Caution Order if either Home 32 or 44 has failed. This permission will remain in force until Post Telephones are provided at these signals. If permission has been granted to pass Home 32 at Danger, the Signaller, Newport 'A', must secure Crosslock 29 in the normal position.

(SW 254/95, WN 19/95)

**(16.05.1995) Newport 'A'**

Authority is granted for the issue of Caution Orders by the use of Post Telephones in the station area at Newport, and for the sections Newport - Altona Junction - Laverton (via both Paisley and Altona). The instructions remain as shown in SW 397/94 (see Somersault Vol 18 No 2, page 24) except that Caution Order 2377 is to be issued to pass Posts 32, 42, 44, 48, 56, 60, 62, 64, 87, 89, 100, 146, 148, 152, 164, 166, 170, 194, and 196 at Newport. To ensure gauge integrity, the Signaller, Newport 'A' must personally deliver the Caution Order to the Driver of any train requiring to pass Homes 38 or 58 at Stop.

(SW 248/95, WN 19/95)

**(16.05.1994) Shepparton**

The instructions for Driver in Charge of Signalling have been altered. The new instructions alter the method of running around the train. In the existing instructions (see pages 34-49 to 34-51, Book of Rules, or Somersault Volume 17 No 1, Page 8), replace the text commencing with "Lock and remove the Annett Key from Lever No 1..." and finishing at "... The train MUST then set back to the platform." with:

The locomotive must then be detached and run around using No 2 Track. The competent employee must leave the locomotive and activate the Down Home Signal Post 10, via the V5PSW key switch at the Down end of the platform. Once the locomotive is clear of the main line points, the competent employee must unlock and withdraw the plunger. When the locomotive has set back onto No 2 Road and is clear of the points, they must be reset to lie for No 1 Track and the plunger locked in. The run around can then be completed using the Up end hand points situated 75 metres on the Up side of the platform. The train can then be securely stabled in the platform track. (SW 256/95, WN 19/95)

**16.05.1995 North Geelong 'C'**

Between Tuesday, 16.5.95 and Wednesday, 17.5.95, the following signal alterations will take place:

1. Home 44 will be relocated 218 metres in the Down direction. The normal speed aspect will apply to Standard Gauge movements and the medium speed aspect to the Broad Gauge movements. Boards will be provided on the 'a' and 'b' arms of Home 44 to indicate which line each light applies to.
2. Dwarf 48 will be replaced by a new Down Home 48 located on the right hand side of the Standard Gauge line. This will apply from the Standard Gauge line to the Dual Gauge line towards Gheringhap.
3. Points 49 will be spiked normal and the point motor removed. Lever 49 will become a pilot lever for Home signals 44 and 48.
4. A bi-directional level crossing predictor will be installed on the Standard Gauge line at Separation Street. A uni-directional level crossing predictor will be installed on the Standard Gauge line at Anakie Road. This will detect Down trains.
5. Temporary alterations will be made to the illuminated diagram at North Geelong 'C' to indicate Standard Gauge movements.

Amend Diagram 54/90.

(SW 267/95, WN 20/95)

**18.05.1995 Willison**

On Thursday, 18.5.95, pedestrian gates were commissioned at the Down end of the station adjacent to Bringa Ave. Amend Diagram 13/77.

(SW 269/95, WN 20/95)

**21.05.1995 Warrenheip - Ballarat - Maryborough**

On Sunday, 21.05.95, the Section Authority System will be brought into service, for a trial period, between Warrenheip and Ballarat (Geelong line) and Ballarat and Maryborough. This will replace the existing Train Staff and Ticket section Warrenheip - Ballarat, and the Automatic Electric Staff System between Ballarat - Sulky Loop - Tourello Loop - Talbot - Maryborough.

Before the existing systems can be suspended, the affected sections must be clear of trains or track maintenance machines, and the Systems Manager, Safety, must have withdrawn the Train Staff, Staff Tickets, Ticket Boxes, and Electric Staffs. Specially printed forms must be exchanged between the Systems Manager, Safety, and the Train Controller before the Section Authority System trialing commences.

If, for any reason, it is necessary to return to the old safeworking systems during the trial period, the authority of the Superintendent Safeworking must first be obtained.

(SW 270/95, WN 20/95)

**(23.05.1995) Newport**

It is no longer necessary for the Operational Supervisor to pilot a Standard Gauge Works train into the construction zone; the Operational Supervisor may authorise the Signaller, Newport 'A' to allow a train to enter the zone. However, once a train has entered, it must be stopped with the rear of the train at Home 146 until a pilot is provided.

