

SOMERSAULT

SEPTEMBER 1999

Vol 22, No 5

SIGNALLING RECORD SOCIETY OF VICTORIA INC



The 105 lever frame at Geelong A is the second largest working frame in Victoria and is only exceeded in size by No 1 Box, Spencer Street. The first box at Latrobe Terrace, Geelong, was commissioned in January 1884 and contained a 20 lever frame. This box was replaced in May 1909 by a new box with a 74 lever frame which performed the work of both the old box and Geelong Middle ('B' box). In May 1917 the new loco depot was opened and Geelong A was given a 105 lever Rocker frame to work the new connections. It is not known whether this was an extension of the 1905 frame, or a new frame. Equally, it is not known whether the box was replaced or extended to house the longer frame. This photo looks Up along the frame during the 1993 SRS Showday tour. Above the levers can be seen the two panels. The nearest panel was provided in 1989 to replace Geelong B at the Down end of the yard. The further panel was provided in 1973 to work a second connection to the loco yard at the Up end. Geelong A works Track Block to North Geelong A, and directly controls the single line south to South Geelong.

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Published by the Signalling Record Society Victoria Inc (A0024029F)

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MINUTES OF MEETING HELD FRIDAY JULY 16, 1999, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVE, SURREY HILLS.

Present: - J.Black, W.Brook, B.Cleak, G.Cleak, G.Cumming, C.Gordon, A.Gostling, W.Johnston, K.Lambert, D.Langley, B.McCurry, J.McLean, A.Ratcliffe, B.Sherry, P.Silva, R.Smith & R.Whitehead.

Apologies: - N.Bamford, G.Candy, J.Churchward, A.Hinde, G.O'Flynn & A.Waugh.

Visitor: - Mrs.Gordon & I.Stewart.

The President, Mr. David Langley, took the chair and opened the meeting @ 20:15 hours.

Minutes of the March 1999 Meeting: - Accepted as published. W.Johnston / J.McLean. Carried.

Minutes of the May 1999 Meeting: - Accepted as published. W.Johnston / J.McLean. Carried.

Business Arising:- Nil.

Correspondence: - The rental payment for the Seymour Archives Room was sent to Colliers Jardine. The annual return was sent to Business Affairs. Payment for the use of the meeting room was sent to the Surrey Hills Neighbourhood Centre. The invoice for the Signalling Record was received from the S.R.S.U.K. & the payment was sent to them. A letter was received from the N.S.W. Division of the A.R.H.S. granting permission to reproduce the obituary for Roger Jefferies from Bulletin in Somersault. Letters were sent to the following new members welcoming them to the S.R.S.V.: - Chris Gordon of Ringwood, Chris French of Armadale WA, Bernie Watson of Tokomaru NZ, John Fitzgerald of Hamilton NZ & Colin Stephens of Cheltenham. A letter was sent to the Infrastructure Division of Hillside Trains requesting that some items of equipment from the Ringwood re - signalling be allocated to the S.R.S.V. for preservation. Letters were sent to the Chief Train Controller at Transport House to arrange the visits to Control & to thank him for his assistance. J.McLean / R.Smith. Carried.

Reports: - Tours. Glenn Cumming advised that the planned location for this year's Cup Day Tour would be the Geelong area.

General Business: - The President invited the Treasurer, Peter Silva to address the meeting. Peter Silva advised the meeting that he had accepted a nomination for the position of Treasurer of the Victorian Division of the A.R.H.S. & that he did not expect this position to interfere with his S.R.S.V. duties.

The retirement of Tony Palermo was discussed. A letter will be sent to Tony from the S.R.S.V. thanking him for all his assistance over many years.

Jack McLean was present at the retirement party for Tony Palermo & wrote a jingle for the occasion. The jingle was read to the meeting. A recent circular advised of the provision of a radio link between Long Island Junction & Hastings to replace the aerial line wires for the electric staff circuits. However, this work has been deferred.

A discussion took place on the privatisation of transport assets.

A recent A.R.E. visit to Frankston Signal Box included a number of S.R.S.V. members.

A number of rumours were discussed concerning the likely future of Section Authority Working with Freight Victoria & A.R.T.C.

Keith Lambert reported on the demolition of Dandenong Signal Box & the removal of the top level of Spencer Street No.2 Signal Box in April 1999 for the Bourke St. bridge extension.

Rod Smith reported on a fire at Clifton Hill "B" Box in June 1999.

Keith Lambert advised that the control panel for Heidelberg is planned to be commissioned in March 2000. Broadmeadows will be commissioned 18 months later. The installation at Heidelberg will feature some sort of automatic operation.

Automatic Block Signalling was discussed along with the original circular for automatic signalling, C 8/15.

Bill Johnston spoke about the signal leading to nowhere at Flinders St. Platform 13 being fixed at stop. This led to a discussion on fixed train stops. Fixed train stops are known to exist on the lead to the Maribyrnong River Line, at Westall, Sunshine & at Franklin Street on the lines leading to the country terminal. Jack McLean advised that he had found a photo of the train wreck at Carisbrook, five years after he had written the article.

Bob Whitehead spoke about the article on Train Control in the recent issue of Somersault & offered his congratulations to the author Andrew Waugh on the quality of the article. Bob noted that there was a link from Ararat Control to Mount Gambier Control via Heywood & was able to report that when he worked at control he had used telegraph instruments on train control boards like the one shown in the drawing that accompanied the article.

The S.A.W. Train Control for Newport - Pyrenees Loop has been relocated from Transport House to the A.R.T.C. Control Centre in Adelaide. The North East Line C.T.C. will relocate in approximately two weeks.

Train Staff & Ticket working has been introduced between Traralgon & Sale replacing Train Order working.

Brett Cleak & Chris Gordon were able to provide additional information concerning the failures of Metrol over the past few weeks. The relay interlocking for the "B" Box area of Metrol has been replaced by a Solid State Interlocking.

Roderick Smith was congratulated on his recent 50th birthday.

Chris Gordon reported that the back platform road at Ringwood is due for commissioning on Sunday 01.08.1999.

Syllabus Item: - The President introduced himself & screened 31 slides from his collection in the form of a "Where Is It?" competition. The 31 slides featured locations from all over Victoria taken across a number of years. Included in the selection was one slide from South Australia & one slide from New South Wales. The difficulty ranged from easy (everyone worked it out) to very difficult (what sort of signal enthusiast takes slides of clocks on walls?) to just plain silly (a slide of three buses with no signal to be seen). Some locations were visited more than once. Rod Smith top scored with 28 correct, followed by Glenn Cumming with 25 & then many scores in the low to mid 20's. At the conclusion of the syllabus item, the Secretary thanked David for the enjoyable presentation and this was followed by acclamation from those present.

Meeting closed @ 22:53 hours.

The next meeting will be on Friday 17 September, 1999 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 2000 hours (8.00pm).

SIGNALLING ALTERATIONS

The following alterations were published in WN 26/99 to WN 30/99. The alterations have been edited to conserve space. Dates in parenthesis are the date of the Weekly Notice.

02.07.1999 **Train Control** (SW 1127/99, WN 26/99)

As from 1000 hours, Friday, 2.7., the room allocations at the Freight Victoria Train Control Centre (Centrol) were altered as a result of the transfer of Newport - Pyrenees Loop corridor to Train Control Centre Adelaide ARTC (Mile End).

Room	Control Area	Radio Channel
1	Melbourne - Albury (SG & BG)	6
2	Pyrenees Loop - Wolseley	6
3	North Geelong C - Yelta, Maroona - Portland	5
	Melbourne - Ararat (BG), Ouyen - Pinnaroo, Ararat - Castlemaine	3
	Murtoa - Hopetoun, Dimboola - Yaapeet	SMR
	Dunolly - Robinvale, Korong Vale - Kulwin	8
5	Melbourne - Warrnambool, Brooklyn Loop (SG)	8
	Seymour - Shepparton, Strathmerton - Cobram, Benalla - Oaklands	5
9	Melbourne - Stony Point, Sale, & Nyora	7
	Melbourne - Piangil, Moulamein, & Deniliquin	4

As from Friday, 2.7., the primary communication on the Dimboola - Yaapeet and Murtoa - Hopetoun lines will be by State Mobile Radio (SMR). Channel 6 can be used in an emergency.

04.07.1999 **Werribee** (SW 10/99, WN 27/99)

Commencing Sunday, 4.7., the signalbox hours will be:

Monday - Saturday Continuously
 Sunday 0001 hours to 0115 hours & 0650 hours to 2400 hours

- 04.07.1999 **Sydenham** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0545 hours to clearance of 8051
Saturday & Sunday Switched out
- 04.07.1999 **Diggers Rest** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0610 hours to clearance of 8011
Saturday & Sunday Switched out
- 04.07.1999 **Sunbury** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0525 hours to clearance of 8053
Saturday 0745 hours to clearance of 8034
Sunday 1120 hours to clearance of 8038
- 04.07.1999 **Clarkefield** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be permanently switched out.
- 04.07.1999 **Gisborne** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0510 hours to clearance of 8017 & 1550 hours to clearance of 8049
Saturday & Sunday Switched out
- 04.07.1999 **Woodend** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0510 hours to clearance of 8024 & 1435 hours to clearance of 8049
Saturday 0955 hours to clearance of 8053
Sunday Switched out
- 04.07.1999 **Kyneton** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox will be attended:
Monday - Friday 0415 hours to clearance of 9080 the following day
Saturday 0600 hours to clearance of 8053
Sunday 0710 hours to clearance of 9084
- 04.07.1999 **Bendigo** (SW 1129/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox will be attended:
Monday - Friday Continuously
Saturday 0001 hours to arrival of 9080 & 0640 to 2340 hours
Sunday 0640 hours to clearance of 9084
- 04.07.1999 **Kensington** (SW 7/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday Continuously
Sunday 0020 hours to 0020 hours & 0740 hours to 2400 hours
- 04.07.1999 **Broadmeadows** (SW 6/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday Continuously
Sunday 0001 hours to 0045 hours & 0715 hours to 2400 hours
- 04.07.1999 **Somerton** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday 0340 hours to clearance of 9548 & 0950 hours to 1200 hours
Tuesday - Friday 0400 hours to clearance of 9548 & 0950 hours to 1200 hours
Saturday & Sunday Switched out
- 04.07.1999 **Donnybrook** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0650 hours to 1250 hours & 1335 hours to clearance of 8329
Saturday 1800 hours to clearance of 8332
Sunday Switched out
- 04.07.1999 **Wallan** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0550 hours to clearance of 8309
Saturday & Sunday Switched out
- 04.07.1999 **Kilmore East** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0535 hours to clearance of 9520
Saturday 0700 hours to clearance of 8308 & 1800 to clearance of 8329
Sunday 1800 hours to clearance of 9520

