

# SOMERSAULT

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SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The last act of the Upfield line resignalling occurred on Sunday, 29 November, when the interlocked gates at Gaffney Street, Batman, were replaced by boom barriers. This also marked the removal of the last set of Cottew (or 'top action') gates in Victoria. The operating linkages of the Cottew gates were entirely above ground and its operation was simplicity itself. In the top picture, the drive from the gate wheel was applied to the channel rodding entering the picture on the left. Pushing on this rod caused resulted in the lower and upper arms of the lift crank to rotate counter-clockwise. This pushed the gate shut across the road via the second linkage and the bracket mounted on the gate. The lift crank has two functions. The first is to lift the applied force from below rail level to the level of the bottom rail of the gate. The second is to increase the travel of the operating linkages to the travel of the operating pin of the gate. Increasing the travel resulted in a proportionate increase in force required to move the gate. Both resulted in large forces being applied to the parts of the lift crank resulting in the massive construction seen here. By adjusting the position of the operating linkage on the upper arm of the lift crank the angle through which the gate swung could be varied. Of course, the further from the spindle the greater the bending moment on the upper arm and it was not possible to use Cottew gear on very acute crossings. The other disadvantage of the Cottew gear was that around eight feet of width was necessary on each side of the gates for the lift cranks and the gear could not be used on very narrow roadways.*

*Photo: Andrew Waugh*

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### MINUTES OF MEETING HELD FRIDAY NOVEMBER 20, 1998, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, BEDFORD AVENUE, SURREY HILLS.

**Present:** - A.Jungwirth, J.Black, J.Churchward, G.Cumming, P.Gerandt, A.Gostling, C.Guy, W.Johnston, K.Lambert, D.Langley, J.McLean, T.Murray, B.Sherry, P.Silva, R.Smith & R.Whitehead.

**Apologies:** - G.O'Flynn.

**Visitors:** - B.Cleak.

The President, Mr. Alan Jungwirth, took the chair and opened the meeting @ 2010 hours.

Minutes of the July 1998 Meeting: - Accepted as read. P.Silva / D.Langley. Carried.

Minutes of the September 1998 Meeting: - Accepted as read. P.Silva / D.Langley. Carried.

**Business Arising:** - Nil.

**Correspondence:** - Various letters had been sent & received in relation to the recent tours.

A letter was received from Daryl Glover seeking plans of the signal box building at Frankston. If any member can assist, please contact the Secretary.

**General Business:** - The Secretary reported on the recent Show Day Signal Box Tour held on Melbourne Cup Day. 18 people attended & an enjoyable day was had by all.

The President drew the attention of the meeting to a problem with subscriptions to the U.K. Signalling Record. The Treasurer advised that with the recent adverse movements in the currency exchange rates, he expected the society to incur a loss on the purchase of the magazines from the S.R.S.U.K.

A discussion took place on the options available to the society to prevent this situation re-occurring in the future. These included the S.R.S.V. acting as a subscription agent, members taking up individual membership of the S.R.S.U.K. & retaining the present arrangement but with a note that the rate could be adjusted at the end of the year. These options had yet to be discussed with the S.R.S.U.K.

The Meeting agreed to retain the present arrangements, but the Committee reserves the write to vary the subscription rate to offset any expected losses caused by currency exchange rate movements. The Secretary will communicate this to the members in the next mailout. The Secretary will write to the S.R.S.U.K. to ask for a rate for 1999.

The question was asked "what happened at Newport & why?" concerning the collision last Monday. Various comments, theories & assumptions were discussed. News reports from the media were discussed.

Ballarat "A" Box has been painted.

The double line between Fawkner & Gowrie is in service.

Keith Lambert discussed the commissioning arrangements for the Upfield Line re-signalling. It was noted that the Up Home Signal at Batman is worked jointly by the control panel at Upfield & the frame at Batman.

Bill Johnston noted that 3 signals on the down line between Seddon & Yarraville had been fitted with LED heads.

Alan Jungwirth reported on a derailment at Sandringham in the last month where it is alleged that the points may have run under the train.

The Boronia grade separation has been commissioned but was late finishing.

Keith Lambert discussed arrangements at Flinders Street with changes to the connections to the Clifton Hill Lines.

Bob Whitehead advised that Benalla "B" Box is out of service. The frame was sold to 3 separate buyers.

Boom barriers have been provided at Donnybrook.

Boom barriers are to be provided at Woodend.

A 60 km/h speed restriction applies for all non-stop trains through Wangaratta. This is a request from the Police following a couple of suicides.

Keith Lambert reported that the Batman gates will be removed next weekend, Sunbury control panel is to be commissioned soon & Ringwood will lose the centre road & the back road in January 1999.

The new WTT commences on 6 December, 1998. Features include a down Craigieburn train, empty to Donnybrook, then empty to the city; a Kilmore East local, the end of sparks to Warragul, other spark alterations & the introduction of Bluebird railcars.

The crossovers between the Burnley Local Lines & the Burnley Through Lines at Richmond Junction are to be removed.

A proposal has been raised to install additional crossovers in the suburban lines between Franklin Street & North Melbourne.

Glenn Cumming tabled information pages from Chris French in W.A. concerning the preserved Claremont Signal Cabin.

Keith Lambert showed a dozen slides taken during recent works on the Upfield Line.

Syllabus Item: - The President introduced member Roderick B. Smith. Rod presented the annual screening of slides from the collection of the late Stephen McLean. This year we saw slides from 1975 involving some of Stephen's numerous interstate trips.

At the conclusion of the syllabus item, The President thanked Rod for the entertainment and this was followed by acclamation from those present.

The President, Mr. Alan Jungwirth, closed the meeting by wishing all members a Merry Christmas & a Happy New Year. Meeting closed @ 2214 hours.

The next meeting will be on Friday 19 February, 1999 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 2000 hours (8.00 PM).

## SIGNALLING ALTERATIONS

*The following alterations were published in WN 31/98 to WN 50/98. The alterations have been edited to conserve space. Dates in parenthesis are the dates of the Weekly Notice.*

- 06.09.1998 **Anstey - Tinning Street**  
On Sunday, 6.9, Tinning Street level crossing was closed to road traffic. The gatekeeper will continue to operate the Down side wickets and Home signals. Amend Diagram 35/98. (SW 109/98, WN 37/98)
- 12.09.1998 **Kensington**  
From Saturday, 12.9, motorised Pedestrian Gates were provided on the Up side of Macaulay Road. The gates are manually controlled by the lever 2. (SW 111/98, WN 37/98)
- 13.09.1998 **Centrol**  
As from 0001 hours. Sunday. 13.09. V/Line Freight Corporation (V.L.F.C) was contracted to perform all intrastate train management, including the operation of Train Control in Rooms 4, 5 & 9, Centrol. The Victorian Rail Track Corporation (VicTrack) will continue to operate Rooms 1, 2, & 3 on behalf of VLFC and the Australian Rail Track Corporation.  
Train Control will continue to be in accordance with Section 31, Book of Rules. (SW 1141/98, WN 37/98)
- 13.09.1998 **Craigieburn - Summerhill Road**  
Between 0800 and 1630 on Sunday, 13.9, Boom Barriers were provided at Summerhill Road (29.718 km) between Craigieburn and Donnybrook. Amend Diagrams 48/96 and 28/91. (SW 1138/98, WN 37/98)
- 14.09.1998 **North Geelong - Corio Quay South Sidings**  
From Monday, 14.9, the Corio Quay South sidings were returned to service. The baulk on the lead to the Wharf lines was removed and the points at the junction between the North and South Quay lines were spiked for the South Quay. Amend Diagram 4/98. (SW 1143/98, WN 37/98)