(SW 257/95, WN 20/95)

**(23.05.1995) Book of Rules - Operation of Road/Rail Vehicles in the Suburban Area**

Circular SW 68/94 (see Somersault Vol 17 No 4, page 60) has been replaced by a new instruction in the Book of Rules (Section 30, clause j). The new instruction is identical to SW 68/94 except that:

1. the area of applicability has been extended to Cranbourne
2. The following has been added to the responsibilities of the Driver of a Road/Rail vehicle travelling through the section: "Note: Should the Road /Rail vehicle be required to stop and work, line protection as indicated in 1994 Book of Rules and Operating Procedures must be carried out"
3. The sentence "It is the responsibility of the Driver of the Road/Rail vehicle to inform the Signaller when the vehicle is clear of the track" has been deleted and the following added: "The instructions contained in Section 30, Operating Procedure 5 clause d of the 1994 Book of Rules and Operating Procedures must be carried out, in particular when more than one Road/Rail vehicle is required to operate over the same portion of line."

(SW 264/95, WN 20/95)

**23.05.1995 Tottenham - Wolseley**

Train services on the new Standard Gauge lines commenced at 2130 hours on 23.5.95. The initial safeworking system is:

Tottenham 'B' - Brooklyn, Brooklyn - Newport 'A'

Electric Staff

Newport 'A' - Manor Loop, Manor Loop - North Geelong 'C'  
 North Geelong 'C' - Gheringhap  
 Gheringhap Loop - Berrybank Loop, Berrybank Loop - Maroona  
 Maroona - Pyrenees Loop  
 Beyond Pyrenees Loop

Train Staff and Ticket  
 Section Authority System  
 Train Staff and Ticket

CTC

Between Newport and Pyrenees Loop, signalling has only been provided on at Newport, Manor Loop, North Geelong 'C', Gheringhap Loop, Berrybank Loop, Maroona and Pyrenees Loop. The signalling at the remaining locations will be progressively commissioned.

The areas of Control, Centrol, will be:

Tottenham - Newport	Room 9 (Mon - Fri), Room 5 (Sat & Sun)
North Geelong 'C' - Gheringhap	Room 4
Gheringhap - Wolseley, Maroona - Portland, & Murtoa - Hopetoun	Room 2

The interim special instructions for train operations on the new line are as follows:

#### **Tottenham 'B' Box**

The Train Controller must obtain permission from the Signaller, Tottenham 'B' Box before clearing the signals at West Footscray for the departure of Down Standard Gauge Line train for Brooklyn. Before granting permission, the Signaller, Tottenham 'B', must obtain a staff for the section Tottenham 'B' - Brooklyn (see next instruction).

The Signaller must ensure that the signals on the Up and Down Independent Goods Lines are at Danger and then proceed to the points at Tottenham Standard Gauge Junction. The junction points are fitted with a dual controlled point motor which can only be operated in the 'hand' position at the moment. The Signaller must display Red hand for the approaching train. The Driver of the Standard Gauge train must stop the train short of the facing points. After setting the points for the Brooklyn line, the Signaller must hand the Electric Staff to the Driver and display a green hand signal. The train may then proceed to Brooklyn. After the train has cleared the Down Independent Goods Line, the Signaller must set and secure the points for the North East Standard Gauge line and advise the Train Controller accordingly.

Whenever an Up train approaches Tottenham 'B' Box from Brooklyn, the Signaller must identify the train and ascertain whether it is a Broad or Standard Gauge train before signalling or authorising the train to proceed past Post 8G. If the approaching train is a Standard Gauge line train, the Signaller must first obtain permission from the Train Controller by means of a Train Authority. Before issuing the Train Authority the Train Controller must first ensure that section West Footscray Junction - McIntyre Loop is clear and apply the Blocking Command to that section. Having obtained the Train Authority, the Signaller, Tottenham 'B' must set the Junction points for the Standard Gauge movement before authorising the Standard Gauge train to proceed to the Standard Gauge line.

#### **Tottenham 'B' Box - Brooklyn - Newport**

There is no standard gauge crossing loops at either Brooklyn or Newport. Before a Down Standard Gauge line train may depart Tottenham 'B', the Signallers at Brooklyn and Newport must be in possession of the Staffs for it to proceed to Manor Loop.