- 04.07.1999 **Broadford** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Friday 0535 hours to clearance of 8307
Saturday & Sunday Switched out
- 04.07.1999 **Seymour** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox will be attended:
Monday - Friday Continuously
Saturday 0001 hours to clearance of 9354 & 0215 hours to clearance of 8329
Sunday 0730 hours to 2400 hours
- 04.07.1999 **Benalla** (SW 1128/99, WN 26/99)
Commencing Sunday, 4.7., the signalbox will be attended:
Monday - Friday 0615 hours to clearance of 9357 the next day
Saturday 0700 hours to clearance of 8305 & 1650 hours to clearance of 8321
Sunday 0830 hours to clearance of 8305 & 1515 hours to clearance of 8321
- 04.07.1999 **Upfield** (SW 1147/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday 0405 hours to 0105 hours the next day
Sunday 0630 hours to 0200 hours the next day
- 04.07.1999 **Richmond Junction** (SW 1123/99, WN 26/99)
On Sunday, 4.7., the signal heads on Down Home 986 (Sandringham line) were lowered 500 mm.
- 04.07.1999 **Camberwell** (SW 1141/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday Continuously
Sunday 0001 hours to 0105 hours & 0645 hours to 2400 hours
- 04.07.1999 **Ringwood** (SW 1145/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday Continuously
Sunday 0001 hours to 0105 hours & 0645 hours to 2400 hours
- 04.07.1999 **Kooyong** (SW 1143/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday 0500 hours to 2400 hours
Tuesday - Saturday Continuously
Sunday 0001 hours to 0030 hours & 0730 hours to 2350 hours
- 04.07.1999 **Gardiner** (SW 1142/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday 0445 hours to 2400 hours
Tuesday - Saturday Continuously
Sunday 0001 hours to 0030 hours & 0715 hours to 2350 hours
- 04.07.1999 **Riversdale** (SW 1144/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday 0001 hours to 0020 hours & 0430 hours to 2400 hours
Tuesday - Saturday Continuously
Sunday 0001 hours to 0105 hours & 0655 hours to 2400 hours
- 04.07.1999 **Dandenong** (SW 8/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday Continuously
Sunday 0001 hours to 0100 hours & 0625 hours to 2400 hours
- 04.07.1999 **Frankston** (SW 9/99, WN 27/99)
Commencing Sunday, 4.7., the signalbox hours will be:
Monday - Saturday Continuously
Sunday 0001 hours to 0130 hours & 0635 hours to 2400 hours
- 07.07.1999 **Ashburton** (SW 1133/99, WN 27/99)
On Wednesday, 7.7., automatic pedestrian gates were commissioned at the foot crossing at the Down end of the platform (15.472 km).
- 11.07.1999 **BP Sidings, Galvin** (SW 1159/99, WN 29/99)
On Sunday, 11.7., the standard gauge diamond was removed. The main line points were spiked and secured with a lockable point clip.
- (12.07.1999) **Absolute Occupation of a Running Line** (SW 1133/99, WN 27/99)
Absolute occupation of a running line may be granted via an SWO circular which states that the occupation will commence after the passage of a specified freight train. When this train is running behind

schedule and this would cause delays to the work, absolute occupation may be taken at the time specified provided the following instructions are carried out.

The Supervisor in Charge of the Absolute Occupation will advise the Signaller of the requirement to commence work, and the Signaller will advise the Train Controller. The Train Controller will obtain permission from the Manager Rail Safety for the Supervisor to pilot the freight train through the Absolute Occupation. Rules 8F & G, Section 15, Book of Rules, must be observed.

12.07.1999 **Kyneton** (SW 1146/99, WN 27/99)

On Monday, 12.7., Crosslocks 26 (controlling the Down end main line crossover) and 27 (controlling the Points leading to the stabling sidings) were returned to service and the Annett Locks were removed. SW 1020/99 is cancelled.

15.07.1999 **West Tower** (SW 1155/99, WN 29/99)

On Thursday, 15.7., the Rawrie high capacity buffer was commissioned at the NRC headshunt.

17.07.1999 **Newmarket** (SW 1158/99, WN 29/99)

On Saturday, 17.7., Up Home 36 at the Up end of the Up platform was converted back to an Automatic and renumbered E.188. Lever 36 and associated signal indication was removed from the panel at Kensington. Diagram 27/99 replaced 31/97.

18.07.1999 **Chelsea** (SW 1154/99, WN 29/99)

On Sunday, 18.7., automated pedestrian wickets were commissioned at Showers Ave (31.077 km) on the Up side of Chelsea. The pedestrian wickets operate automatically for Up and Down trains and are interlocked with the Down Home 4.

25.07.1999 **Maroona - Portland** (WN 29/99)

At 0700 hours on Sunday 25.7., the Section Authority System of working between Maroona and Portland was abolished and replaced by Train Order System. The sections will be: Maroona ((Attended) Train Order Terminal Station) - Glen Thompson Loop (Unattended Crossing Loop) - Grampians Loop (Unattended Crossing Loop) - Chrome Loop (Unattended Crossing Loop) - Heywood Loop (Unattended Crossing Loop) - Portland ((Attended) Train Order Terminal Station). Master Keys 1 to 9 remain in use. Authority is given for the use of Track Warrants over the Maroona - Portland line.

Operating procedures 81 and 86 are replaced as follows:

81. Maroona

Maroona is an Open/Close Junction Station. The primary corridor is Newport - Pyrenees Loop. The secondary corridor is Maroona - Portland. When closed on the primary corridor, Maroona will be a Block Point and Section Authorities will indicate 'Maroona BP'. The Block Point signs are located at the Down end Main Line points. When open on the primary corridor, Maroona will be an Attended Crossing Station and the Section Authorities will indicate 'Maroona'.

Maroona must be open and a Signaller in attendance whenever trains cross, shunt, or operate to or from the Portland line. Prior to issuing a Train Order to Maroona, the Train Controller must ensure that a Signaller will be in attendance 30 minutes prior to the train arriving at Maroona.

a) Signaller commencing duty

When commencing duty, the Signaller must contact the Newport - Pyrenees Loop Train Controller and request permission to restore the signals to Stop. Before granting permission, the Train Controller must check that there are no outstanding Section Authorities between Pyrenees Loop and Maroona BP, or Tatyoon Loop and Maroona BP. The Train Controller must not open Maroona in the workstation until advised by the Signaller that the signals have been restored to Stop. A note must be made on the Electronic Train Graph.

b) Signaller ceasing duty

When ceasing duty, the Signaller must contact the Newport - Pyrenees Loop Train Controller and request permission to place the signals at Proceed. Before granting permission, the Train Controller must i) check that there are no outstanding Section Authorities between Tatyoon Loop and Maroona, or Maroona and Pyrenees Loop; ii) check that a Train Order has not been issued to Maroona by the Freight Victoria Maroona - Portland Train Controller; and iii) close Maroona in the workstation. A note must be made on the Electronic Train Graph.

c) Changing Radio Channels - Portland Line

Drivers proceeding to or from the Portland line must change radio channels at Maroona. A train arriving at Maroona must change to the frequency of the forward section (Channel 5 & 600 mode for the Portland line, and Channel 2 and 1200 mode for the Western line) and conduct a radio check or text test. A Train Order or Section Authority for the forward section will then be issued. The radio will then be changed back to the frequency of the rear section and the Train Order or Section Authority for the rear section must be relinquished in the usual fashion when the train has departed complete from Maroona (determined either by receiving a 'Train Complete' message from the Signaller or observing that a fluctuating consistency exists when an ETAS unit is fitted). The radio will then be changed back to the frequency of the forward section.

86. Portland - Driver in Charge of Signalling

A signaller must be in attendance at Portland 30 minutes prior the arrival of a train except when Driver in Charge conditions are in force. Driver in charge conditions are in force for 9786/9793 on Saturday and Sunday, and 9784 Sundays to Saturdays (when 9785 Mondays to Sundays is cancelled).

a) Arrival of Trains

Prior to ceasing duty, the Signaller must place Homes 1, 5, 11, and 13 to Proceed and notify the Train Controller. The Train Controller is to make a note on the Train Graph and the Signaller in the TRB. The Signaller must contact the Driver prior to departure of the track the train will arrive into at Portland. The Train Controller must notify the Driver if the track is altered after departure.

When arriving into the Portland Harbour Sidings, the Driver must ensure that the correct track is set. After securing the train, the engine will be detached and stabled. The Train Order will be fulfilled after the Driver has checked that the train has arrived complete.

b) Failure of Homes 1, 5, 11 or 13

If these signals fail prior to the Signaller ceasing duty, arrangements will be made Portland to be attended for the arrival of the trains. If the signals fail while Portland is unattended, the Driver must contact the Train Controller who, after checking that Portland is unattended, authorise the Driver to pass the signal at Stop. After passing Homes 5 or 13 at Stop, the train must be brought to a stand close to the level crossing and then cautiously move forward until the flashing lights activate. The whistle is to be frequently used. After passing Home 13 at Stop, the Driver must check that the points are set for the movement.

25.07.1999

Gheringhap - Yelta

(WN 29/99)

At 0700 hours on Sunday 25.7., the Section Authority System of working between Gheringhap and Yelta was abolished and replaced by Train Order System. The sections will be Gheringhap ((Unattended) Train Order Terminal Station) - Lethbridge BP (97.100 km) - Meredith (Attended Crossing Station or Intermediate Train Order Station when unattended) - Lal Lal BP (137.440 km) - Warrenheip Loop (Unattended Crossing Loop) - Ballarat ((Attended) Intermediate Terminal Station) - Sulky Loop (Unattended Crossing Loop) - Tourello Loop (Unattended Crossing Loop) - Talbot Loop (Unattended Crossing Loop) - Maryborough ((Attended) Intermediate Terminal Station) - Dunolly (Attended Crossing Station or Unattended Crossing Loop) - Emu Loop (Unattended Crossing Loop) - Sutherland Loop (Unattended Crossing Loop) - Donald (Attended Crossing Station or Unattended Crossing Loop) - Watchem Loop (Unattended Crossing Loop) - Birchip Loop (Unattended Crossing Loop) - Curyo BP (374.000 km) - Woomelang Loop (Unattended Crossing Loop) - Gama BP (414.850 km) - Speed Loop (Unattended Crossing Loop) - Ouyen ((Attended) Intermediate Terminal Station) - Hattah BP - Carwarp Loop (Unattended Crossing Loop) - Yatpool BP (557.700 km) - Mildura ((Attended) Intermediate Terminal Station) - Yelta ((Unattended) Train Order Terminal Station).