- 15.09.1998 **Anstey**  
 From Tuesday, 15.9, the mechanical wicket gates on the Down side of the crossing were replaced with motorised Pedestrian Gates. The new Pedestrian Gates are controlled through Gate Stop lever 15. Operation of lever 15 to the normal position (after the interlocked gates have been closed) will cause the Pedestrian Gates to close. The Gatekeeper must ensure that crossing is clear of pedestrians before restoring the lever to the full normal position. The Pedestrian Gates will open when lever 15 is reversed. Levers 13 and 14 continue to control the mechanical wickets on the Up side of the crossing. Amend Diagram 35/98. (Note: the Anstey is referred to as a 'gatehouse' in this instruction.)  
 (SW 110/98, WN 37/98)
- 20.09.1998 **Westgarth**  
 On Sunday, 20.9, a co-acting signal was provided for Up Home CHL 131 (Up Departure Home). The co-acting signal is situated 3 metres from the Up end of the Down platform. Amend Diagram 13/92.  
 (SW 114/98, WN 38/98)
- 21.09.1998 **Anstey - Tinning St**  
 On Monday, 21.9, automatic Pedestrian Gates were commissioned on the Up side of the level crossing. The gatekeepers control of the Homes on Posts 34 and 34B was removed. The mechanical wickets and ground frame were abolished. Amend Diagram 37/98.  
 (SW 113/98, WN 38/98)
- (22.09.1998) **Flemington Racecourse Line**  
 The existing Operating Procedure 15, Section 34, Book of Rules, is replaced by the following.  
 a) Failure of Home Signals whilst Epsom Rd & Showgrounds Junction Signalboxes are unattended  
 If Homes 6 or 14 (Epsom Road) or Homes 2 or 12 (Showgrounds Junction) are at Stop with no Hand Signaller present, the Driver must challenge the signal. If there is no response the Driver must contact the Train Controller who will attempt to communicate with the controlling signalbox. If there is no response, the Train Controller will check with either Flemington Racecourse or Kensington signalboxes to see if the controlling signalbox is unattended. If the signalbox is unattended, the Driver must be instructed to ensure that the points over which the train must pass are in the correct position. The Driver will then be verbally authorised by the Train Controller to pass the Home signal at Stop.  
 Note: Epsom Road and Showgrounds Junction are generally only attended when Showgrounds trains operate and are not normally attended when Race or Empty Car trains operate to Flemington.  
 b) Epsom Road - Rostrum - Showground Junction  
 A three position control lever is provided in the Rostrum to prevent conflicting movements in the Showground platform. When the lever is in the 'L' position, control is given to Epsom Road to allow Home 6 or Dwarf 7 to be cleared for a move into the platform. When the lever is in the 'R' position, control is given to Showgrounds Junction to allow Home 12 to be cleared for a move into the platform. When the lever is in the 'C' position, no control is given to either signalbox.  
 The lever is operated by the Supervising Officer at the Rostrum, who is responsible for arranging the precedence of trains arriving and departing the Showgrounds platform. When the Rostrum is unattended, the lever must be left in the 'R' position.  
 Once control has been given to either Signalbox, the lever must not be restored to the 'C' position until the train movement has been completed or permission to do so has been obtained from the Signaller who has the control.  
 c) Failure of Signals whilst Epsom Rd & Showgrounds Junction Signalboxes are attended.  
 In addition to complying with Rules 2 & 3, Section 4, Book of Rules, the Signaller must not authorise a train to pass Home 6 or Dwarf 12 (Epsom Road) or Home 12 (Showgrounds Junction) unless the Control Lever in the Rostrum is in the correct position, and the Supervising Officer has been instructed not to move the lever until advised by the Signaller. A Caution Order must be used to authorise a train to pass Home 6 (Epsom Road) or Home 12 (Showgrounds Junction) at Stop, but verbal authorisation is to be used for a movement past Dwarf 7. When the movement has been completed, the Signaller must inform the Supervising Officer at the Rostrum.  
 (SW 107/98, WN 37/98)
- (22.09.1998) **Yarrawonga**  
 A 70 foot turntable has been commissioned. The turntable is located on a siding on the Up side of the line between the platform and the Up end level crossing.  
 (SW 1140/98, WN 37/98)
- 22.09.1998 **Brunswick - Hope Street**  
 On Tuesday, 22.9, automatic Boom Barriers and Pedestrian Gates replaced the Hand Gates and mechanical wickets at Hope Street. The Gatekeepers control of the Down Home on Post 33 was removed. The Up Home on Post 34B was secured at 'Proceed'. Amend Diagram 37/98.  
 (SW 112/98, WN 38/98)
- 23.09.1998 **Merri**  
 On Wednesday, 23.9, the Westinghouse Style LED signal on Automatic T 212 was replaced by a GEC style head. SW 64/98 is cancelled.  
 (SW 116/98, WN 38/98)

- 27.09.1998 **East Richmond**  
On Sunday, 27.9, a co-acting signal was provided for Up Home ERM 391. The co-acting signal is situated on a ground mast below the Home and on the Up side of the track. Amend Diagram 95/97. (This work did not take place.) (SW 115/98 & SW 121/98, WN 38/98 & WN 40/98)
- 28.09.1998 **Brunswick - Albert Street**  
On Monday, 28.9, retro-reflective tape with red and white stripes was provided on the Boom arm at Albert Street for trial. The four pin point reflectors on the arm were removed. (SW 119/98, WN 39/98)
- 30.09.1998 **Bacchus Marsh**  
On Wednesday, 30.9, a point indicator was provided on Points 26D. (SW 1149/98, WN 39/98)
- 03.10.1998 **Brunswick - Moreland**  
On Saturday, 3.10, and Sunday, 4.10, the Double Line Block Telegraph System between Brunswick and Moreland was replaced by Automatic Block signalling. Diagram 39/98 replaced 37/98.  
Brunswick. The signalbox, interlocked gates and Posts 31, 32, and 33B were abolished. Down Automatic C 291 was provided at the Down end of the Down platform. Automatic Boom Barriers and Pedestrian Gates were commissioned at Victoria Street.  
Anstey. The signalbay was demolished to allow erection of the Up side Pedestrian Gates. The interlocked gates and Posts 33 and 34B were abolished. Post 34 was redressed as Down Automatic C 313. This signal will, temporarily, show only Normal Speed Warning and Stop. Up Automatic C 308 was provided at the Up end of the Up platform. Automatic Boom Barriers and Pedestrian Gates were commissioned at Albion Street.  
Moreland. Post 35 was abolished and Post 37 was redressed as Down Automatic COB 434. The mechanical wickets at Moreland Road were replaced by automatic Pedestrian Gates. The Boom Barriers and Pedestrian Gates at Moreland Road were converted to automatic operation, and levers 21, 22 and 23 in Moreland signalbox were sleeved normal. An annunciator was provided in Moreland signalbox to announce the approach of Down trains.  
All automatic signals have right hand stagger. (SW 117/98, WN 39/98)
- 04.10.1998 **Seddon - Yarraville**  
Between 0001 and 0830 hours on Sunday, 4.10, the 'A' light units of Down Automatics W 267, W 281, and W 293 were replaced by Westinghouse Style LED signals. The original 'B' light units remain in service. (SW 118/98, WN 39/98)
- 11.10.1998 **Baxter**  
On Sunday, 11.10, Boom Barriers were provided at the Frankston - Flinders Road level crossing (53.295 km) on the Down side of Baxter. (SW 1153/98, WN 40/98)
- 15.10.1998 **Spencer Street**  
On Tuesday, 15.10, Down Home 310 on Platform 7 was relocated 1.5 metres in the Up direction account construction work for the Bourke Street bridge. (SW 1159/98, WN 42/98)
- 18.10.1998 **Moreland - Coburg - Batman**  
On Sunday, 18.10, the Double Line Block Telegraph System between Moreland - Coburg - Batman was replaced by Automatic Block Signalling. The Coburg SSI was commissioned and is controlled from a unilever panel at Upfield. Diagrams 41/98 and 43/98 replaced 39/98 and 61/97.  
Moreland. The signalbox and Posts 38, 39, and 40 were abolished. Down Automatic COB 543 was provided at the Down end of the Down platform.  
Reynard Street. The hand gates and wickets were replaced by Boom Barriers and automatic Pedestrian Gates. The Gatekeepers cabin and ground frame was abolished.  
Coburg. The signalbox and Posts 40B, 41, 42, 44, 45B, 47, and 50 were abolished. Down Home COB 541, Down Automatic COB 539, Down Dwarf COB 531, Up Home COB 532, Up Home COB 542 and Up Automatic COB 534. Crossover 32 was fitted with Dual Control point machines and renumbered 442. The Coburg interlocking may be switched out (Closing lever 537) and Posts COB 532 and COB 541 are fitted with an illuminated letter A. Post COB 539 will, temporarily, show only Normal Speed Warning and Stop.  
O'Heas Street. The hand gates and wickets were replaced by Boom Barriers and automatic Pedestrian Gates. The Gatekeepers cabin and ground frame was abolished.  
Batman. Up Home 29 (Post 53) protecting the level crossing was replaced by Up Home COB 530 worked by the same lever. Post COB 530 is not provided with a low speed signal. A white indicating light is provided in Batman signalbox to indicate when the track section in advance of COB 530 is clear. Lever 29 must be normal before Points 442 at Coburg can be reversed. If COB 530 has been cleared, approach locking is applied on Points 442 irrespective of whether a train is on the approach track. There is a 90 second time release to release this approach locking.  
An approach bell was provided at Batman to indicate the approach of Down trains, and the Express selection button for Down trains was abolished.

Upfield. A unilever panel was provided to control the Coburg interlocking. Signals COB 530, COB 531, COB 532, COB 534, COB 539, COB 541, COB 542, and COB 543 are worked from the panel. Indicators are provided to indicate the correct working of Albion Street, Moreland Road, Reynard Street, Munro Street, Bell Street, and O'Heas Street.

Insert the following procedure in Section 34 of the Book of Rules:  
 Coburg, Failure of Signals  
 Coburg Switched In

If Homes COB 541 or COB 532 are at Stop and there is no train in advance of the signal, the Driver must contact the Signaller at Upfield via the post phone. If Points 442 are detected normal, the Signaller will complete and dictate a Signaller's Caution Order to the Driver.

If Dwarf COB 531 fails at Stop, the Signaller will give verbal instructions to pass the signal provided Points 442 are detected for the required route.

If Points 442 has failed, arrangements must be made for a Signal Maintenance Technician to attend and operate and secure the points in the required position. A caution order may be issued when the Technician confirms the position of the points.

Coburg Switched Out

If Homes COB 541 or COB 532 are at Stop, and the illuminated letter A is not displayed, the Driver must contact the Signaller at Upfield via the post phone. If Points 442 are detected normal, the Signaller will give the Driver verbal instructions to pass the defective signal.