Before granting Line Clear to Tottenham 'B' Box for a Down train, the Signaller, Brooklyn, must obtain Line Clear from Newport. The Signaller, Newport 'A', may only grant Line Clear to Brooklyn if the Train Staff for the section Newport - Manor Loop is at Newport.

#### **Champion Road and Maddox Road Level Crossings**

For approximately two weeks during the initial operating period, the level crossing equipment at Champion Road (11.748 km) and Maddox Road (12.312 km) will not operate automatically for the passage of trains, and these crossing must be operated manually by means of the test switch.

Each crossing will be provided with a Crossing Keeper in accordance with Rule 4 of Section 15 of the Book of Rules and be protected with inner and outer Flagmen, however, this Rule is modified to the extent that only one outer Flagman will be provided in each direction. This outer Flagman will protect both crossings. Inner Flagmen will be provided at each crossing as per the Rules. Radio communication must be provided between the Inner Flagmen and the Crossing Keeper. Strict radio protocol must be observed between the Inner Flagmen and the Crossing Keeper. Messages must be kept clear and concise with only the essential information being transmitted. Each Crossing Keeper and Flagman must identify themselves in conjunction with the crossing they are protecting (e.g. Crossing Keeper at Champion Road receiving, over).

Upon an approaching train exploding the Audible Track Warning signals and receiving a yellow light from the Outer Flagman, the Driver must reduce the speed of the train and be prepared to stop at the Inner Flagman. On the approach of the train the Inner Flagman must advise the Crossing Keeper. The Keeper must activate the flashing lights/boom barriers via the use of the test switch and inform the Inner Flagman accordingly. Where Boom Barriers are provided, this advise must not be given to the Inner Flagman until the Booms have lowered.

Once the Inner Flagman has received positive advice that the crossing equipment is operating, a green hand signal held steadily in the hand may be exhibited to the Driver of the train. The Driver, upon receiving this green hand signal from the first Inner Flagman, must not increase the speed of the train

above 15 km/h, and remain prepared to stop at the second Inner Flagman at the second crossing. The same instructions apply at the second crossing, and the Driver must not exceed 15 km/h until the locomotive has passed over the level crossing, after which the train may resume line speed.

#### **Kororoit Creek Road Level Crossing**

For approximately two weeks during the initial operating period, the level crossing equipment at Kororoit Creek Road (15.837 km) will not operate automatically for the passage of trains, and these crossings must be operated manually by means of the test switch.

A Crossing Keeper will be provided, and, in accordance with Rule 3 of Section 15 of the Book of Rules, the crossing will be protected with inner and outer Flagmen. Radio communication will be provided between the Inner Flagmen and the Crossing Keeper.

Upon an approaching train exploding the Audible Track Warning signals and receiving a yellow light from the Outer Flagman, the Driver must reduce the speed of the train and be prepared to stop at the Inner Flagman. On the approach of the train the Inner Flagman must advise the Crossing Keeper. The Keeper must activate the flashing lights/boom barriers via the use of the test switch and inform the Inner Flagman accordingly. Where Boom Barriers are provided, this advice must not be given to the Inner Flagman until the Booms have lowered.

Once the Inner Flagman has received positive advice that the crossing equipment is operating, a green hand signal held steadily in the hand may be exhibited to the Driver of the train. The Driver, upon receiving this green hand signal from the Inner Flagman, must not increase the speed of the train above 15 km/h until the locomotive has passed over the level crossing, after which the train may resume line speed.

#### **BP Switch Locked Siding**

The Signaller, Newport 'A', must not permit any train movement which requires to shunt at BP siding, Paisley, except under the following conditions.

If the Train Staff for the section Newport - Manor Loop is at Newport, the Staff must be shown to the Driver and then locked away.

If the Train Staff is at Manor Loop, the Signaller at Newport 'A' must obtain permission from the Signaller at Manor Loop in accordance with Rule 5, Section 21.6, clauses (a), (b) and (c). After the train returns complete from BP siding, the Signaller, Newport, must send the code work AWAK in accordance with clause (c). The Signaller, Manor Loop, may then release the Train Staff.

#### **Manor Loop**

Manor Loop is an attended Staff Station situated 8 kilometres on the Down side of Werribee station. There is 1850 metres clear standing room in each track.

The points at both ends of Manor are Dual Control Point Machines. The Signaller, Manor Loop, will be responsible for the operation of the point machines until they are connected for motor operation. The point machines are manually operated in the manner described on pages 27.36 to 27.38 of the 1994 Book of Rules. The Selector and Hand Throw levers are locked in position by V5PSW padlocks.