Master Keys 75-99 for the 'NGC-MDA-ROB-KUL' Corridor and 47 & 48 for the 'Mildura Local' remain in use. Authority is given for the use of Track Warrants over the Gheringhap - Yelta line.

Delete Operating Procedures 79 (Meredith) and 94 (Operation of Mildura Pilot), add a new Operating Procedure 79 (Gheringhap Broad Gauge Loop), and modify Procedures 68, 69, 80, 84, 89, 90, 92, 93, and 95.

68 Ballarat - Warrenheip Loop - Bungaree Loop, Operation of Bank Engines

Bank engines may be attached to the rear of an Up Goods to Warrenheip or Bungaree Loops when required. Bank engines must run coupled and must not be detached except at Warrenheip or Bungaree Loops. The Bank engine must carry a Tail Signal on the rear of the engine and the Bank engine Driver must check that the last vehicle of the train does not display a Tail Signal. The Bank engine must display white marker lights in accordance with Rule 2c, Section 11, Book of Rules.

Prior to departure from Ballarat both Drivers must ensure that the end to end radio is operating, and that the continuity test has been conducted. For Geelong bound trains, the Driver of the Bank Engine must check that the Driver of the train engine is in possession of a Train Order before starting. When the train is ready to start and the fixed signal has been cleared, the Driver of the leading locomotive must inform the Bank engine (either by the prescribed whistle code or by radio).

The Driver of the Bank Engine must inform the Driver of the Train Engine that the Train is complete when the train comes to a stand at Warrenheip or Bungaree Loops. A Bank Engine at Warrenheip Loop must be issued with a Train Order to return before detaching the locomotive and the Driver of the train must not depart from the loop until advice has been received that the Bank Engine has a Train Order to return to Ballarat. The Bank Engine will depart directly from the Up Loop. The Driver of the Bank Engine is responsible for placing the appropriate End of Train Marker on the last vehicle of the train and conducting a continuity test.

69 Ballarat

A Signaller must be in attendance at Ballarat 30 minutes prior to the arrival of a train from a Train Order Section, or 10 minutes prior to the Train Departure Signal being received from the signalbox in the rear on the Bacchus Marsh line.

The area within the Home signals is station limits. The 'Commence' and 'End' Train Order Working Boards are situated adjacent to Post 53 (on the Bacchus Marsh line).

Whenever a 'Clear Medium Speed' indication is displayed on Home 6 the speed restriction only applies until the whole train has cleared the points. Rule 13F, Section 2, Book of Rules is modified accordingly.

79 Gheringhap Broad Gauge Loop

The 'Commence' and 'End' Train Order Working Boards are situated at the Down end fouling point of the Broad Gauge Loop. The 'Commence' and 'End' Section Authority Working Boards are situated at the Up end fouling point of the Broad Gauge Loop.

DICE operation of the points and signalling at Gheringhap Broad Gauge loop will be retained. The DICE code will be included as part of the text of an Up Train Order. The Freight Victoria Train Controller must obtain permission from the ARTC Train Controller before issuing the DICE code. The ARTC Train Controller must apply a Track Block command to the track the train will arrive on prior to granting permission to issue the DICE code. The Train Order is to include information about the Train Block. On approach to Gheringhap, the Driver will switch the radio to 1200 mode to use the DICE code, and then to Channel 2 to perform a text test and obtain a Section Authority. The Driver must change back to Channel 5 when the Train Complete message has been received from TAILS and fulfil the Train Order. The Driver is then to change back to Channel 2.

When a Down train is stationary at Gheringhap Loop, the Driver will change to Channel 5 and 600 mode, conduct a radio check, and be issued with a Train Order. When departing, the Driver will change back to Channel 2 and 1200 mode to receive the 'Train Complete' message from TAILS and to relinquish the Section Authority. The radio is then to be restored to Channel 5 and 600 mode.

80 Maryborough

A Signaller must be in attendance at Maryborough 30 minutes prior to the arrival of a train from a Train Order Section, or 10 minutes prior to the Apex message being received from the station in the rear and 30 minutes prior to the arrival of a train in possession of the Train Staff.

The area within the Home signals is station limits. The 'Commence' and 'End' Train Order Working Boards are situated adjacent to Posts 2 and 24. Maryborough is not to be switched out for DICE operation. Whenever a 'Low Speed Caution' indication is displayed on Dwarfs 14, 16, or 18 the speed restriction only applies until the whole train has cleared the points. Rule 13G, Section 2, Book of Rules is modified accordingly.

Standard Gauge trains are not permitted to stand in No 1 Track to cross or pass a Broad Gauge train. A notice board lettered 'Stop. Trains must not proceed past this board without the permission of the Signaller in Charge at Maryborough' is located at 188.800 km on the Ararat line near Derby Road. The Signaller must not give a Down train permission to pass this board unless there is no conflict with Broad Gauge trains at Maryborough. Up Standard Gauge trains must be similarly held at Post 26.

84 Dunolly

Dunolly must be attended by a Signaller whenever i) a Standard Gauge train arrives or departs, ii) a Broad Gauge move is to be made to or from the Inglewood line, iii) Broad and Standard Gauge trains will be simultaneously at Dunolly, and iv) shunting movements are to be carried out. The Signaller is to be in attendance 30 minutes prior to the arrival of the train, or, where a cross is to take place, prior to the issue of the opposing Train Order.

Standard Gauge Trains

Down Standard Gauge trains are automatically routed into B Siding where the whole train must be drawn ahead until clear of D Points. Provided the Train has arrived complete, the Driver will then fulfill the Train Order. The locomotive is then detached and the unloading operations commenced. When unloading has been completed and the vehicles have been dropped down between J and D Points, the locomotive is to be attached to the vehicles and drawn back until clear on the Down side of J Points. The locomotive is then to be run around via the Dual Gauge platform road. The Signaller will then restore D points, withdraw the Master Key, and test the Points. Only one Standard Gauge train is to work Dunolly at one time and it is restricted to 20 vehicles.

89 Donald

Donald must be attended by a Signaller whenever shunting is to be performed at the station yard or the Freezer Works Siding. The Signaller is to be in attendance 30 minutes prior to the arrival of the train.

When Donald is attended, the Train Orders will indicate 'Donald' and the Signaller may be used to receive and deliver the Train Orders. When Donald is unattended, the Train Orders will indicate 'Donald Loop'. All signals will be at Proceed except for the Down Home E which will be worked by the Driver via DICE once in possession of a Train Order to proceed towards Watchem. The DICE code is displayed on the DICE Approach Zone Board and DICE Subsidiary Board. Receipt of a Train Order to proceed towards Watchem implicitly gives permission to enter the DICE code.

A Remote/Local Key Switch is provided on Donald platform to control operation of the DICE equipment. The Signaller must obtain permission from the Train Controller prior to operating the Key Switch.

90 Ouyen

Ouyen must be attended by a Signaller whenever i) a train is to depart for the Panitya branch *from the main line*, ii) a train is to arrive from the Panitya branch, iii) No 2 Track is to be fouled within the station yard, or iv) a cross is to take place using No 1 and 2 Tracks. The Signaller is to be in attendance 30 minutes prior to the arrival of the train, or, where a cross is to occur, prior to the issue of the opposing Train Order.

Issue of Through Train Orders. Through Train Orders may be issued for Trains 9140 and 9141 through Ouyen provided a cross is not to take place. The Train Controller must advise the Signaller when a Through Train Order has been issued. The Signaller must note this advise, including the Train Order number, in the TRB and ensure that the signals are placed to Proceed for the train in sufficient time to prevent the train from being detained. The Signaller must place the signals at Proceed prior to ceasing duty if a Through Train Order is to be issued while the Signaller is not on duty.

If a train is to depart Ouyen towards Cowangie under 'Driver in Charge' conditions (see Procedure 91), the train must depart from No 3, 4, 5, or 6 Tracks. When signing on, the Driver of the branch line train must check with the Train Controller to determine if a Through Train Order has been issued, and, if so, when the train will pass through Ouyen.

92 Hattah

Hattah is an intermediate siding. The signals will be at Proceed except during shunting. Trains are not permitted to cross at Hattah. A Block Point is situated at the Up end of the yard.

93 Mildura

A Signaller must be in attendance at Mildura 30 minutes prior to the arrival of any train except when Driver in Charge of Signalling is in force. Driver in Charge of Signalling will apply for the arrival of Train 9141 Monday - Friday.

Prior to ceasing duty, the Signaller must clear Homes K, A, and D for the arrival of Train 9141 into No 1 Track. Upon arrival of 9141, the Driver must check that the train has arrived complete clear of the Up end Plunger Locked points and fulfil the Train Order. The train is to be secured and the engine shut down and stabled. The Train Controller is to be advised accordingly.

Should the Home signals on Posts 1, 3, or 6 fail when Mildura is unattended, the Driver must contact the Train Controller. After checking that Mildura is unattended, the Train Controller will authorise the Driver to pass the signal at the Stop position. The Driver must check that all points are set and secured for the passage of the train. When passing Post 6 at Stop, the flashing lights will not operate until the train is within 3 metres of the crossing. The train may proceed over the crossing after the flashing light equipment has operated, but the Driver is to make frequent use of the whistle.

The points leading to the sidings at the Down end of Mildura Yard are secured by an A Pattern Annett Lock. The Annett Key is normally kept in a duplicate lock on the panel. When the key is removed from the lock, Home D is secured at Stop. During shunting operations, the employee in charge of shunting will instruct the Driver to pass Home D at Stop provided the employee is in possession of the Annett key and the Signaller is aware of the shunting movement taking place.

95 Yelta

Fixed signals are not provided at Yelta. The 'Commence' and 'End' Train Order Boards are located 450 metres outside the Up end points. Shunting movements may take place on the Main Line within these boards. The Main Line points are secured by Hand Locking Bar and padlock

Road Rail vehicles are not permitted to enter Yelta whilst a train is present. Track Permission must only be granted up to the 'End Train Order Working Board'

25.07.1999 **Richmond Junction** (SW 1162/99, WN 29/99)

On Sunday, 25.7., the heads on Up Home 363 and Down Home 364 were lowered such that the A light (upper head) was 6 metres and 5.7 metres (respectively) above rail level.