(Note: the post phones at Coburg are not yet in service. Drivers are to use their radio to contact the Signaller at Upfield.)

(SW 122/98 & SW 126/98, WN 41/98)

18.10.1998 **Westall**

On Sunday, 18.10, a train stop was provided at Dwarf 10.

(SW 129/98, WN 42/98)

18.10.1998 **Springvale**

On Sunday, 18.10, a train stop was provided at Dwarf 50.

(SW 129/98, WN 42/98)

19.10.1998 **Flinders Street - Richmond Junction**

On Monday, 19.10, the new Sandringham lines were brought into service and Platform 12 was returned to service (Note: Track 13 was booked out of service and Points 857 were secured normal). The new lines are located further north than the previous lines and are adjacent to the new Special lines. Diagrams 45/98 and 29/98 replaced 11/98 and 13/98.

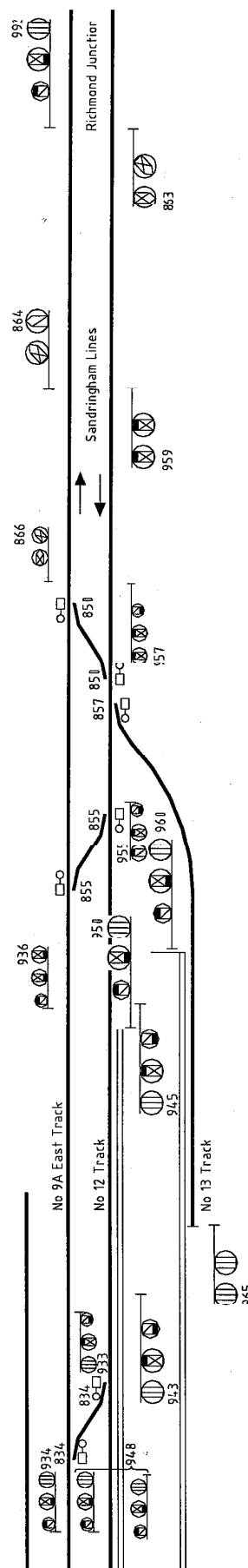
Down Automatics 860 and 862, Up Automatics 861 and 865, and Up Home 957 were abolished. Down Homes 950 and 960 and Up Homes 943, 945, and 957 had the illuminated letter 'A' removed. Points 858, 859, 860, 862, 890, and 892 were abolished.

New Down Automatics 860 and 864 and new Up Homes 933, 936, 955, 957, and 959 were provided. Up Home 953 was renumbered 965. Up Automatic 863 was relocated 110 metres in the Down Direction and altered to display both Normal and Medium Speed indications. Down Home 992 was relocated 100 metres in the Down Direction. Crossovers 850 and 855 and Points 857 were commissioned.

Down Automatic 860 and Up Homes 933, 936, 955, and 957 are Underground style.

All train stops are electro hydraulic.

(SW 125/98 & SW 128/98, WN 40/98 & WN 42/98)



- (20.10.1998) **Korong Vale - Robinvale & Kulwin**  
To ease restrictions on the issuing of Track Warrants on the Robinvale and Kulwin lines, the following instructions will apply.  
A Track Warrant may be issued for locations between Granites Block Point and Kulwin whilst a train is in possession of a Train Order for the Robinvale line, provided a Train Order will not be issued between Korong Vale junction points and Granites Block Point, and a train is not operating between Granites Block Point and Kulwin. Similar instructions apply on the Robinvale line with Mysia Block Point replacing Granites Block Point.  
Note: a clear section must be maintained to prevent conflict between Train Order and Track Warrant systems. (SW 1158/98, WN 41/98)
- (20.10.1998) **Maryvale Exchange Sidings**  
The intermediate crossover in the sidings has been removed and the tracks straightened. Amend Diagram 6/94. (SW 1157/98, WN 41/98)
- 20.10.1998 **CRT Siding (Newport - Manor Loop)**  
On Tuesday, 20.10, the Standard Gauge CRT Siding (14.559 km) was commissioned. The Main Line points are rodded to a safety points in the siding, are worked by a small point lever, and are secured by an Electric Switch Lock. Up and Down Repeating signals are provided to protect the siding. The Down Repeating signal (CGG 489) is located at 13.559 km and is situated on the right hand side of the line. The Up Repeating signal (CGG 556) is located at 15.456 km. The Repeating Signals will display Warning if the Switch Lock Door is open, the points are not normal, or a train is on the releasing track. If a Driver encounters either signal showing Warning, the Driver must stop at the points and ensure that the door is closed and the points normal. The Train Controller must be informed.  
For movements into the siding, the switchlock is released by the presence of a vehicle within 18 metres of the points. For movements out of the siding, the switchlock is released after a 5 minute time delay. The time delay starts when the switchlock door is opened (which will cause the Repeating signals to go to danger).  
A train arriving at the siding must be in possession of a Section Authority for the Newport - Galvin Block Point section, and this is not to be relinquished until the train is locked away in the siding and the points locked for the main line.  
Before operating the Switch Lock for a train leaving the siding, the Driver must obtain a through Section Authority. The Driver must inform the Train Controller when the points have been restored to normal and the door of the Switch Lock closed and locked. The Train Controller must confirm that the points are normal and the Switch Lock door has been closed before granting permission for the train to depart. (SW 1160/98, WN 42/98)
- 21.10.1998 **Flemington Racecourse**  
On Wednesday, 21.10, a fixed train stop was provided at the Up end of the platform, 2 metres on the Down side of Post 6/. (SW 1133/98, WN 43/98)
- 22.10.1998 **Flinders Street**  
On Thursday, 22.10, the heads on Home 321 were lowered 1.5 metres account Federation Square. (SW 1134/98, WN 43/98)
- 25.10.1998 **Hastings**  
On Sunday, 25.10, Boom Barriers were commissioned at High Street (65.246km) on the Down side of Hastings. High Street was formerly known as the Frankston-Flinders Road. (SW 1154/98, WN 42/98)
- 26.10.1998 **Flinders Street**  
On Monday, 26.10, Up Home 157 was renewed as a post mounted Underground style signal and the illuminated letter 'A' was removed. Down Home 160 was relocated to the opposite side of the line and the route indicators were removed. Home 160 will display Medium Speed indications for movements to both the Down Clifton Hill line and to the Clifton Hill Underground loop. Amend Diagram 45/98. (SW 1135/98, WN 43/98)
- 26.10.1998 **Upfield**  
On Monday, 26.10, the Down end Annett locked points were secured normal. The associated Derail and Wheel Crowder was replaced by a baulk. Amend Diagram 43/98. (SW 1131/98, WN 42/98)
- 26.10.1998 **Bayswater**  
On Monday, 26.10, the Driver Operated Route Setting Control Panel was commissioned. Diagram 19/98 replaced 15/91. This control panel is located at the entrance to the Maintenance Depot and a separate buttons are provided to allow the Driver to set the routes into Tracks 3 to 7. The operating instructions in SW 46/98 have been reissued (with alterations) for insertion into the Book of Rules. Operation of the system is identical to that provided at Camberwell and Westall. (SW 1120/98, WN 43/98)