Two position Home Signals are provided on bracket posts at both ends of Manor Loop. Location Boards are provided 2000 metres in the rear of the Home Signals at each end of the Loop. Shunting may take place within the location boards, provided the relevant rules have been provided with. At the moment, the fixed signals at Manor Loop are fixed at Stop and it will be necessary for a Signaller's Caution Order to be issued for movements past the Home signals. Post telephones will not be provided at the Home signals.

When crossing trains at Manor, the Signaller must ensure that the first train to arrive has stopped clear of the fouling point at the opposite end of the Loop. The Signaller must also ensure that a train has arrived in clear and complete prior to handing the Staff or Staff Ticket to the Driver of an opposing train. After ensuring that the points are set for a train to depart, the Signaller must display a Green Hand Signal to the Driver of the train. A train may depart once the Driver is in possession of the Staff or Staff Ticket and the authority of the Signaller has been obtained to depart.

A Staff Exchange Platform will not be provided at Manor Loop. It will be necessary for the Driver of a passing train to stop prior to the Staffs being exchanged or a Staff Ticket issued.

The safeworking equipment and telephone communications is situated in the safeworking cabin which is adjacent to the loop track.

#### **Canterbury Road and Station Road Level Crossings**

For approximately two weeks during the initial operating period, the level crossing equipment at Canterbury Road (59.275 km) and Station Road (67.235 km) will not operate automatically for the passage of trains. These level crossings will be operated as per Kororoit Creek Road level crossing.

#### **Elders IXL Switch Locked Siding**

Before any Up Broad Gauge movement requiring to shunt at Elders IXL siding departs North Geelong 'A' Box, the Signaller at North Geelong 'A' must arrange with the Signaller, North Geelong 'C' Box for the Train Staff of the Manor Loop - North Geelong 'C' Box section to be transferred to North Geelong 'A' Box and given to the Driver. The Driver must not depart unless in possession of the Staff.



**Manor Loop - North Geelong 'C' - Gheringhap**

Standard trains cannot cross at North Geelong 'C' Box. The following instructions will apply to the signalling of trains between Manor Loop and Gheringhap.

**Down Trains.**

The Signaller, Manor Loop, must confer with the Train Controller prior to a Down train being allowed to leave Manor. The Train Controller must ensure that no Up Standard Gauge train has departed from Gheringhap and apply a blocking command to the Section Authority Section North Geelong 'C' - Gheringhap. The Signaller, Manor Loop, must be informed accordingly.

**Up Trains.**

Prior to an Up train being allowed to depart from Gheringhap Loop, the Train Controller must ensure that the Train Staff for the section North Geelong 'C' - Manor Loop is at North Geelong 'C' Box and that this Staff has been locked away. The Train Controller may then issue a Section Authority for the Up train to depart from Gheringhap. The Train Staff must remain locked away until the train concerned has arrived at North Geelong 'C' box.

**Follow on train movements**

Follow on train movements may be permitted between these locations provided the relevant system rules have been complied with.

**North Geelong 'C' Box**

Drivers of Up Standard Gauge trains must not depart from North Geelong 'C' Box unless they are in possession of the Train Staff or the Train Staff Ticket for the North Geelong 'C' - Manor Loop section. Drivers of Down Standard Gauge trains must ensure that they deliver the Train Staff or Train Staff Ticket for the rear section to the Signaller, and before departing, have a Section Authority for the North Geelong 'C' - Gheringhap section displayed in the Locomotive Screen Display Unit.

**Gheringhap Loop**

At Gheringhap, the Standard Gauge line diverges from the Dual Gauge line at the Down Distant signal. At this stage, the Distant signal will only display 'Caution' for Standard Gauge trains.

The Standard Gauge crossing loop at Gheringhap is 1500 metres long. A staff exchange platform will not be provided.

The Section Authority Territory boards are situated near the Up end points of the Crossing Loop. Drivers of Up Standard Gauge trains must not foul the line beyond these boards unless a Section Authority for the section is displayed in the Locomotive Screen Display Unit. Drivers of Down Standard Gauge trains must not relinquish their North Geelong 'C' - Gheringhap Section Authority until a roll by inspection has been conducted by the Signaller and the Signaller has confirmed the train is complete.

**Gheringhap - Maroona**

A large type Master Key engraved "Gheringhap - Maroona" is provided for use at Inverleigh and Westmere.