29.07.1999 **Flinders Street** (SW 1173/99, WN 30/99)

On Thursday, 29.7., a new 3.5 inch LED head will be trialled in Up Home 587 at the exit of the Northern Portal.

01.08.1999 **Richmond Junction** (SW 1171/99, WN 30/99)

On Sunday, 1.8., the heads on Down Automatic 272 were lowered and converted to the standard stagger.

(02.08.1999) **Clarkefield** (SW 1166/99, WN 30/99)

Commencing forthwith, the signalbox hours will be:

Monday - Friday 0605 hours to clearance of 8024
 Saturday & Sunday Switched out

02.08.1999 **Ringwood** (SW 1170/99, WN 30/99)

On Monday, 2.8., the new No 1 Platform (back platform) was commissioned. Points 233 (at the Up end) and 234U (at the Down end) were provided. Up Home RWD 333 was provided for Up departure moves from No 1 Platform, and Down Home RWD 334 for Down departure moves. Neither Home can display normal speed indications. Home RWD 334 is equipped with a route type point indicator showing 'B' (Belgrave) for moves to the Belgrave line and 'C' (Croydon) for moves to the Lilydale line. A co-acting signal is provided for RWD 334 and is situated on the Down side of the line. A diagram will be published in the next issue of Somersault.

(02.09.1999) **Aspendale - Frankston** (SW 1172/99, WN 30/99)

Diagram 29/99 replaced 25/98 account provision of pedestrian gates at Showers Ave.

EXISTING LINES BRANCH INSTRUCTIONS 1899

It is possible that a new broom went through the railways just prior to the turn of last century. Apart from a new Rulebook and General Appendix in 1898, instruction books were issued for the Rolling Stock and Existing Lines Branches. The Existing Lines Branch was the precursor to the Way and Works Branch, and a number of instructions dealt with signalling. The relevant instructions are included below.

2. Inspectors of Works are to have charge of, and be responsible for the safe, efficient, and economical maintenance of all buildings (except signal-boxes in the Metropolitan area), [...] non-interlocked gates, and cattle-pits; also, the painting of all signal-boxes, semaphores and interlocking connexions, levers and foot-plates of apparatus in signal-boxes, and the numbering of semaphores at interlocking stations

3. The construction and maintenance (with the exception of painting) of all semaphores, interlocking apparatus and connexions, and the maintenance of all signal-boxes in the Suburban area is under the supervision of the Superintendent of Signals and Interlocking, who is responsible for its safe and efficient working.

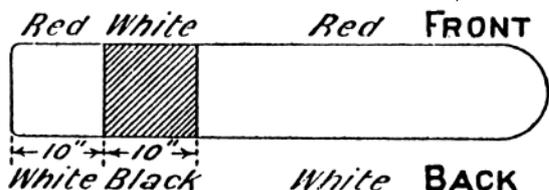
4. Inspectors of Interlocking will have charge of, and be responsible to the Superintendent of Signals for the safe, efficient, and economical maintenance of all semaphores, interlocking apparatus and connexions in their respective districts; and the utmost care must be taken by them to have the whole of the gear in their charge in proper working order. The painting of all semaphores and interlocking connexions, levers and foot-plates of apparatus in signal-boxes, and the numbering of semaphores at interlocked stations will be done by the Inspectors of Works, but this will not relieve Inspectors of Interlocking from any responsibility in connexion therewith. They must also make personal and careful inspection of the whole of the gear in their charge at least once in every half-year, or oftener if required, entering the date and result of such inspection on the forms supplied for that purpose, which forms must be forwarded at the end of every month to the Superintendent of Signals and Interlocking, who must carefully record same, and produce such record for the perusal of the Engineer for Existing Lines, when required.

67. Inspectors of Works must see that levers and foot-plates of interlocking apparatus are properly painted, and that this work is promptly attended to when any alteration or extension is made to the apparatus. The standard colours for the gear are as follows:-

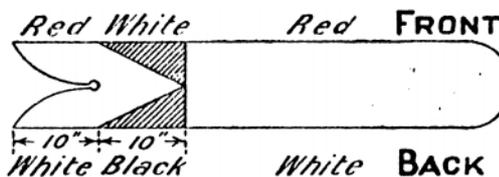
- Levers working signals Red.
- Levers working points or gates Black.
- Levers working lockbars or crosslocks Blue.
- Spare Levers White
- Footplates Black.

68. Inspectors of Works must see that the paint work of signal arms, discs, and indicators is kept bright and clean. Semaphore arms must receive, after painting, two coats of varnish, so that they may be readily cleaned at any time, and after cleaing they must be re-varnished when necessary.

The "bars" on front and back of ordinary arms must be 10 inches wide and 10 inches from end of arm, thus :-



and bars on distant arms must be fishtailed thus:-



69. Inspectors of Works must see that all semaphore masts are painted white from a line 5 feet above ground to the top, and black from that line to the ground. All fittings such as lever plates, rod guides, down rods, brackets, cranks, and blinders must be painted black.

All semaphores at interlocked places must be numbered in accordance with the litho-diagrams exhibited in signal-boxes; these numbers must be 12 inches long, placed on front and back of masts 8 feet above ground, and they must be promptly replaced when masts are renewed or altered.

70. Inspectors of Works must see that all interlocking connexions, such as point rods, roller frames, plunger boxes, cranks, compensators, controllers, detectors, quadrants, wheels, staff, table, and Annetts locks, &c., are coated with the following composition:- "To 1 gallon of tar add one-third of a pint of benzine." The misture must be applied hot, and may be thinned with benzine if necessary. All new connexions must be coated with this composition as soon as possible after being laid down.

94. Inspectors of Interlocking must instruct Signal Adjustors to at once report by wire to the Superintendent of Signals and Interlocking, and their Inspector, any accident to rolling-stock or disarrangement of interlocking connexions which occurs at an interlocked station, and obtain from them a written report, as soon after as possible, giving the cause of mishap and other information. The Inspector of Interlocking will then add his remarks and forward same without delay to the Superintendent of Signals and Interlocking, who must promptly furnish the Engineer for Existing Lines with full particulars.

109. Excepting the adjustment of Signal wires which is attended to by the Traffic Officer who works the Signal; or as provided hereunder, no person other than a Signal Adjustor is allowed to interfere with the adjustment of semaphores, interlocked points, lockbars, detectors, gates, or wickets. Gangers and Repairers are to be instructed to examine all points, and if any of them are found to be so far out of adjustment as to be dangerous for traffic the Signal Adjustor must be notified, and the attention of the Signalman and Station-master must, in the absence of the Signal Adjustor, be at once called to the defect; the points must then be disconnected from the interlocking gear and securely spiked or worked by hand by the Ganger or Repairer until the arrival of the Signal Adjustor. The bolts of fishplates at the heel of interlocked points must not be screwed up so tightly as to prevent the blades from being easily moved by hand when disconnected from interlocking gear, nor must there be any spring in the blades when placed by hand against any stock rail.

110. Whenever any interlocking connexion or Signal is found to be out of order the Signal Adjuster for the district must be promptly notified by wire.

111. The Superintendent of Signals and Interlocking must be notified before any alteration is made to lines of way or works, such as re-arrangement of station yards, renewal of points, pulling or lifting roads, extension of platforms, &c., which will interfere in any way with existing signals or interlocking arrangements; and in order that he may be duly instructed and enabled to make proper provisions the Engineer for Existing Lines must be notified by the Inspector of Permanent Way or Works (as the case may be) at least fourteen days before the date on which it is proposed to commence the work, and such work may be carried out on the date proposed unless instructions to the contrary are issued by the Engineer for Existing Lines.

112. Inspectors of Interlocking must obtain from Signal Adjusters a weekly report (on the forms supplied for that purpose) giving particulars of the work done during the week; these forms must be initialled by the Traffic Officer in charge of each place examined, and after being checked by the Inspector they must be forwarded before noon on every Monday, to the Superintendent of Signals and Interlocking, who must carefully record same and produce such record for perusal of the Engineer for Existing Lines when required.

113. Signal Adjusters and interlocking Gangers will apply to Inspectors of Permanent Way when they require assistance in the handling of semaphore masts, &c., and arrangements are to be made to render this assistance when necessary.

114. Inspectors must arrange for Gangers to supply and filling required by Signal Adjusters and interlocking Gangers for packing roller-boxes, &c.

115. Gangers are to be instructed to thoroughly clean points fitted with Annett's, Staff, or Tablet locks at "Women in charge" and "No one in charge Stations" whenever opportunity offers, such as shunting of trains, or when Signal Adjusters are in the district.

116. When catch points or catch sidings are not provided chock-blocks are to be placed in all sidings to prevent vehicles being accidentally moved on to the main lines. They are not to be placed on lines used as through lines by passenger trains, nor on loop lines used for passing other trains; but they must be on all sidings on which rolling-stock is or may be left standing.

117. The keys of chock blocks are to be handed to the nearest Station-master, who will give a receipt for them, and such receipt is to be retained by the Inspector of Permanent Way for reference if required.

118. Locking-bars and chock blocks at all stations must be examined daily, particular care being taken to see that they are supplied with cotters and padlocks, are in good working order, and kept secure from any liability of being tampered with, and any defect must be remedied. If the rivets get broken the bars are to be re-riveted, and not fastened by screw-bolts. If they are not kept properly locked by the Traffic Branch, a report to that effect should be forwarded to the Engineer for Existing Lines.

119. A locking-bar is to be fixed at each pair of non-interlocked points leading on to a main line, the key of which is to be handed to the Station-master, who will give a receipt for the same, which receipt is to be retained by the Inspector of Permanent Way for future reference if required.

Each set of common points leading from a siding or dead-end on to a main line must be set for the dead-end and locked with a proper locking-bar.

Where compound or three-throw points are in use and cannot be locked in the manner described above the matter must be brought under the notice of the Engineer for Existing Lines, who will direct how such cases are to be dealt with.

120. Inspectors of Permanent Way are to have locking-bars, point-handles, and chock blocks painted white.

121. At intermediate non-interlocked stations on single lines, when the passenger platforms are on sidings, the points leading into the platform sidings should be set and locked, so as to make the road up to the platform.

This rule is not to apply to lines on which express trains run, if they run through on the straight road.