- (27.10.1998) **Tottenham Loop**  
Nos 1 and 2 Tracks at Tottenham Loop are classified as Running Lines and vehicles are not permitted to stand in either track without a locomotive unless the locomotive is running around the train. In this case, a competent person must be in attendance, and sufficient handbrakes applied to hold the vehicles.  
(SW 1161/98, WN 42/98)
- 28.10.1998 **Spencer Street**  
On Wednesday, 28.10, the Pilot Staff Box at Home 121 (Down end of Platform 9) was removed.  
(SW 137/98, WN 44/98)
- 29.10.1998 **Burnley**  
On Thursday, 29.10, the illuminated letter 'A' on Homes 380 and 381 were taken out of service. Amend Diagram 65/97.  
(SW 143/98, WN 44/98)
- 30.10.1998 **Boronia**  
Between Friday, 30.10, and Wednesday, 4.11, the Up and Down lines were relocated to pass underneath the intersection of Boronia Road and Dorset Roads and the level crossing was abolished. A new island platform 168 metres long in the cutting replaced the ground level platforms. Automatics L1053 and L1042 were replaced by new posts on the new alignment. Post L1053 is located 15 metres from the Down end of the platform, and L1042 15 metres from the Up end of the platform. Diagram 63/98 replaced 21/98.  
(SW 139/98, WN 44/98)
- 31.10.1998 **Somerton**  
On Saturday, 31.10, and Sunday, 1.11, main line Crossover 16 was fitted with Dual Control point machines and the mechanical rodding removed. Electric operation of the point machines was not commissioned and the points will be operated manually by the Signal Maintenance Technician under the direction of the Signaller. Point detection is provided so that Home 22 will clear when the points are set.  
(SW 1168/98, WN 44/98)
- 31.10.1998 **Benalla**  
On Sunday, 31.10, Benalla B signalbox was abolished. The main line points between No 1 and No 2 Tracks at the Down end (Points 87) were rodded to the Yarrawonga line points (Points 80) in No 2 Road to form a crossover and are now worked by a T21M non trailable point machine secured by an E Pattern Annett Lock. The normal lie of these points will be from Albury to No 1 Road and from No 2 Road towards Yarrawonga.  
Posts 10, 12, 13, 16, 17, 18, 19, 25, 26, 27, and 28 were abolished. The left hand arm (Home 113) on Post 33 (Albury to No 1 Road) was motorised and is now worked by lever 51, Benalla A box. The right hand arm (Home 114) on Post 33 (Albury to No 2 Road) was fixed at stop. Up Home 117 on Post 29D (Yarrawonga to No 2 Road) is now worked a quadrant near Points 87 and detects the Annett locked crossover leading from the Albury line to No 2 Road normal.  
Points 50 (to No 3 Road), 58/59 (double compound at Down end of No 5 Road), and Points 61 (N to 4, 5, or 6 Roads or Goods Yard) were fitted with WSA levers. Catches 50 (in No 3 Road) and 61 (in lead to 4, 5, 6 or Goods Yard) were spiked closed. No 6 Road was abolished and Points 56/57 (double compound at Down end of No 6 Road) were spiked reverse. The points leading from No 1 Track to the Turntable Track were fitted with a T21M non trailable point machine secured by an E Pattern Annett Lock.  
Duplicate E Pattern Annett locks were provided at Benalla A box on levers 9 (Melbourne to No 1) or 51 (Albury to No 1). One E Pattern Annett Key was provided, and removal of this key will secure levers 9 and 51 normal. Control levers 40 (Goods Yard), 45 (No 3 Road) and 48 (No 2 Road) were sleeved normal. A repeater was provided for Home 51.  
If it is necessary for an Up Albury line train to arrive into No 2 Road or the yard, the Signaller must remove the Annett key from lever 51 and meet the train at the Down end points. After the train has come to a stand at Post 33, the Signaller will reverse the crossover and verbally instruct the Driver to pass the Home signal at stop whilst displaying a green hand signal.  
Amend Diagram 4/92.  
(SW 116/98, WN 43/98)
- 01.11.1998 **Merlynston**  
On Sunday, 1.11, Shorts Road was closed to road traffic. The boom barriers and pedestrian gates on the Down side of the crossing were removed. The pedestrian gates on the Up side of the crossing remain in use. Amend Diagram 55/98.  
(SW 144/98, WN 44/98)
- 01.11.1998 **Upfield**  
On Sunday, 1.11, the new SSI was commissioned. Diagram 55/98 replaced 43/98.  
The original Upfield panel and the Annett locking on the Up end connections to the stabling sidings were abolished. Down Home 73 (Melbourne to platform) and Up Home 74 (platform to Melbourne) were replaced by new two position signals.  
New three position signals Down Home UFD 509 (platform to sidings), Up Dwarf UFD 504 (No 1 Siding to platform), UFD 506 (No 2 Siding to platform), and UFD 508 (No 3 Siding to platform) were provided.



The Up end points leading to Nos 2 and 3 Sidings was equipped with a Dual Control Point Machine worked by lever 409. The points leading to No 3 Siding was equipped with a Dual Control Point Machine worked by lever 408. Derails and Crowdors were provided in Nos 1, 2 and 3 Sidings. All are worked by electro-hydraulic point machines, that in No 1 Siding by lever 404, No 2 Siding by lever 409, and that in No 3 Siding by lever 408. The gates at the Up end of the security compound are motorised and worked by lever 412.

The Up Home on Post 75 was fixed at Stop. The Train Staff and Ticket System (without Tickets) between Post 75 and Somerton remains in use. No train may operate between Post 75 and the security compound at Upfield without authority of the Superintendent Safeworking, Manager Track & Civil (Bayside Trains), and District Engineer (Southern). (SW 132/98, WN 44/98)

(03.11.1998)

**Heathcote Junction**

Down trains that have stopped at the platform must not exceed 25 km/h until their train has reached Escrites Road. A Notice Board suitably lettered has been provided at the Down end of the platform.

(SW 1167/98, WN 43/98)

07.11.1998

**Somerton**

On Saturday, 7.11, and Sunday, 8.11, Crossover 12 was fitted with Dual Control point machines and the mechanical rodding removed. Electric operation of Crossovers 12 and 16 was commissioned. Lever 15 (formerly working the plungers on Crossover 16) became a Pilot lever. (SW 1168/98, WN 44/98)

08.11.1998

**Bayswater**

On Sunday, 8.11, a train stop was commissioned at Dwarf 310.

(SW 148/98, WN 45/98)

08.11.1998

**Bacchus Marsh**

Commencing Sunday, 8.11, the signalbox will be attended

Monday .....	0310 hours to 2240 hours
Tuesdays - Fridays.....	0330 hours to 2240 hours
Saturday .....	0600 hours to 2000 hours
Sunday.....	0800 hours to 2030 hours

(SW 1172/98, WN 44/98)

09.11.1998

**Flinders Street**

From Monday, 9.11, the connections to the Clifton Hill lines and City Circle were abolished. A temporary Down line was provided between Platform 14 and Wellington Parade. All Clifton Hill line trains will operate counter clockwise. Diagram 47/98 replaced 45/98.

Homes 157 and 160 were relocated to the new alignment of the Down line. Up Homes 181 and 183 were removed. Down Home 318 (No 2 Track East) was removed. Points 58, 59, 60, 67, and 69 were abolished.

Up Home 315 was altered to display Medium Speed aspects.

(SW 147/98, WN 45/98)

15.11.1998

**Donnybrook**

On Sunday, 15.11, Boom Barriers were provided at Yan Yean Road. The Boom Barriers are interlocked with the Standard Gauge Up Homes DBK/4 and DBK/U4, and the Broad Gauge Homes 12 and 14. Push buttons are provided on the block shelf to release levers 12 and 14. If a train is on the approach track circuit to Homes 12 or 14 when a release button is pressed, the lever will not be released until the booms are horizontal. If the approach track circuit is clear, the lever will be released immediately. A 'Lever Released' indication is provided.

(SW 1173/98, WN 45/98)

16.11.1998

**West Footscray**

From Monday, 16.11, the signalbox will be switched in:

Monday - Friday .....1900 hours to finish (around 0300 hours next day)

(SW 1186/98, WN 46/98)

16.11.1998

**Somerton**

From Monday, 16.11, the signalbox will be switched in:

Monday - Friday ..... 0310 hours to 1110 hours

(SW 1186/98, WN 46/98)