**Inverleigh**

Inverleigh is an intermediate siding in the section Gheringhap - Berrybank Loop. Inverleigh will be used for NRC ballast train operations. The main line points are Staff locked and are rodded to derails and wheel crowders. Trains requiring to shunt at Inverleigh must be in possession of the Train Staff for the section, or, if travelling on Ticket, the Master Key.

**Wingeel**

Wingeel is planned to be a future crossing loop. Wingeel will not be available for traffic purposes until the signalling and pointwork is commissioned for use. The main line points are spiked and secured with a point clip which is locked by a padlock. The keys to these padlocks are retained by the Safeworking Supervisor. The fixed signals will not be lit.

If it is necessary for the main line points at Wingeel to be unlocked for the purpose of track maintenance in the loop track, the following procedures must be observed.

The employee requiring to work in the Siding must contact the Safeworking Supervisor and arrange for his attendance at the location concerned. The Safeworking Supervisor must confer with the Train Controller to ensure that there is sufficient time for the work to be carried out. The Safeworking Supervisor must then advise the appropriate Signaller and take possession of the Train Staff for the relevant section. The Staff must be retained by the Safeworking Supervisor during the period the points are unlocked. When the work is completed and the points set and secured for the main line, the Safeworking Supervisor must return the Train Staff to the end of the section from which the next train will enter and advise the Train Controller.

An endorsement must be made in the Train Register Book when the Train Staff is delivered to the Safeworking Supervisor and again when the Train Staff is returned. The Safeworking Supervisor must, in each case, sign the Train Register Book beside each entry.

Construction trains/track machines are not permitted to lock away at the locations above for the purpose of crossing a through train.

**Berrybank Loop**

Berrybank is an attended Staff station. The Loop is 1650 metres in clear. The instructions for Manor Loop also apply at Berrybank.

**Vite Vite**

Vite Vite is planned to be a future crossing loop. The instructions for Wingeel also apply at Vite Vite.

**Tattoyon**

Tattoyon is planned to be a future crossing loop. The instructions for Wingeel also apply at Tattoyon.

**Westmere**

Westmere is an intermediate siding in the section Berrybank Loop - Maroona. The main line points are secured by Annett locks and are rodded to derails and wheel crowders. A 'Duplex' lock (Staff/Annett Key Exchange Apparatus) is provided. When it is required to shunt at Westmere, the Driver must exchange the Staff or Master Key for the Annett Key in the Duplex lock. Trains requiring to shunt at Inverleigh must be in possession of the Train Staff for the section, or, if travelling on Ticket, the Master Key.

**Maroona**

Maroona is an attended staff station.

The junction points and the main line points leading to No 2 track at each end are fitted with Dual Control Point Machines. The Point Machines can only be operated by hand at this stage. The fixed signalling at Maroona is in operation. The junction points are electrically detected with the Home Signals. The Up Home signal may be operated from the lever on the platform for train movements into No 1 track. For movements into No 2 track, the Home Signal must be operated from the V5PSW key switch located at the points. The points must first be reversed to lie for No 2 track. The Signaller, Maroona, must be particularly careful to ensure that the points are correctly set before allowing any train movement over them.

Location Boards are provided 2000 metres in the rear of the Home Arrival signals. Shunting may take place within the location boards provided the relevant rules have been complied with.

The 'Commence' and 'End Train Order Working' Boards are located adjacent to the Home Arrival signal from the Portland line.

**Ararat**

The signalbox was abolished on 14.4.95, along with all interlocked signals and points. Ararat is now an intermediate siding in the section Maroona - Pyrenees Loop. The single siding is the former No 6 track. The main line points to the siding are secured by Staff locks and are rodded to derails and wheel crowders. The former Down Home Departure signal, Post 26, was converted to a Down Repeating Signal for Pyrenees Loop and renumbered A 2117. The Centralised Traffic Control System between Ararat and Pyrenees Loop was abolished and replaced by the Train Staff and Ticket section Maroona - Pyrenees Loop.

**Pyrenees Loop**

Until further notice, the Pyrenees Loop local control panel must be switched in and attended by a qualified Signaller for all trains. The panel must be operated in accordance with the instructions in Rule 9, Section 17.8, Book of Rules.

The Up Departure signal must be kept at Stop unless the Signaller at Pyrenees Loop is in possession of the Train Staff for the Maroona - Pyrenees Loop section. Drivers of Up trains must ensure that they are in possession of the Train Staff or Train Staff Ticket for the Maroona - Pyrenees Loop section, in addition to the Up Departure signal being at clear, before departing.