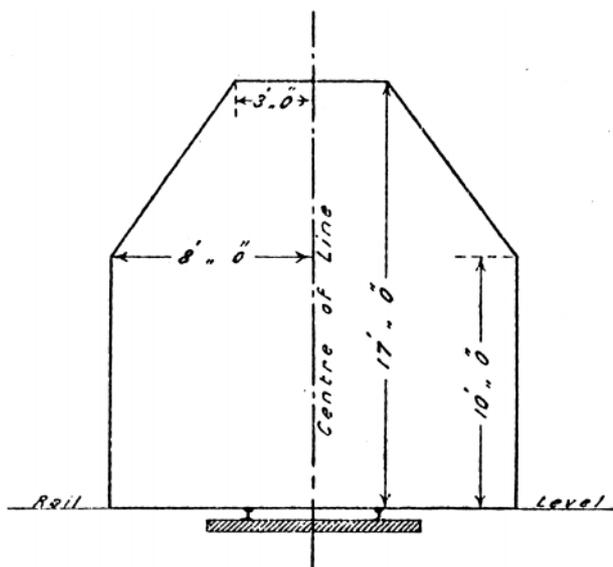
122. When lines that are occasionally used, such as those leading to race-courses, ballast pits, &c., are not required for traffic purposes for a time, Inspectors must have the points connecting them with the main line taken out, and the line made good, unless otherwise ordered, and due notice that this has been done must be sent to the Engineer for Existing Lines on each occasion.

123. Inspectors of Permanent Way must see that all three-throw points on main lines, which are facing points, are provided with proper bolts and padlocks by which the short blades can be locked to the stock rails.

The keys of the padlocks to be given to the Station-master, and his receipt obtained for them, and filed by the Inspector.

126. Catch points or catch sidings must be put in at any sidings that are on, or lead into, sharp inclines where chock blocks would be insufficient to prevent trucks being blown on to main lines, and they must be on all ballast sidings connecting with main line. See instructions on pages 10 and 11 of Appendix of 1st July 1898.

176. Inspectors of Interlocking must see that all semaphores are stayed, so that in the event of a mast falling the lines of way would be clear. Stays across lines of way must, where possible, be avoided, but where such stays are necessary the minimum clearance from lines of way as shown on diagram hereunder must be strictly observed.



BATMAN (BELL PARK)

Andrew Waugh

The first station north of Coburg on the extension to Somerton was Bell Park, now Batman. Situated on the Down side of Gaffney street, Bell Park was opened with the line on 8 October 1889.

It appears that Bell Park was initially provided with a platform on the Up side of the line and a loop siding on the Down. No contract has been found for the erection of a station building and, no doubt, one of the ubiquitous portables sheltered the station staff and intending passengers. The points to the loop siding would have been secured by hand locking bars and padlocks and protected by Up and Down home signals worked from quadrants on the platform. Gaffney Street would have been protected by hand gates worked by the station staff and O'Heas Road by gates worked by a gatekeeper. Bell Park was not open for goods, nor was it a Staff station.

The initial traffic statistics were surprisingly good. In the first 9 months 14,000 passenger journeys were recorded and the next year, the first full year of operation, this had increased to 22,000 journeys. The following year the Commissioners ceased to publish detailed traffic returns as they drew a veil over the effect the great depression was having on the railways. There is little reason to believe that the effect on the Somerton extension was anything other than brutal. The area north of Coburg was the domain of speculative land subdivisions. Few people actually lived there, and once the depression hit those people either moved on (to cheaper accommodation closer to the city) or had little reason to travel anyway. When the statistics resumed in 1896/7, Bell Park recorded only 500 passengers during the year - roughly 2% of the peak in 1890/1. Traffic statistics remained low in the new century, around 300 to 400 passengers per year. Any local residents wishing to catch a train would have been far better off walking to Coburg (or catching the horse tram in Sydney Road - opened to Gaffney Street on 14 February 1889) than using the restricted service on the extension.

The lack of traffic at Bell Park had taken its toll on the meagre facilities. The station staff had been withdrawn in late March 1893 and the station was subsequently 'No-one-in-charge'. The Home signals had been taken out of use on 21 August 1895. When Tablet instruments were provided to work the section Coburg - Somerton in November 1895, Tablet locks were not provided at Bell Park and so the siding had been abolished by this time.

The station was closed when the line north of Coburg closed on 13 July 1903. In the thirteen days since the start of the new financial year, a grand total of 27 passengers had purchased tickets there - an average of just over two per day.

Reopening

Bell Park mouldered for over a decade. When the line north of Coburg was reopened in November 1906 for traffic to the new general cemetery at Fawkner none of the intermediate stations were reopened for traffic. The only change, in fact, was the notification of the replacement of the gates at No 17 Crossing (6 miles 72 chains - Gaffney Street) and No 18 Crossing (7 miles 28 chains - Bakers Road) with cattle pits in July 1907. Since it is unlikely that gatekeepers had been provided to work the gates for eight months after reopening, I suspect that this was an 'after the event' notification. No men-

tion was made of No 16 Gate (O'Heas Road) which suggests that the level crossing had been closed.

The suburban service was restored between Coburg and Fawkner on 1 October 1914 and Bell Park was reopened as 'Batman' (Batman and Fawkner were the two rival claimants for the founding of Melbourne). No station staff were provided and trains stopped only on request.

Traffic at the reopened station started around 8,000 passengers per year but gradually fell to 5,000 per year by the end of the war, probably due to the opening of the electric tram in Sydney Road in 1916. The horse tram to Gaffney Street was electrified and extended to Bakers Road on 14 May 1916 and the electric service reached the outskirts of the city on 31 October 1916. The falling traffic was dramatically reversed by the introduction of the electric service on 2 December 1920. Passenger figures were 17,000 in 1921/2; 43,000 in 1922/3, 82,000 in 1923/4, 200,000 in 1926/7 and peaked at 284,000 in 1929/30 before settling back to around 250,000 for the remainder of the decade. The rising passenger traffic resulted in the provision of a Caretaker in December 1924.

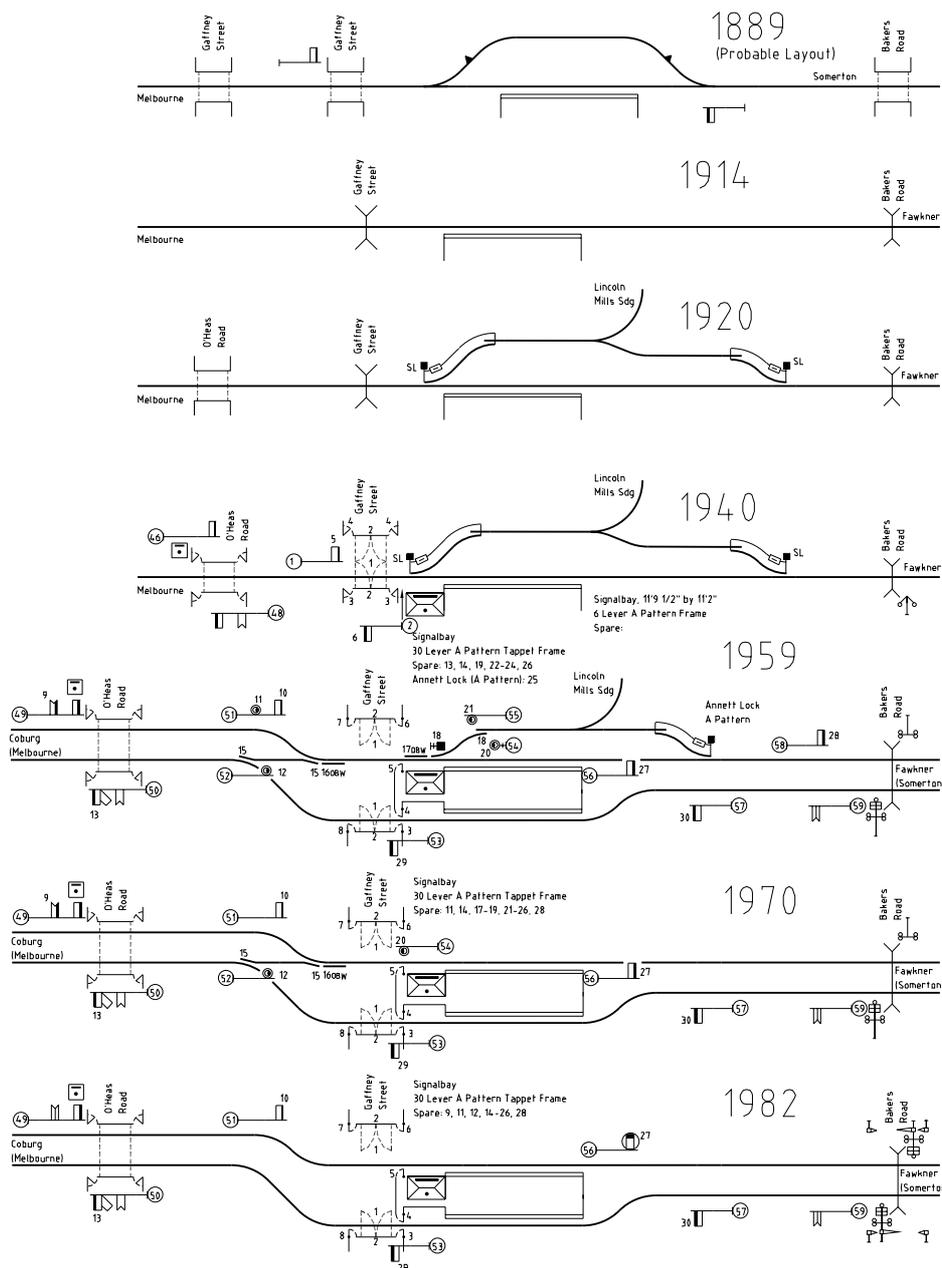
Lincoln Mills Siding

A siding was provided for the Lincoln Knitting Mills on 5 October 1920. The siding took the form of a Staff locked loop siding on the Down side of the line opposite the platform. Roughly midway along the loop a line curved off, turning 90 degrees to run due west midway between Mantell and Charles Streets before crossing Williams Road and entering the mills. As was common with private sidings, traffic was exchanged at a 'Stop' board located at the railway boundary. Inwards traffic started at 4,572 tons in 1920/1, increased to a peak of 9,674 tons 1923/4, and then fell to 4,000 tons in 1925/6. Much of this initial tonnage was probably materials for the factory. Inwards goods traffic then remained remarkably steady between 3,400 tons and 4,400 tons per annum until the War - even during depression. It is likely that much of the inwards traffic was coal, say 7 or 8 trucks per week. The siding was served by a switch trip from Coburg. In February 1931 permission was granted to haul up to 15 trucks between Coburg and Batman without a brakevan in the rear. Early the following year this permission was extended to run without a brakevan during darkness.