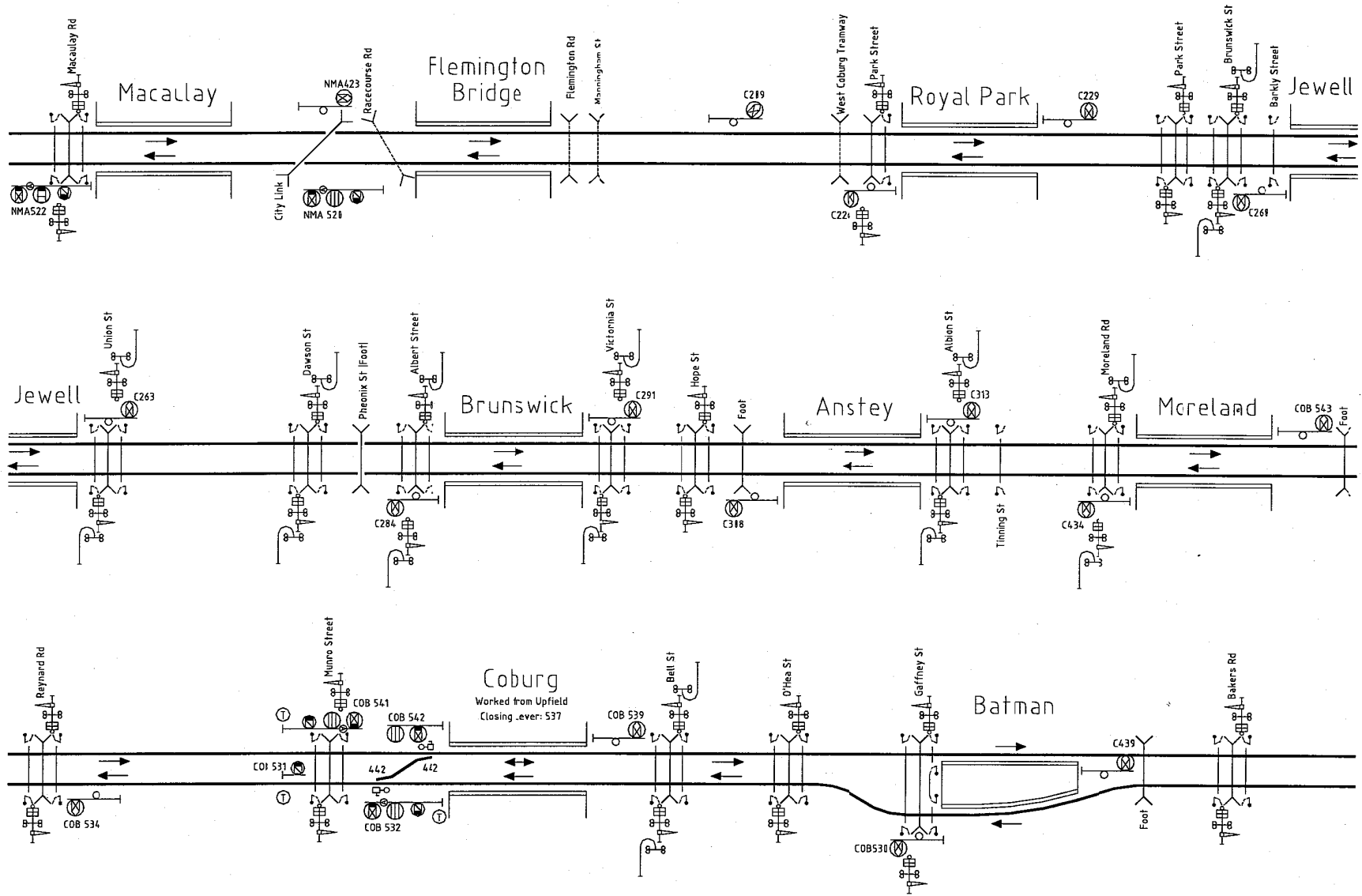
16.11.1998

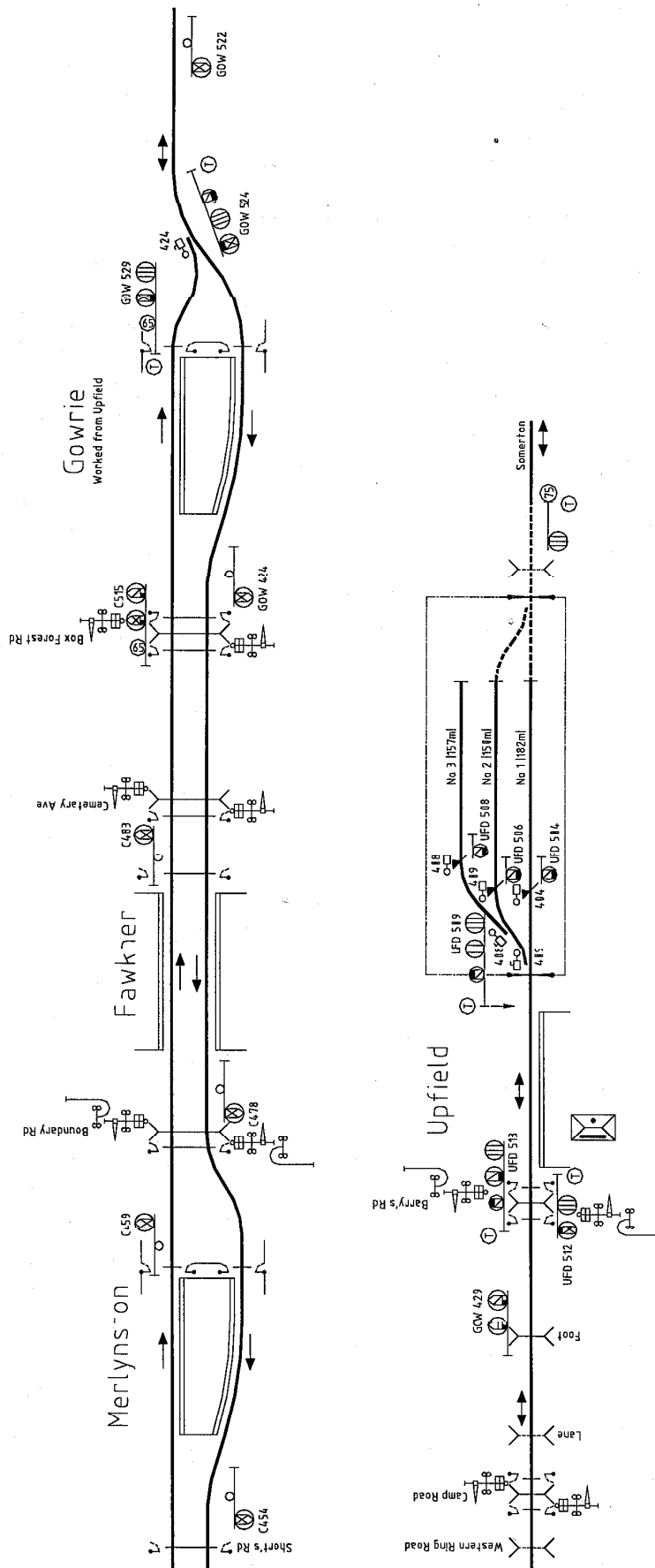
**Batman - Upfield**

On Monday, 16.11, the Double Line Block Telegraph System, Batman - Fawkner, and the Train Staff and Ticket System, Fawkner - Upfield was replaced by Absolute Block System Batman - Gowrie and Automatic and Track Control System Gowrie - Upfield. Fawkner signalbox was abolished and the line between Fawkner and Gowrie was duplicated. Diagram 57/98 replaced 55/98.

*Batman.* Posts 56, 57, and 59 were abolished. Down Automatic COB 439 was provided at Down end of the platform. The pedestrian booms at Bakers Road were replaced by automatic pedestrian gates.

*Merlynston.* Post C400 was abolished. Up Automatic C454 and Down Automatic C459 were provided at each end of the platform. Post C459 has a right hand stagger. Automatic pedestrian gates were commissioned at the foot crossing at the Down end of the platform.





*Fawkner.* The interlocked frame was abolished. Posts 60, 61, 62, 63, 64, 65, 66, and 67 were abolished. Points 10 and Lockbar 11 was abolished. Up Automatic C478 and Down Automatic C483 were provided in advance of the platforms. Post C483 has a right hand stagger. The pedestrian booms at Boundary Road were replaced by automatic pedestrian gates. Automatic pedestrian gates were commissioned at the foot crossing at the Down end of the platform. Boom barriers and automatic pedestrian gates were provided at the Cemetery entrance.

*Cowrie.* Post C574 was abolished. Points 424 were commissioned at the end of the Double line on the Down side of Gowrie. Down Automatic C515, Up Automatic GOW429, Down Home GOW529, Up Home GOW524, and Up Automatic GOW522 were commissioned. Down Home GOW529 displays Medium Speed indications and Posts C515 and GOW529 are filled with illuminated '65' indicators. Up Automatic GOW522 has a right hand stagger. Automatic pedestrian gates were commissioned at the foot crossing at the Down end of the platform.

*Upfield.* Two position Homes 73 and 74 were converted to three position signals and renumbered UFD513 and UFD512 respectively. Down Automatic GOW529 was commissioned. The portion of the panel controlling Gowrie was commissioned.

*Gowrie - Upfield; Failure of Signals*

The Signaller at Upfield will carry out the Train Controller's duties.

a) Failure of GOW529 (Down Departure Home at Gowrie)

Should a train come to a stand at Home GOW529 and there is no sign of an approaching train, the Driver must contact the Signaller at Upfield via the post phone. The Signaller must comply with Rule 6B, Section 16, Book of Rules. If the signal has failed, but Points 424 are detected reverse, the Signaller must insert a blocking jack to secure the Home Departure signals at each end of the section at Stop. A System Caution Order will then be dictated to the Driver. Once this has been repeated back, the Driver will pass GOW529 at Stop and proceed cautiously to the next signal.

If detection on Points 424 has failed, the Signaller must instruct the Driver to operate the points to the reverse position. A Caution Order will then be issued. The points may be left in the Hand operation mode.

(Note the post phones at Gowrie are not in operation. Drivers will communicate with the Signaller via the Driver's radio)

**b) Failure of UFD512 (Up Departure Home at Upfield)**

Should Home UFD512 fail, the Signaller must comply with Rule 6B and then insert blocking jacks to secure the Home Departure signals at each end of the section at Stop. The Signaller will then complete a System Caution Order and had it to the driver as authority to proceed.

**c) Failure of UFD513 (Down Arrival Home at Upfield)**

Should a train come to a stand at Home UFD513, the Driver must contact the Signaller via the post phone. The Signaller must ensure that the movement is safe to perform and will then verbally instruct the Driver to pass the signal at Stop to enter the platform.

**Failure of GOW524 (Up Arrival Home at Gowrie)**

Should a train come to a stand at Home GOW524, the Driver must contact the Signaller at Upfield via the post phone. If the signal has failed, but Points 424 are detected normal, the Signaller must dictate a Signaller's Caution Order to the Driver. Once this has been repeated back, the Driver will pass GOW524 at Stop and proceed cautiously to the next signal.

If detection on Points 424 has failed, the Signaller must instruct the Driver to operate the points to the normal position. A Caution Order will then be issued. The points may be left in the Hand operation

(Note the post phones at Gowrie are not in operation. Drivers will communicate with the Signaller via the Driver's radio)

**d) Upfield - Manual Operation of Security Gates**

If the security gates fail, they may be manually operated. First, check that the gates are not padlocked. The gate operating lever (412) is then to be operated to the desired position. The signaller will then go to the gate and open the cabinet attached to the Up side of the relay box and pull the red button out. This will release the electronic brake on the gate. The gate may then be pushed to the desired position, where they must be chained or bolted. The red button must then be pushed in.

Insert the above in Section 34 of the Book of Rules.

(SW 145/98 & SW 146/98, WN 46/98)

22.11.1998

**Sunbury**

From 1500 hours, Sunday, 22.11, No 1A Track was abolished. The Annett locked points from the Down line to No 1A Track and from No 1A track to the Up line were replaced by a new trailing crossover between the Up and Down lines. The crossover is equipped with Dual Control point machines, but these will be manually operated. The Point Machines are secured by E Pattern Annett Locks. The E Pattern Annett Keys are secured in a Duplex Lock released by the B and C Pattern Annett Keys secured in the interlocking frame.