**Pyrenees Loop - Wolseley**

Apart from gauge conversion, no changes have been made between Pyrenees Loop and Wolseley except for

1. the changes already notified in the Weekly Notice;
2. the abolition of the Up Home Departure signals 1 and 3, and the Delta crossover at the Up end, of Wolseley. (SW 220/95, WN 21/95)

23.05.1995

**Maroona - Portland**

This line was brought back into use as from 2130 hours on 23.5.95. The safeworking system remains Train Orders with the sections being Maroona - Glen Thompson Loop - Grampians Loop - Chrome Loop - Heywood Loop - Portland. Maroona and Portland are Train Order Terminal Stations.

The following track and signal alterations took place:

1. Heywood. The Heywood - Mount Gambier line will remain temporarily closed. Heywood was temporarily closed as a junction and the junction points have been removed. No 3 Track has been abolished.

The fixed signals for the main line remain in use and will be secured at 'Proceed'. It still remains

3. Port of Portland Sidings. The Departure Track and Nos 6, 10, & 11 berth tracks have been abolished.
4. Harbour Sidings. The Weighbridge track has been abolished, but the relief track remains in situ. The Phosphate Siding and the Outloading sidings have been abolished.

(SW 220/95, WN 21/95)

**23.05.1995 Murtoa - Hopetoun**

This line was brought back into use as from 2130 hours on 23.5.95. The safeworking system remains Train Orders with the section being Murtoa - Hopetoun. Warracknabeal may still be attended for the crossing of trains.

The following track and signal alterations took place:

1. Murtoa. The baulk between Points 27 and 29 has been removed.
2. Minyip. No 2 Track was abolished. No 3 Track was renumbered No 2 Track.
3. Warracknabeal. Nos 3 & 4 Tracks have been abolished. Ambiak siding has been abolished.
4. Hopetoun. The Down end extension of No 3 Track has been abolished.

(SW 220/95, WN 21/95)

**24.05.1995 Dimboola - Yaapect**

As from 0001 hours on Wednesday, 24.5.95, this line was returned to PTC control. The line will be worked as a construction siding and all movements of construction train or track machines will be under the direction of the Safeworking Supervisor. The line will not be available for regular freight services.

(SW 286/95, WN 22/95)

**25.05.1995 Gheringhap**

On Thursday, 25.5.95, the top arm on Post 4 was abolished. Lever 16 was sleeved in the normal position. Amend Diagram 52/90.

The Down Home Arrival Signal (Post 2) is situated between the Standard Gauge main line and loop line. This signal applies to Broad Gauge movements only.

(SW 296/95, WN 22/95)

**26.05.1995 Sunshine**

Commencing 26.5.95, whenever a train is signalled from Post 13 to No 1 Road, the lever controlling the signal must not be returned to the normal position until the whole of the train has cleared Points 24.

(SW 300/95, WN 22/95)

**26.05.1995 Lara - Corio**

Automatic operation of the Canterbury Road level crossing (59.275 km) boom barriers for Standard Gauge movements was commissioned at 1300 hours on 26.5.95. It will no longer be necessary to protect this level crossing in accordance with SW 220/95.

(SW 229/95, WN 22/95)

**(30.05.1995) Portland**

The current instructions contained in SW 41/95 (see Somersault Vol 18 No 3 page 40) have been amended. The alterations are:

1. Clause 6 has been replaced by a new instruction at the end of the Portland special instructions. Renumber clauses 7 to 10. The new instruction reads:  
**Special Instructions for use when a Shunter is not on Duty for the Arrival of Trains.**  
 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 siding are correctly set for the movement.  
 Before ceasing duty, the Shunter must ensure that sufficient roads are available and clear to allow any trains to arrive. The Shunter must leave written instructions with the Signaller as to which road each train will arrive into and which road the locomotive will return through on their return to the depot siding.  
 The Driver must ensure that the points are correctly set prior to entering a road. The Signaller must inform the Driver which road the locomotive is to return on. When returning towards the Depot Sidings, the Driver must not allow the train to foul the Down end of the Port of Portland Sidings until permission has been granted by the Signaller to do so.
2. Clause 7 (now Clause 6) is altered to read:  
 If a train or locomotive is required to depart the Port Sidings towards Signal 14, the Driver must first obtain the permission of the Signaller. The Signaller must ensure Signal 13 is at Stop and the lever of the signal sleeved until the movement has been completed. The Driver must also obtain the permission of the Shunter in Charge before departing the Port Siding. (SW 230/95, WN 21/95)

**30.05.1995 Hillside**

Commencing on Tuesday, 30.5.95, and extending until Thursday, 1.6.95, the following alterations were made to Hillside for logging traffic.