Of Level Crossing Protection

When the line north of Coburg was opened it appears that all level crossings were provided with hand gates. A PCR book produced around reopening lists gates at O'Heas Road (No 16 crossing), Gaffney Street (No 17), and Baker Street (No 18).

O'Heas Road (6 miles 51 chains) is not listed as either a Cattle Pit crossing or Privileged Gate in the 1908 or 1913 GAs, suggesting it had been closed to road traffic. Gates had been provided, or brought back into use, by April 1919 as it was listed as a Privileged gate in that GA. The October 1923 Regulation shows that the O'Heas Road gates were worked by a Class 4 female Gatekeeper with a Class 6 Assistant (probably her daughter). Two sets of controlled wickets were provided at O'Heas Road on 27 May 1927. Up and Down Home signals protecting the level crossing were provided in early December 1940, the Down Home on a new



Post 46, and the Down Home above Coburg's Down Dis-tant on a relocated Post 48. Bell communication to announce the approach of trains was not provided until 16 September 1948. Subsequently, Down trains were announced by Coburg, and Up trains by Batman.

The level crossing at Gaffney Street was still equipped with cattle pits in April 1919, but Hand gates had been restored by 1928 as they were included in the list of privileged gates in the GA of that year. On 18 April 1935 interlocked gates were provided at Gaffney Street together with Up and Down Home signals. The interlocked gates, wickets, and Home signals were worked from a small six lever A pattern frame installed in a signalbay on the platform. Electric bell communication, with return ringing facilities was provided between Coburg and Batman. The siding points were not connected to the frame and continued to be secured by Staff locks.

A Wig Wag was provided at Bakers Road (7 miles 27 chains 51 links) on 24 February 1926. The Wig Wag was of

the final type with an 'Out of Order' sign. A cantilever mast was provided for the Wig Wag on 12 February 1953.

Duplication and afterwards

Duplication of the line between Coburg and Fawkner on 19 July 1959 brought significant changes to Batman. Batman was opened as a double line block post, the block sections being Coburg - Batman - Fawkner. The new layout at Batman had some unusual features. Between Coburg and O'Heas Road the new line was constructed on the Down side of the existing single line. From Batman to Fawkner, however, the new line was constructed on the Up side of the single line with the platforms at both Batman and Merlynston being converted to islands. Consequently between O'Heas Road and Gaffney Street there was a curious wriggle in the lines to connect the new lines up with the old line. The Lincoln Mills Siding was still in use, and continued to be served by a switch trip from Coburg. A trailing crossover was consequently provided between O'Heas Road and Gaffney Street to allow the switch to return to Coburg

after shunting the siding. Rather unusually, a lockbar was provided on the Down end of the trailing crossover, presumably because the crossover was a fair distance from the signal bay. The Up end of the siding was interlocked and appropriate disc signals were provided to control shunting movements. The Down end of the siding was secured by an Annett lock, with the key kept in a lock on a pilot lever in the frame. The use of an Annett lock must have been terribly disappointing for the station staff at Batman as I cannot see that they had any way of avoid walking down to the points to shunt the switch trip. The final peculiarity at Batman was in the position of the interlocked gates at Gaffney Street. When the gates were installed in 1935, the gates were laid out with the assumption that the future duplication would be on the Down side. Of course the duplication was actually on the Up side. The eastern gates, that had shut across the former single line (now the Down line) were relocated eastwards to shut across the new Up line. The western gates were not relocated, however, and consequently the gates did not close across the Down line when open for road traffic - a most unusual sight.

To work the enlarged layout, the six lever frame was replaced by a 30 lever A pattern frame in an enlarged signalbay. The new frame was actually brought into service before the duplication (on the 28 June 1959) and worked the old layout for 21 days.

Duplication had also resulted in changes at O'Heas Road and Bakers Road. A new gatecabin was provided at O'Heas Road as the old one was located in the path of the new line. The new cabin was far less attractive than the older cabins further south, but probably more comfortable. Post 46 had also been relocated on 13 June clear of the new line. At Bakers Road, the Wig Wag was replaced by flashing lights when the duplication was brought into service.

Passenger traffic during the post war years commenced at a healthy 347,000 in 1945/6, but fell to just under 300,000 the next year. Apart from two blips, traffic remained at around 300,000 per annum until 1955/6 when it slipped to around 270,000. Traffic remained around this level until traffic returns ceased to be reported in 1967. It is notable that the postwar traffic slump that affected the inner stations on the line had only a minor effect at Batman, and none at all at the stations further out.

The Lincoln Mills Siding lasted for 11 years after duplication. Traffic had been bouyant just after the war, reaching 20,000 tons inward during 1949/50 and remaining over 10,000 per annum until 1952/3. The following year, however, saw the traffic return to its old level of around 4,000 tons per annum where it remained until the Commissioners ceased to report traffic returns in 1968/9. The traffic ended shortly afterwards, however, and the siding was abolished on 1 September 1970. The siding was completely removed, with levers 17, 18, and 25 becoming spare. The Down Advanced Starting signal (Home 28 on Post 58) was removed. Discs 11 (on Post 51) and 21 (Post 55) were removed, but Post 55 was used to replace the Ground Disc Post 54. The trailing crossover remained, possibly to allow trains

to terminate at Batman in an emergency. It is quite likely that the crossover was never used again.

The flashing light masts at Bakers Road were relocated on 18 September 1970 due to road widening. Rotating red lights were provided at Gaffney Street on 22 December 1976.

Rundown

The trailing crossover was abolished on 8 June 1982. Posts 52 and 54 were abolished and levers 12, 15, 16, and 20 were sleeved normal. On 27 July 1982 the flashing lights at Bakers Road were replaced by boom barriers and pedestrian barriers. Down Home 27 was replaced by a light signal situated 31 metres further out on the lefthand (correct) side of the line. This signal was time delayed and would clear once the approaching Down train had stopped in the platform. The original mast remained standing and was only removed during the recent resignalling. Curiously, the replacement light signal (a searchlight) was, itself, replaced during the resignalling with a new mast situated at the end of the Down platform nearly on top of the original site of Post 56. Returning to 1982, the Down Distant 9 was fixed and levers 9, 12, 15, 16, and 20 were removed from the frame. This left the frame rather denuded of levers.

Traffic light co-ordination was provided on 17 November 1988 between the gates at Gaffney Street and a new set of pedestrian lights just to the east of the level crossing.

Resignalling

The Double Line Block south of Batman was replaced by Automatic Block Signalling on Sunday 18 October 1998. The Hand Gates and signals at O'Heas Street were replaced by Boom Barriers and automatic pedestrian gates. The gatecabin and ground frame were removed. At Batman itself, the main alteration was the replacement of Up Home 29 (Post 53) by a three position Home signal numbered COB 530. The new signal continued to protect the interlocked gates at Batman, however, and was worked by lever 29 at Batman. A white indicating light was provided in the signalbay to indicate when the track circuit in advance of COB 530 was clear. An approach bell was provided to indicate the approach of Down trains and the express/stopping selection for Down trains was abolished.

The Double Line Block north of Batman was replaced by Automatic signalling on Monday 16 November 1998. Posts 56, 57, and 59 were abolished and Down Automatic COB 439 was provided at the Down end of the Down platform. The pedestrian booms at Bakers Road were replaced by automatic pedestrian gates.

Batman signalbox remained operational for a further two weeks working the interlocked gates, COB 439, and Up Home 10 on Post 51. The end came at 1800 hours on Sunday, 29 November 1998, boom barriers and automatic pedestrian gates were provided at Gaffney Street. Down Home Post 51 was abolished. Up Home COB 530 was converted to a three position Automatic signal. This completed the Upfield line resignalling. The interlocking frame had been removed from Batman by 26 January 1999.

MERLYNSTON (NORTH COBURG)

Andrew Waugh

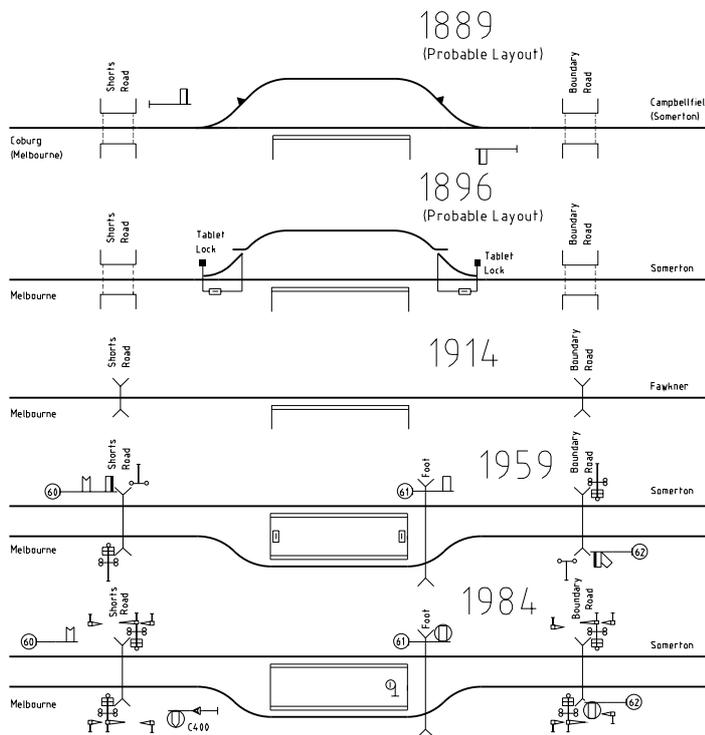
North Coburg was opened with the extension from Coburg to Somerton on 8 October 1889. Like the other stations on the extension, North Coburg apparently consisted of a platform on the Down siding of the line with at least one loop siding opposite the platform. The points were secured by hand locking bars and Up and Down Home signals were provided. Unlike Bell Park, however, the loop was in use as North Coburg was a Staff station. The sections were Coburg - North Coburg (No 2 Pattern staff, red ticket box with black lettering) and North Coburg - Campbellfield (No 3 Pattern staff, blue ticket box with white lettering). By 1892, and probably from opening, Single Line Block was superimposed on the Staff working.