(SW 1187/98, WN 47/98)

(24.11.1998)

**Tocumwal - Kelly's Siding**

A shunting tractor has been leased by the company and is operated by their staff. The operation of the tractor is restricted to the confines of the fenced area. When not in use, the tractor is to be stabled at the baulk at the Down end of the siding.

The points to the siding are secured with a hand Locking Bar. A hand derail block is situated in the siding. The gates, derail, and locking bar are secured with V5PSW padlocks. A 'Limit of Shunt' board is provided 20 metres inside the gate and locomotives are not to proceed past this sign.

Prior to operating the tractor, the employee in charge must lock the locking bar on with their padlock. The padlock is to be removed when shunting is completed. Should a train crew find the points secured with this additional padlock they are to contact Kelly's staff and come to an arrangement regarding the intended shunt.

(SW 1174/98, WN 46/98)

24.11.1998

**Mooroolbark**

From Tuesday, 24.11, manually operated pedestrian gates will be trialed at the crib crossing at the Down end of the station. The gates are spring loaded to return to the closed position.

(SW 150/98, WN 47/98)

25.11.1998

**Hattah**

On Wednesday, 25.11, reflectorised Red and Green spectacles were fitted to the Up and Down Home signals.

(SW 1194/98, WN 47/98)

29.11.1998

**Batman**

From 1800 hours on Sunday, 29.11, the interlocked gates at Gaffney Street were replaced with boom barriers and automatic pedestrian gates. The signalbox at Batman was abolished. Down Home Post 51 was abolished. Up Home COB 530 was converted to a three position Automatic signal with the same number. Diagram 59/98 replaced 57/98.

(SW 149/98 & SW 125/98, WN 47/98)

30.11.1998

**Flemington Bridge - Coburg**

Diagram 61/98 replaced 41/98 account the abolition of Batman signalbox and the relocation of the post telephone for Post COB 532.

(SW 156/98, WN 48/98)

- (01.12.1998) **Repeating Signals (Rule 3b, Section 2, Book of Rules)**  
 Rule 3b, Section 2 titled 'Repeating Signals for Distant Signals: Two Position' is to be deleted.  
 Insert a new Rule 3b, Section 2:  
 (b) Repeating Signals for Point Banners and Switch Locked Points: Section Authority System  
 At locations in Section Authority Territory, Repeating Signals are provided at some trailable points and at all points secured by Electric Switch Locks. The 'Warning' signal is indicated by two yellow lights one above the other. The 'Proceed' signal is indicated by a green light above a yellow light. When a Repeating Signal is displaying Warning, the Driver must be prepared to stop at the points and ensure that the points are set for the main line. If a Switch Lock is provided, the Driver must ensure that the Door is closed and locked.  
 (SW 1185/98, WN 47/98)
- (01.12.1998) **Failure of a Home Signal at an Intermediate Staff Station while Through Staff is in use (Rule 23, Section 21, Book of Rules)**  
 The following is to be inserted as a new Rule 23 in Section 21:  
 23. Failure of a Home Signal at an Intermediate Staff Station whilst the Train Staff for the Through Section is in use.  
 In the event of a Train being brought to a stand at the Home signal at an Intermediate Staff Station while the Through Staff is in use, the Driver must contact the Train Controller if a Hand Signaller is not in attendance. The Train Controller must contact a Signaller at one of the ends of the Through section to ascertain if the Intermediate Station is unattended. If the Train Controller cannot contact a Signaller, the Train Controller must rely on the Train Graph to confirm if the station is unattended.  
 If the station is unattended and the Driver is in possession of the Through Train Staff, the Train Controller will verbally authorise the Driver to pass the signal at Stop and proceed cautiously into the platform. The Driver must ensure that all points are in the correct position and locked before passing over them.  
 If the Driver cannot contact the Train Controller and is in possession of the Through Train Staff, the Driver may proceed cautiously into the platform after the Driver has ascertained that the platform track is clear. The Driver must ensure that all points are in the correct position and locked before passing over them.  
 The Driver must inspect the signal lever on the platform. If it is not reversed, the Home signal must be cleared and the Train Controller informed that the Signal has been cleared.  
 This instruction is applicable at Diamond Creek (Eltham - Hurstbridge) and Crib Point (Hastings - Stony Point).  
 (SW 151/98, WN 47/98)
- (01.12.1998) **CRT Siding**  
 Instructions were issued for insertion into the Book of Rules respecting the operation of this siding. These are identical to the previously issued instructions, except that the instructions specify that the expiry of the 5 minute time delay for trains leaving the siding will be indicated by the semaphore indicator assuming the proceed position.  
 (SW 1190/98, WN 47/98)
- (01.12.1998) **Gowrie - Upfield - Failure of signals**  
 The instructions for the failure of Up Departure UFD512 at Upfield have been amended. In addition to the original instructions, the Signaller is to operate the boom barriers at Barry Road using the Test Switch before handing the Caution Order to the Driver.  
 To reduce delays to trains during a failure of Down Departure GOW529 at Gowrie, the Signaller is to advise the Station Officer at Gowrie. The Station Officer is to meet the Driver of the next train and instruct them to contact the Signaller at Upfield.  
 (SW 152/98, WN 47/98)
- 02.12.1998 **Flinders Street**  
 On Wednesday, 2.12, the A light of Up Home 957 (Sandringham line) was converted to a LED head.  
 (TS 215/98, WN 48/98)
- 06.12.1998 **Bacchus Marsh**  
 Commencing Sunday, 6.12, the signalbox will be attended  
 Monday ..... 0310 hours to 2240 hours  
 Tuesdays - Fridays..... 0330 hours to 2240 hours  
 Saturday ..... 0600 hours to 2135 hours  
 Sunday..... 0800 hours to 2030 hours  
 (SW 1176/98, WN 45/98)
- 06.12.1998 **Sydenham**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays..... 0545 hours to clearance of 8051 Pass (at 2000)  
 Saturday, Sunday..... Switched out  
 (SW 1208/98, WN 49/98)

06.12.1998 **Diggers Rest**

Commencing Sunday, 6.12, the signalbox will be switched in  
Mondays - Fridays.....0610 hours to clearance of 8007 Pass (at 0833)  
Saturday, Sunday.....Switched out  
(SW 1208/98, WN 49/98)

06.12.1998 **Sunbury**

On Sunday, 6.12, an SSI with a unit lever panel replaced the mechanical interlocking frame. Facing and trailing crossovers were provided to allow Down trains to use the Up platform. Diagram 20/98 replaced 28/96.

All mechanical signals were replaced by two position light signals. The points to the loop siding are rodded to Derails and Wheel Crowders and secured by miniature Annett Locks; the Up end points by E Pattern lock and the Down end by an F Pattern lock. The Annett keys are secured in Crosslocks adjacent to the points. A 'Limit of Shunt' board is provided on the Down line outside the Post 2 to limit shunting moves on the Down line.

There is more than 400 metres between the Up Home signals and the fouling point of the trailing crossover. Line Clear can consequently be given for Up trains, even though the Up platform is occupied by a train, a Down train is signalled through the Up platform, or a run around movement is taking place. Signallers must ensure that Up trains have arrived complete with the proper tail signal before sending Train Arrival.

A 'Stopping' push button is provided to delay initiation of the Boom Barriers at Gap Road for Up Stopping trains. When an Up Stopping train is approaching Sunbury, and provided Line Clear has been obtained for the train, the Signaller must operate the 'Stopping' push button and then reverse levers 20 and 26 (but not 28). The button will illuminate to indicate the call. Up Home 26 will then clear when the train passes the Up Distant. Up Home 20 will clear a short time after the train occupies the platform track and the booms start to descend.

To prevent trains standing at Post 3 from blocking Gap Road, Outer Home 4 (Post 2) will not clear unless Homes 6 or 8 (Post 3) are first cleared.