1. The existing main line became a siding with a clear standing room of 160 metres. Scotch blocks secured by V5PSW padlocks were provided in the new siding. Train crews are responsible for ensuring that the scotch blocks are locked on whenever vehicles are left in the siding.

3. The existing siding became the main line. The main line points (secured by Master Key locks) were reversed to normally lie for the new main line and the rodded catch points were abolished. The fenced compound on the old siding was removed.
4. Permanent Way Warning and Caution Boards have been provided to remind train crews about the altered arrangements.
5. Permission is granted for two Master Keys to be issued to the Driver of any train requiring to shunt at Hillside. The numbers of both Master Keys must be included in the text of the Train Order.

Amend page 95, MTP General Instructions.

(SW 291/95, WN 22/95)

03.06.1995 **Narre Warren**

On Saturday, 3.6.95, the new platform was brought into service. The platform is located on the Down side of the Webb Street level crossing at 40.800 km. Amend the distance for Narre Warren in the MTP General Instructions and Metropolitan WTT Addenda.

(SW 301/95, WN 22/95)

(06.06.1995) **Eltham**

When shunting operations at the Up end of Eltham require the train to shunt into the Eltham - Greensborough section whilst a train is proceeding from Eltham to Greensborough, the shunting must be carried out in accordance with Rule 18, Section 22-18 of the Book of Rules.

After the Up train has departed, and prior to the placing the Fixed Signals to proceed for the shunting train to enter the section, the Signaller, Eltham, must inform the Signaller, Greensborough, of the proposed shunting movement. The Signaller, Greensborough, must ensure that the Down Home Departure Signals are at Stop and the operating levers (19 & 23) are sleeved normal until informed that the shunting has been completed or the 'Train Arrival' signal is received. Both Signallers must enter the details in the Train Register Book.

If the shunting operations have not been completed when the 'Train Arrival' signal is received from Greensborough, then the Signaller, Eltham, must obtain an Electric Staff for the section in the normal manner and lock the staff away until the shunting has been completed. The Signaller must inform the Driver of the shunting train that the Electric Staff has been locked away.

This instruction supersedes SW 247/95.

(SW 302/95, WN 22/95)

(06.06.1995) **Mooroopna**

Permission is granted for a train to lock away at Mooroopna in accordance with Rule 29, Section 18, Book of Rules, whilst one or more trains pass through. Amend page 18-16, Book of Rules.

(SW 295/95, WN 22/95)

(06.06.1995) **Hamilton**

Hamilton is to be deleted from the list on page 18-16, Book of Rules (Locking away a train at an intermediate siding in a Train Order section).

(SW 295/95, WN 22/95)

(06.06.1995) **Stratford Junction**

Stratford Junction is to be deleted from the list on page 18-16, Book of Rules (Locking away a train at an intermediate siding in a Train Order section).

(SW 295/95, WN 22/95)

## LETTERS TO THE EDITOR

Eddie Oliver writes:

I congratulate you on the Bombo article, which came out looking very impressive. Here are just a few further comments.

1. The listing of lever plates on the back page seems to have some bits missing. Lever 11 presumably was intended to read up main/loop rather than just up main. Lever 4 presumably has a lead of 20 corresponding to the requirement that the release for frame C be given first; this is referred to in the text, and needs also to be consistent with lever 7 for the corresponding movement from the loop. Lever 7 probably is "up shunt ahead loop to main"?

2. The lever leads give an interesting slant on a matter previously raised in Blocking Back, and canvassed recently on the Internet signal list, but perhaps not previously canvassed (at least recently) in Somersault - viz. the question of whether FPLs need to be engaged for trailing moves.

Note for instance that lever 5 (for an up movement from main to loop) requires 11 12 10 - i.e. in addition to the points themselves, the FPLs at both ends of the main/loop points need to have the FPLs engaged. On the other hand the corresponding movement in the opposite direction (signal 22) requires only 11 and 12, *not* including the corresponding trailing FPL. It is indeed bizarre that a move in one direction over a set of points requires the trailing

FPL to be engaged, whereas the move in the opposite direction does not!