Initial passenger traffic was moderate, in 1890/1 North Coburg generated nearly 9,000 passenger journeys. The station was also open for goods, sending around 600 tons per annum out (probably firewood) and receiving 44 tons inward.

North Coburg remained open as a Staff station and it was used to terminate a little over half of the trains that ran north of Coburg. In May 1892 there were 11 weekday passenger trains beyond Coburg (12 on Saturdays) and 6 of them (7 on Saturday) terminated at North Coburg. On Sundays, there were no trains beyond North Coburg, but 5 of the 8 Coburg trains ran through to North Coburg. No trains were actually scheduled to cross at North Coburg, but use was made of the Staff sections to allow a North Coburg local to run while a Somerton train was beyond North Coburg.

On 22 March 1893 the train service north of Coburg was virtually eliminated. The WTT of May 1894 shows that most of the North Coburg locals had been eliminated - the only exceptions were the last train on Saturday evenings and the five Sunday trains. The reduced train service beyond Coburg did not require North Coburg as a Staff station and it was closed and the station staff withdrawn with the new timetable. The signals were taken out of use on 21 August 1895. On 19 November 1896, Tablet locks (rodded to catch points) were provided on both sets of main line points in preparation for the provision of Tablet working between Coburg and Somerton six days later. By December 1896, the terminating trains on Saturday evening and Sunday had been withdrawn and the siding was only used for goods. The Tablet locks were briefly replaced by Staff locks between 9 May 1900 and 25 June 1900 when Campbellfield was temporarily opened as a Staff station.

By the time the Commissioners resumed publication of traffic return in 1896/7, passenger traffic had fallen to just over 500 passengers - around two per weekday - but goods traffic was roughly unchanged at 500 tons outwards and 50 tons inwards. Passenger traffic actually increased over the next five years and averaged around 800 journeys per year - say 2 and one half journeys per weekday, perhaps a child was now travelling to school. In the last full year of trading as North Coburg, passenger traffic jumped to nearly 1,500 passenger journeys. The following year the station was



closed with the line on 13 July 1903. The Tablet locks were removed on 19 April 1904.

Reopening

When the Fawkner line was reopened for general suburban traffic on 1 October 1914, North Coburg was reopened. The station was still unstaffed and it was not reopened for goods traffic. No further mention has been found of the siding and it would appear that it had been abolished. Initial traffic returns were reasonable - around 9,000 journeys per year - but, like Batman, they gradually fell during the First World War reaching a nadir of 5,200 in 1918/9, probably due to the extension of the electric tram to Bakers Road in 1916. Electrification and subdivision then caused passenger traffic to skyrocket. From 5,200 in 1918/19, passenger journeys climbed to 27,000 in 1921/2; 64,000 in 1922/3; and 122,000 in 1923/4. It continued to climb at around 60,000 per year until a peak of 428,000 was reached in 1929/30. This probably represents the construction of nearly 10,000 homes each year in the vicinity of the station. The station was renamed Merlynston on 6 February 1922 and a Caretaker was provided from December 1924. Traffic fell during the great depression, but only once fell below 350,000 passengers per year.

By December 1924 the WTT showed that a small number of electric services were terminating at Merlynston instead of continuing on to Fawkner. In that WTT, 6 trains per day terminated at Merlynston. This had declined to 5 trains per day in the October 1929 and had ceased entirely by the October 1939 WTT.

Flashing lights were provided at Shorts Road (7 miles 46 chains) on 22 November 1939. The Weekly Notice had noted that the gates at this crossing (No 19 Crossing) had

been replaced by cattle pits in February 1907, but the gates had probably been removed when the line was reopened for cemetery traffic in 1906.

Duplication

After the War traffic nearly doubled at Merlynston, reaching 620,000 during the late forties. The early fifties saw a second boom when traffic climbed to 828,000 passengers per year by 1952/3. Unlike the other stations on the line, traffic at Merlynston did not fall off during the fifties and it remained steady between 820,000 and 830,000 for the rest of the decade, ironically peaking just before the duplication was opened and then falling to 719,000 in 1959/60.

The duplication was brought into service on 19 July 1959 and was constructed on the Up side of the existing line. This resulted in the existing platform being converted to an island platform with a pedestrian crossing being provided at the Down end of the station. Merlynston was not a block post, but in line with the then practice, Up and Down Homes were provided to protect trains stopped for an excessive length of time at the platform. These Homes were worked by quadrants situated at the end of the platforms, so as to be convenient to the Guard. The Down Home was situated on Post 60 above Fawkner's (fixed) Down Distant. The quadrant for the Up line controlled Fawkner's Up Starting signal on Post 62. It is extremely unlikely that these controls were ever used, although they remained in place until 1984.

In conjunction with the provision of boom barriers at Bakers Road on 27 July 1982, an Up Two Position Auto-

matic Light signal was provided in advance of the platform. Numbered C.400, it allowed the operating cycle of the booms to be delayed until the Up train had completed station work. This signal was a searchlight.

Boom barriers and pedestrian barriers were provided at Shorts Road on 23 August 1984. In preparation for this, a 5P keyswitch was provided on the platform to control C.400 on 19 August. At the same time, the Up Home was removed from Post 60 and the control was removed from the Home on Post 62.

Resignalling

Curiously, the Upfield resignalling saw the closing of Shorts Road to road traffic on Sunday 1 November 1998, despite being already equipped with boom barriers and pedestrian booms. The locals voiced their displeasure by staging a protest on the previous day, but the demonstration had fizzled out the next morning as a crew dug up the road surface. Pedestrian gates were provided on the south side of the crossing to serve as a pedestrian crossing.

Automatic signalling was provided between Batman and Upfield on Monday 16 November 1998. At Merlynston, Up Automatic C454 and Down Automatic C459 were provided at each end of the platform. Post C459 has a right hand stagger for sighting. Automatic pedestrian gates were provided at the foot crossing at the Down end of the platform. Post C400 was abolished.

FAWKNER

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The original Fawkner station was opened with the line on 8 October 1889 at 8 miles, 54 chains, 1 link, from Melbourne. This was 34 chains - nearly half a mile - on the Down side of the current Fawkner station. The site of the original station is marked, even today, by the fence separating the railway from the Fawkner cemetery. The railway reservation doubles in width a little over half way between the current Fawkner station and Box Forest Road.

There is very little more to say about the original Fawkner station. It did have Home signals, for they were taken out of use on 21 August 1895. It probably had, like the other stations on the line, a loop goods siding on the Down side of the line, but no Tablet locks were provided in November 1896 which indicates that the siding was out of use by that date. The station staff were not removed in March 1893, as were the staff at Bell Park and North Coburg, and it is possible that there never were any staff at Fawkner. Certainly, there would not much need for staff at Fawkner. Less than 2,000 passengers purchased tickets at Fawkner in the first full year of operation - roughly 9% of the traffic at Bell Park and a quarter of the traffic at North Coburg. By the turn of the century, traffic was picking up after the depression and it increased from 362 passengers in 1896/7 to 1,441 passengers in 1902/3. The station was closed, with the line, on 13 July 1903.

The Fawkner Cemetery

A decision was made at the turn of the century to establish a new general cemetery at Fawkner. The cemetery authorities arranged for a mortuary train to serve the cemetery. This service was provided as from the 10 December 1906 and ran to a new station known as 'Fawkner Cemetery' situ-

ated at 8 miles 17 chains near the cemetery gates (the station may have been known, before opening, as Fawkner Park). The new platform was situated on the Down side of the line and a run around loop was provided opposite. No Home signal was provided, nor were the facing points secured in any fashion. No station staff were provided. The line was worked by Train Staff with a single section Coburg - Fawkner Cemetery (probably a No 1 Pattern Lock Staff). Trains were not permitted to travel on Ticket without the authority of the General Superintendent or Metropolitan Superintendent. Initially one train per day was run (including Sundays) and comprised an AA, 2B, C (Hearse Truck) and vans. On weekdays the train arrived at Fawkner Cemetery at 1507 and returned at 1625. The December 1908 Allotment of Carriages notes that the Fawkner Mortuary Train contained an AA, 2B, and 2BD (as well as the Hearse Truck, of course).

Persistent agitation by the local residents finally paid off on 1 October 1914 when a suburban service was reintroduced between Coburg and Fawkner. (The suffix 'Cemetery' had been dropped, probably for the reopening). Eight days later a Down Home signal was provided and the Up end points were plunger locked. There were still no station staff at Fawkner, and the Guard was in charge of safeworking. The service was still fairly sparse beyond Coburg, and the May 1916 WTT shows only 7 trains ran to Fawkner on weekdays, 6 trains on Saturdays, and 4 on Sundays. By this date, however, Fawkner was staffed, probably by Signal Porters (some nine years later, in April 1924, WN 16 noted that Fawkner was worked under Caretaker conditions and supervised by Coburg). In the first 9 months of operation, 7,000 passengers booked at Fawkner. The following year, 1915/6, patronage jumped to nearly 30,000. This was, quite

likely, overflow traffic from the nearby Broadmeadows military camp. After this peak, patronage fell to 18,000 in 1916/7 and 15,000 in 1917/8. The end of the great war signalled a rebound to 19,000 in 1918/9, but traffic really took off with electrification.

The new electric trains began running to Fawkner on 2 December 1920. It appears that only the platform road was wired and the loop would have had little use. The electric service was a significant improvement over the steam service. By December 1924, the WTT showed 24 weekday trains to Fawkner. The passenger traffic was 28,000 in 1920/1, 39,000 in 1921/2 and 57,000 in 1922/3. The traffic stabilised at around this level for three years until 1925/6 when it jumped to 70,000 passengers per annum. It remained over 70,000 until 1930/1 (except for one year) and reached 74,000 in 1926/7 and 1929/30. By October 1929 the service to Fawkner had improved to 32 weekday trains. The passenger traffic at Fawkner, however, was restricted by the surrounding cemetery, and the traffic at Fawkner was only a quarter of the traffic at Merlynston, only half a mile away.

The Beetle

During the decade after the Great War, the rails north of Fawkner rusted. The local residents never tired, however, of pushing for the line to Somerton to be reopened. The Railway Standing Committee looked into the issue several times and always found that reopening would be inexpedient, largely because a train service was expected to operate at a large annual loss. The introduction of the AEC railmotors, and a subsidy from the local council, changed the economics and the line from Fawkner to Somerton was reopened for passenger and parcels traffic on 5 March 1928.