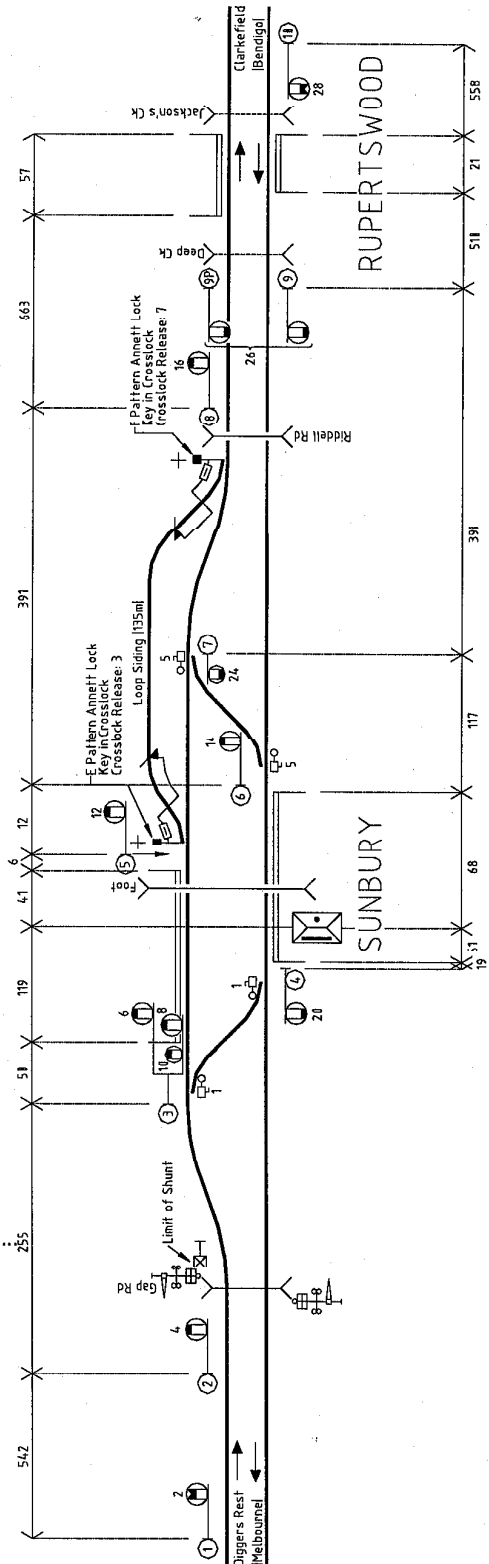
(SW 1200/98 & SW 1205, WN 48/98 & WN 49/98)

06.12.1998 **Sunbury**

Commencing Sunday, 6.12, the signalbox will be switched in  
Mondays - Fridays .....  
..... 0525 hours to clearance of 8053 Pass (at 2127)  
Saturday .....  
..... 0745 hours to clearance of 8304 Pass (at 1429)  
Sunday.....  
..... 1120 hours to clearance of 8040 Pass (at 1516)  
(SW 1208/98, WN 49/98)

06.12.1998 **Clarkefield**

Commencing Sunday, 6.12, the signalbox will be switched in  
Mondays - Fridays .....  
..... 0600 hours to clearance of 8024 Pass (at 1033)  
Saturday, Sunday..... Switched out  
(SW 1208/98, WN 49/98)



- 06.12.1998 **Gisborne**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0510 hours to clearance of 8049 Pass (at 1942)  
 Saturday, Sunday.....Switched out  
 (SW 1208/98, WN 49/98)
  
- 06.12.1998 **Woodend**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0510 hours to clearance of 8024 Pass (at 1020)  
 .....1730 hours to clearance of 8049 Pass (at 1942)  
 Saturday.....0955 hours to clearance of 8015 Pass (at 1116)  
 Sunday.....Switched out  
 (SW 1208/98, WN 49/98)
  
- 06.12.1998 **Kyneton**  
 Commencing Sunday, 6.12, the signalbox will be attended  
 Mondays - Fridays.....0415 hours to clearance of 9084 Goods (at 0100 next day)  
 Saturday.....0600 hours to clearance of 8053 Pass (at 2146)  
 Sunday.....0710 hours to clearance of 9084 Goods (at 0037 next day)  
 (SW 1208/98, WN 49/98)
  
- 06.12.1998 **Castlemaine**  
 Commencing Sunday, 6.12, the signalbox will be attended  
 Mondays - Thursdays .....0550 hours to clearance of 9084 Goods (at 2343 next day)  
 Friday .....0550 hours to clearance of 8053 Pass (at 2210)  
 Saturday, Sunday.....Switched out  
 (SW 1208/98, WN 49/98)
  
- 06.12.1998 **Bendigo**  
 Commencing Sunday, 6.12, the signalbox will be attended  
 Mondays - Fridays.....Continuously  
 Saturday.....0001 hours to arrival of 9080 Goods (at 0120)  
 .....0640 hours to 2340 hours  
 Sunday.....0640 hours to clearance of 9084 Goods (at 2320)  
 (SW 1208/98, WN 49/98)
  
- 06.12.1998 **Somerton**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0245 hours to 1045 hours  
 Saturday, Sunday.....Switched out  
 (SW 1207/98, WN 49/98)
  
- 06.12.1998 **Donnybrook**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0550 hours to clearance of 9520 Goods (around 2258)  
 Saturday, Sunday.....Switched out  
 (SW 1207/98, WN 49/98)
  
- 06.12.1998 **Wallan**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0630 hours to 1050 hours  
 Saturday.....1615 hours until 1945 hours  
 Sunday.....Switched out  
 (SW 1207/98, WN 49/98)
  
- 06.12.1998 **Kilmore East**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0630 hours to clearance of 9520 Goods (around 2240)  
 Saturday.....0700 hours to clearance of 8314 Pass (at 1524)  
 .....1800 hours to clearance of 8329 Pass (at 1947)  
 Sunday.....1650 hours to clearance of 9520 Pass (at 2252)  
 (SW 1207/98, WN 49/98)
  
- 06.12.1998 **Broadford**  
 Commencing Sunday, 6.12, the signalbox will be switched in  
 Mondays - Fridays.....0535 hours to clearance of 8316 Pass (around 1153)  
 Saturday, Sunday.....Switched out  
 (SW 1207/98, WN 49/98)

- 06.12.1998 **Seymour**  
Commencing Sunday, 6.12, the signalbox will be attended  
Mondays - Fridays..... Continuously  
Saturdays .....0001 hours to clearance of 8329 Pass (terminates 1947)  
Sunday..... 0730 hours to clearance of 8332 Pass (at 1953) & 2245 to 0000  
(SW 1207/98, WN 49/98)
- 06.12.1998 **Benalla**  
Commencing Sunday, 6.12, the signalbox will be attended  
Mondays - Fridays.....0630 to clearance of 9250 Goods (around 0027)  
Saturdays .....0700 hours to 1100 hours, & 1650 hours to 2030 hours  
Sunday.....0830 hours to 1200 hours and 1515 hours to 2100 hours  
(SW 1207/98, WN 49/98)
- 06.12.1998 **East Richmond**  
On Sunday, 6.12, a co-acting signal was provided for Up Home ERM 391. The co-acting signal is of the LED type and is situated on a ground mast on the Up side of the track directly below the existing signal. Amend Diagram 95/97. (SW 162/98, WN 48/98)
- 07.12.1998 **Flinders Street**  
On Monday, 7.12, the permanent connections from the Up Clifton Hill line and City Loop were brought into use and the temporary Down Clifton Hill line was taken out of use. Clifton Hill line trains now run continuously clockwise. Diagram 49/98 replaced 47/98.  
Down Home 318 (No 2 East to Down Burnley Through, City Circle, or, eventually, Down Clifton Hill), Up Home 181 (Up Clifton Hill to No 2 East or No 14 Track), and Up Home 183 (Up Clifton Hill to Home 181) were provided. Up Automatic 099 (Up Clifton Hill line) was relocated 40 metres in the Down direction. Up Home 159 (City Circle to No 2 East) was renewed as a Colour light signal and altered to display Medium Speed aspects only. Down Home 318 is an underground style signal mounted on a support column for Federation Square.  
Points 218 (No 2 East to Down Burnley Through or City Circle/Down Clifton Hill) and Crossover 060 (Up Clifton Hill to No 2 East or No 14 Road) were commissioned.  
Train stops at Homes 157, 181, 183 and 318 were converted to electro hydraulic operation.  
(SW 154/98, WN 48/98)
- 07.12.1998 **Flinders Street - Richmond Junction**  
On Monday, 7.12, the Up Burnley Through line was replaced by a new line located further south. Up Automatics 271 and 273 were relocated to the new alignment. Crossovers 251/252 and 253/263 connecting the Up and Down Burnley Through and Local lines at Richmond Junction (Flinders Street E) were abolished. Amend Diagram 29/98. (SW 157/98, WN 48/98)
- 12.12.1998 **Appleton Dock Line**  
On Saturday, 12.12, the Appleton Dock line was booked out of service beyond Dwarf D on the Up side of Footscray Road account City Link works. The points at the entrance to the line are to be secured to lead away from the line. (TS 720/98, WN 50/98)
- 13.12.1998 **Spencer Street**  
On Sunday, 13.12, Down Home 541 (Down East Suburban Line) was converted to a ground mounted underground style signal. (SW 1216/98, WN 50/98)
- 14.12.1998 **Donnybrook**  
On Monday, 14.12, the Crossover 7 was renewed. Each end of the crossover is now worked by a separate lever; the Up end points by lever 7 and the Down end points by lever 9. Lever 7 releases lever 9. A new disc signal (Disc 11) on a new Post (currently unnumbered) was provided to control movements from the Down line to the Up line. (SW 1209/98, WN 50/98)
- 14.12.1998 **Box Hill**  
Commencing Monday, 14.11, the signalbox will be switched in  
Mondays - Fridays..... 0450 hours to 2045 hours  
Saturday, Sunday..... Switched out  
(SW 167/98, WN 50/98)
- (15.12.1998) **Certificate of Testing (Rule 12, Section 5, Book of Rules)**  
A new clause 12 is to be added describing a form which must be filled in and sent to the Safeworking Department whenever locking has been disarranged for general maintenance or repairs. It is not to be used where a Certification of Signalling, or a Conditional Certification of Signalling, has been issued as part of commissioning. (SW 159/98, WN 49/98)
- (15.12.1998) **Flashing Lights at Level Crossings (Rule 1, Section 9, Book of Rules)**  
This clause is amended to allow for red side lights (in addition to white side lights) to indicate the apparatus is working. (SW 158/98, WN 49/98)



**(15.12.1998) Shunt Authorities (Rule 4b, Section 19, Book of Rules)**

Rule 4b, Section 19, is amended:

b) Shunt Authority

A Shunt Authority is a bi-directional Authority for a train to shunt up to but not beyond the Location Board, Distant Signal, or Repeating Signal. A Shunt Authority may only be issued when 1) no Authority has been issued for a train to approach the location where the shunting is to be performed, and 2) if an Authority has been issued for a train to depart from the location where the shunting is to be performed, the Driver of the shunting locomotive has a clear view over the line over which shunting will be performed. In both cases, the Train Controller must come to a complete understanding with the Driver as to the intended shunting movements and the train movements before issuing a Shunting Authority.