I am at a loss to explain the reasons for this asymmetry, although I suspect it may have something to do with the mechanical lockbars (as distinct from the facing point locks).

3. Some more comment is appropriate about the existence of the down inner distant, which you theorise is associated particular with obviating the rule that unless there is an extra distant, a train must be almost brought to a stand at a home signal (in this case an outer home signal) if not all the signals in advance are clear.

It would certainly be a nuisance for the signaller to have to hold the outer home at stop until the train was almost at a stand, when that outer home is a long way from the controller area and when there is actually a clear road all the way through to the starting signals. However, I think that is only part of the story.

If the inner distant did not exist, the the three-position outer home could only clear to caution even if the next few signals (up to but not including the starting signal) were all at clear. This would require a driver to pass the outer home signal at a considerably reduced speed, especially with the prospect of the signals at the bottom of the grade being at stop. A particularly cautious approach would therefore be needed even if in fact the road were clear a long distance

past the bottom of the gradient. This would waste several minutes (particularly for a loco hauled train), and on a line where crossings are tight, the delay could rapidly propagate.

Because the inner distant exists, it is possible to get a clear indication on the outer home under such circumstances. This means that a driver can pass the outer home, having his train under such control as to stop in the station area, but not having to worry about that extra level of caution. As well as being "nice" for drivers, this saves a lot of time, a lot of wear on brake shoes, and other such factors.

However, there is a possibly even more significant factor, viz. that often the starting signal would not be cleared until *after* the train had passed the outer home. Considering that drivers do wish to get the maximum speed out of Bombo yard to avoid uncomfortable conditions in the Kiama tunnel (which indeed is perceived as having more adverse grade situations than the formal grade book declares) there is a strong incentive for the state of the starting signal to be known reliably as early as possible as trains descend the 1 in 50 towards Bombo; if the driver can confirm that the starter is clear and only the staff exchange needs to occur, he can actually use the descending grade to help gain speed rather than having to brake fiercely down the grade.

A further aspect of the situation can be seen from the lever leads for lever 28 controlling the outer home. This can be cleared provided the down home and down second home signals are cleared, *even if the latter is for a movement into the loop*. The inner distant permits this clearing of the outer home under such circumstances: if it did not exist, any movement into the loop would restrict the outer home to caution. Obviously the designers intended to give a clear distinction to drivers between "control your train carefully, you might have to stop at the bottom of the grade" and "you're okay for the moment, you will get a free passage into the main or loop, but the starting signals are still at stop".

4. A most unusual aspect of working at Bombo in the steam era was the practice of setting back an up ballast train into the Bombo/Kiama section in order to get a run at the grade towards Shellharbour. Such a train, having been established in the main or loop after departure from the quarry siding, would obtain a staff for the Bombo/Kiama section, set back and proceed most of the way to the tunnel before descending through the station with as much speed as a standard goods could accumulate. Sometimes it appears that the staffs for both the Kiama and Shellharbour sections were held on the locomotive, so that in the frantic burst of activity passing through the station maximising momentum, the Kiama staff could just be thrown out onto the platform without a proper exchange being effected. Of course one wonders how often the regulations may have been breached by no one bothering to take the Kiama staff at all, simply working on a totally unofficial "blocking back outside the home signal" philosophy.

Eddie is quite right in this proof reading of the lever leads. In addition, in the diagram, Lockbar 16 (at the Sydney end of the station) is incorrectly shown as 15.

With regards to the interlocking of trailing FPLs, I would suspect that the reason for the asymmetric locking is that Lockbar 11 acts as a clearance bar for the Loop line in addition to its more usual function of securing the points for a facing movement. If lever 5 (Up Home Main to Loop) did not lock lever 11 (FPL, Up end Crossover 10) reverse, the Signalman could restore Crossover 11 as soon as the rear of the Up train was clear of the toe of the main line points; long before it was clear of the main line. By requiring the signalman to work the Lockbar 11 before the crossover can be restored, the arriving train is proved to be

completely in the clear in the Loop before a main line movement can be signalled.

## ARCHIVES NEWS

The portion of the SRS archives stored by Rob Weiss have been relocated to their new home in Seymour. If any member is storing material from the collection, the Archives Committee now has room at Seymour. They would also welcome any donations of material

## CORRECTION

The diagram of Minnipa in David Donald's article on the Eyre Peninsula in the May issue was not reproduced. It is given below.