The train service was provided by a single AEC railmotor which spent its time shuttling between Fawkner and Somerton. In later years, at least, the railmotor was known locally as the beetle. The March 1929 WTT shows 10 round trips each weekday, connecting at Fawkner with the electric service. The WTT implies that the railmotor was stabled overnight at Somerton. The new line was worked by Train Staff (Staff Tickets were not used) with a single section 'Fawkner - Somerton Dead End'. The instructions for working stated that the Driver was to retain possession of the Staff and had to hand the Staff over to his relief. At night the Staff was to be left in a safe place. I would suspect that the Staff spent most of its life hanging in a convenient place in the railmotor cab. Probably the most difficult aspect of safeworking on the line was ensuring that the Staff did not go to Jolimont when the Beetle went in for servicing.

As the AEC railmotors were single ended, they needed to be turned at each end of their journey and small 24' turntables were provided at Fawkner and Somerton on opening. At Fawkner, the Up end points were removed (the plunger lock was removed on 17 February 1928, but the Home signal was retained) and the loop slewed to serve the turntable. A diagram in the Safeworking Scrapbook notes that the buffer beyond the turntable was a tree stump, and that the point material from the former Up end points was stacked next to the track at the

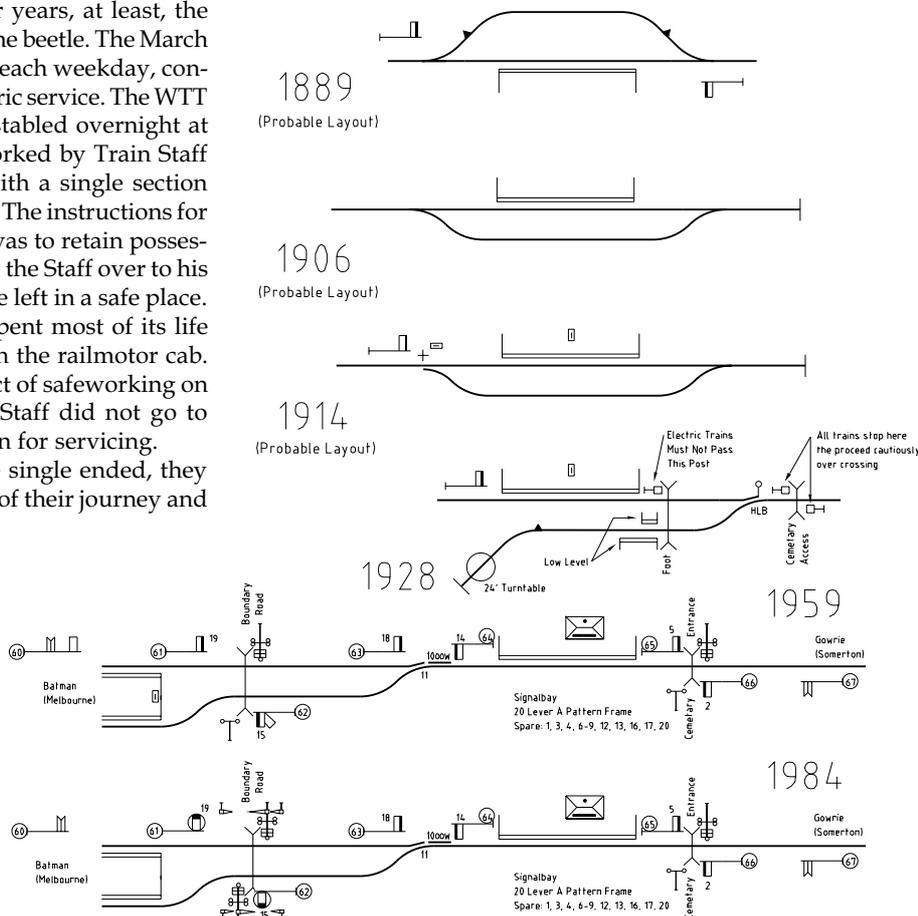
Up end. At the Down end of the yard, the loop points were set to lead into the dead end and secured in that position by a hand locking bar and padlock. A Stop Board protected the points from movements from the electric platform. Two short low level platforms were provided, one on each side of the dead end, for passengers boarding the Beetle (AEC railmotors had doors on each side). The low level platforms were reached by means of a foot crossing at the Down end of the main platform.

Fawkner station building burnt down on 20 July 1930 and was rebuilt.

Passenger traffic at Fawkner fell to around 55,000 per annum in the middle thirties before reaching 80,000 just before the war. The October 1939 showed that the train service had been improved to 39 trains each weekday, but the first and last railmotor services had been cancelled leaving only eight return trips to Somerton.

Post War

The immediate postwar years saw around traffic levels fluctuate around 110,000 (roughly one fifth of the traffic at Merlynston). Passenger traffic commenced to climb just before 1950 as the area to the north east was subdivided, reaching 126,000 in 1949/50, 199,000 in 1952/3, 251,000 in 1953/4, 291,000 in 1954/5, and 315,000 in 1955/6. The timetable matched the traffic figures. In November 1947, 42 trains each weekday terminated at Fawkner, and this was unchanged in the February 1950 WTT. By June 1955, however, virtually all the remaining Coburg trains had been extended to terminate at Fawkner. There were 54 trains terminated at Fawkner with just 7 terminating at Coburg, and most of those could not fit on the single track between Coburg and Fawkner.



Flashing lights were provided at Boundary Road (7 miles 73 chains, about half way between Merlynston and Fawkner) on 25 June 1948. Boundary Road (No 20 Crossing), like all the level crossings on this line, had originally been equipped with hand gates. These had been replaced with cattle pits when the line was reopened, the actual notification however not occurring until February 1907.

In contrast to the increasing service south of Fawkner, the Beetle continued to plug along with the eight return trips per day. Needless to say, the growth in traffic missed the stations north of Fawkner and the section of line lost money. Consequently, when the AEC railmotors were retired in the late '50s, the line between Fawkner and Somerton was closed for a second time as the traffic could not justify a new railmotor. The Commissioners further justified the closure by stating that 150,000 pounds would be required within the next five years in trackwork. The Beetle ran for the last time on Saturday, 5 May 1956. A replacement bus service was provided running along Sydney Road from Coburg, however it appears that many of the passengers journeyed to Fawkner to continue their journey by rail. Traffic at Fawkner jumped from 315,000 in 1955/6 (the last year of the railmotor service) to 430,000 in 1956/7, 528,000 in 1957/8, and reached 779,000 in 1962/3.

Duplication and re-opening to Upfield

On 19 July 1959 the line was duplicated between Coburg and Fawkner. The end of the double line was at the Up end of the platform. This not only reduced the cost of the duplication as it was not necessary to erect a second platform or station building at Fawkner, but it avoided the necessity for staffing the extra platform. The cost, of course, was that Down trains had to wait outside the station for Up trains to clear the single line section. At least in later years, it was the practice to hold Down trains in Merlynston platform at Home 19 until the Up train had cleared the section. The new Double line was worked by Double Line Block with the section being Batman - Fawkner. Down Outer Home 19 was situated 453 yards in the rear of the Down Home signal and was provided to allow Fawkner to accept a Down train from Batman under full Line Clear without restricting the passage of the Up train off the single line. Up Starting 15 was provided to allow an Up train to stand clear of the single line whilst waiting Line Clear. Around 440 feet standing room was provided between the clearance point of Points 11 and Home 15 - just enough room to stand a 7 car electric set (around 430 feet long). The station was interlocked with a 20 lever A pattern frame located in a signalbay on the platform.

The line northwards was electrified and re-opened to serve the new Ford factory at Upfield (North Campbellfield) on 17 August 1958. The line was worked by Train Staff and Ticket with a single section Fawkner - Upfield. Flashing lights were provided at Cemetery Avenue (8 miles 24 chains), the main entrance to the Fawkner cemetery.

The duplication allowed the train service to Fawkner to be increased slightly. The November 1959 WTT showed 58

trains running to Fawkner. Of these, only four trains - two in the morning and two in the afternoon - ran through to Upfield. Four years later, in May 1963, 57 trains served Fawkner and only two continued to serve Upfield.

Gowrie station, one mile north of Fawkner, was opened on 16 May 1965. The new station was opened as a Staff and Ticket station dividing the section Fawkner - Upfield. By October 1965, all of the trains that formerly terminated at Fawkner had been extended to either Gowrie or Upfield. The new station abstracted a large number of the passengers that formerly patronised Fawkner and patronage declined from 766,000 in 1963/4 to 535,000 in 1965/6.

Very little alterations took place at Fawkner in the forty years between duplication and resignalling. With one exception, all the recorded alterations were caused by the Boundary Road level crossing. On 26 August 1970 Down Home 19 was converted to a light signal to reduce the length of time the Boundary Road flashing lights operated for Down trains. The Home signal was equipped with a train stop - very rare on a two position signal - and was approach operated for trains stopping at Merlynston. A push button was provided in the box at Fawkner for express trains. On 23 August 1984 boom barriers and pedestrian booms were provided at Boundary Road. Four days earlier, the Up Starting signal had been replaced by a light signal (also with a train stop!). The control on this signal from Merlynston platform was removed at the same time. On either 26 June or 19 August 1989 the whole Boundary Road level crossing was relocated 30 metres northward as part of a reconstruction of the Boundary Road/Sydney Road intersection.

All the signal posts north of Boundary Road were equipped with electric lamps on 3 March 1996.

Resignalling

With resignalling, the short single line section between Fawkner and Gowrie was duplicated. The new line was located on the Up side of the existing line and the Up Home and Distant (Posts 66 and 67) were relocated to the right hand side of the line on 13 July 1997 to provide room.

The duplication was brought into use on Monday, 16 November 1998 and Fawkner signalbox was abolished. Automatic Block Signalling replaced Double Line Block Signalling between Batman and Fawkner and Train Staff and Ticket between Fawkner and Upfield. All of the existing points and signals were abolished at Fawkner. Up Automatic C478 and Down Automatic C483 were provided in advance of the platforms. Post C483 was provided with reverse stagger. The pedestrian booms at Boundary Road were replaced with automatic gates. Automatic pedestrian gates were provided at the foot crossing at the Down end of Fawkner platform. Boom barriers and automatic pedestrian gates were provided at Cemetery Ave. The interlocking frame had been removed by 26 January 1999.

The abolition of Fawkner marked one signalling milestone in Victoria: the removal of the last working lockbar.