(SW 1210/98, WN 49/98)

**(15.12.1998) Sunbury**

If the 'Filament Failure' alarm activates, the Signaller must not press the acknowledgment button, but must report the failure to the Signal Maintenance Technician who will cancel the alarm.

(SW 1205/98, WN 49/98)

**(15.12.1998) Gowrie - Upfield**

When it is necessary for a Train to set back to either Gowrie or Upfield, the following procedures must be observed.

Up train returning to Upfield (including train returning from Up platform at Gowrie)

The Signaller must obtain a Train Authority for the train to return to UFD513 from the Train Controller. Rule 15a, Section 16, Book of Rules must be observed. The Signaller must then complete an ATC System Caution Order in accordance with Rule 8e, Section 16, Book of Rules. The Signaller must then sleeve the lever working the points at Gowrie normal. The Train Authority and Caution Order must be delivered to the Driver and the Driver's signature obtained on the butt of the Train Authority. The Driver must ensure that the booms at Camp Road are horizontal before entering the level crossing.

Down train returning to Gowrie

The Signaller must ensure that Down Departure Home GOW529 is secured at Stop and that the line between the train and the Up Arrival Home GOW524 is clear.

If the train is still on the approach to GOW524 (i.e. between Up Automatic GOW522 and Up Home GOW524) the Signaller will clear GOW522 and the Driver may proceed to Gowrie after changing ends.

If the train is beyond Up Automatic GOW522, the Signaller must obtain a Train Authority for the train to return to GOW524 from the Train Controller. The Train Authority must be delivered to the Driver and the Driver's signature obtained on the butt of the Train Authority.

(TS 216/98, WN 49/98)

**16.12.1998 Bayswater**

On Wednesday, 16.12, circuitry alterations were made to the Drivers and Maintainers Control Panels. These alterations avoid Maintainers from having to check that no train movement is being performed within the sidings or entering the sidings before operating the Maintainers Control Panel. A new set of instructions has been issued.

(SW 161/98, WN 49/98)

**20.12.1998 Yarraville**

On Sunday, 20.12, Up Automatic W292 was converted to a LED style head.

(TS 28/98, WN 50/98)

**(22.12.1998) South Dynon**

Diagram 6/98 replaced 14/93. The major alterations were the removal of the Standard and Broad Gauge Fresh Sidings, altered signalling arrangements at Moonee Ponds Creek Junction, and the provision of Engine Tracks 1 & 2 near the NRC Freight Terminal.

(SW 1214/98, WN 50/98)

**(22.12.1998) Newport - Sunshine**

Diagram 16/98 replaced 16/95. The main alterations were: the abolition of the Western & Metro Trust Sidings and the Stanley Quarries Siding; the abolition of the Sims Siding; the abolition of the Indrec Developments Siding; the provision of Goninans Siding and Intermediate Electric Staff Cabin; the provision of 'V' and 'S' plates to Up Home TOT/U8, and altered signalling at Sunshine.

(SW 1213/98, WN 50/98)

## LETTERS TO THE EDITOR

Brian Coleman writes seeking information about the following Block and Signal Inspectors for a book about this occupation and its occupants. The occupants have been: Mark F. Baynes (born 1889), Charles Berrie (1863), George Bowden (1849), Alexander Burns (1864), Francis Clancy (1891), Thomas B. Cook (1860), Felix P. Daly (1907), William H. D'Ambrosio (1899), Thomas Edwards (1871), Edward M. Hoare (1869), John Jackson (1862), George H. Jones (1889), James W. Jordan (1885), Hugh Lynch (1860), Daniel McFarlane (1849), John Z. Murfitt (1871), John T. Nolan (1869), Cyril H. Owen (1903), John Patrick (1861), William J Pearson (1871), Charles Ralston (1860), Arthur H. Sawyer (?), Charles J. Spiers (1893), Laurence L. Stevens (1866), and John Watkins (1866). Anyone with information should contact Brian at PO Box 503, Boronia, 3155, VIC.

## EULOGY FOR ALAN JUNGWIRTH

Jack McLean

This eulogy was written and delivered on the basis of my personal friendship with Jungi. It could have been entitled "Jungi and the Railway Signalling Fraternity."

Yet, I know there are other Jungi interests represented here today, and I think they will see that Jungi's relationship with me was much the same as it was with the Bus and Coach Society and maybe with other areas of interest.

I was the founder and first President of the Signalling Record Society, Victoria, members of which are here today to say Farewell to our second President, better known, to us anyway, as Jungi.

We also want to say publicly how grateful we are for his long and devoted service to railway history, to railway signalling, and, in particular, to our Society.

It is considered the right thing to do, in polite society, to thank members of a group for their contribution to the success of the group.

Gratitude, the cynic says, is a pre-requisite for the continuance of past favours. We pass "Votes of Thanks" for routine matters and we record tributes and credits in magazines. Since Jungi's death last Monday, we have known that it is too late to show our gratitude if we have not already done so. There will be no more favours expected from that source.

However, our collective conscience is clear. In 1994 we conferred on him the honour of a Life Membership of the Society and, no surprise, he continued to favour us with his leadership, actions, and the sharing of his knowledge.

Today, as a final gesture, we review some of Jungi's achievements. They will remain in memories of his fellow members for a long time, and like "The Man from Snowy River," the tales will continue to be told about Jungi, for many years, often I suspect in the Wingrove garage.

I can't remember when I first met Jungi, but he was the Society's Vice President for some years before he became President and his Life Membership was conferred on him for his many years of service as Vice President and then as President. He suffered incredibly bad health in the last few years and I once said to him that if he had been a bus, he would have got himself a new engine and a few new spare parts.

Jungi himself made a joking contrast between himself and the Prince of Wales who had to wait in the wings until 1901 before he could succeed his mother, Queen Victoria. His remark was not meant as a hint, and I didn't take it as one, but at one SRS Annual General Meeting, I did not stand for re-election as President, and, sick as he was, he never let us down.

He had a prodigious collection of artefacts including one piece of iron now known as Jungi's lock. The PTC signal people need either a drawing of it or the lock itself. It was something to do with the switching out of an electric staff station at a place which had rocker locking. Jungi obliged by finding the lock or the drawing, but, either way, it saved the signal people an

enormous amount of time because they didn't have to redesign it. Perhaps it is still known as Jungi's lock.

Jungi and Keith Lambert spent perhaps eleven years in the compiling of at least two versions of the "Index to the Weekly Notice." I was delighted to be able to use the version produced by punched paper tape when it first appeared. I am sure the punch paper tape people had no idea that their telex equipment has been used to compile an index. The punched paper tape alphabetic version was much superior to the hand written chronological version which I had used for perhaps 30 years. But our joy knew no bounds when the printed version appeared in 1996. Only yesterday, a member of our Society said that the Index was possibly the most notable aid to railway history to come to the surface since the 7th July 1894.

Jungi was Chairman of the SRS Country Tours Sub-Committee (sometimes the only member) and he ran a dozen or more tours personally or in absentia (perhaps he did both at the same time). We also remember the many days and miles travelled pre-planning these excursions. On the excursions, we often travelled in his beloved bus AT 001, but when we had to use a chartered bus, he called on his state wide knowledge of the Australian equivalents of Pearse and Crump.

On one excursion to Seymour, Jungi chartered and drove an MMTB bus. We stopped at Wandong for lunch and the other pie shop customers cast curious eyes at the great green monster and they appeared to wonder how it was allowed to escape from the City. One of our members said "We stole it!!" and the onlookers seemed to think that was a satisfactory explanation.

Jungi was also Syllabus Officer for a long time and scouted far and wide for extra-mural speakers and he also applied pressure on us members to entertain and educate ourselves at our meetings.

From my experience, back a few years, the only Australians the Poms believed existed were those who had visited Pom Land. Jungi's several visits to the Old Country certainly smoothed out some of the problems caused by the tyranny of distance. He was also of great value when the SRSV became a Society in its own right, instead of a "Group" in the UK Society, with whom we still have a friendly relationship.

A list of Jungi's accomplishments could go on and on. These are a few of his achievements for the SRSV. It is certainly not complete and we add that he did all these things for a long time. I add my personal Thank You for sharing his knowledge with me.

Jungi made an outstanding contribution to the well being of the Signalling Record Society Victoria and his example under extreme physical difficulties in this last few years did much for a healthy and happy society. He has requested that his ashes be scattered at the forty and a half mile pose on the Ballarat line.

Farewell Alan Jungwirth. It has been our great pleasure to have know you.