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SIGNALLING RECORD SOCIETY OF VICTORIA INC



The interior of Brighton Beach signalbox on the occasion of the 25th Anniversary Tour this year. The current Brighton Beach signalbox was opened on 19 December 1926 in conjunction the provision of interlocked gates at South Road. Concurrently with the opening of the box, Brighton Beach yard was resignalled with Three Position signalling and automatic signalling was extended to Sandringham. The brick and concrete signalbox contains a 16 lever GRS Model 4A frame - the only power frame remaining in use in Victoria. In addition to the power frame, the box also contained a 4 lever mechanical frame to work the level crossing gates and wickets. The gate stop lever was, of course, interlocked with the power frame. The interlocked gates were replaced by boom barriers on 22 December 1968 and Brighton Beach gained switch out facilities. Today, Brighton Beach is very rarely switched in; probably only to keep the Signallers qualifications current and during emergencies.

SOCIETY CONTACT INFORMATION

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EDITOR: Andrew Waugh, c/o CSIRO, 723 Swanston St, Carlton, 3053.

Phone (03) 9457 3795 (AH), (03) 8341 8215 (BH) Fax (03) 83418222

PRESIDENT: David Langley, P.O. Box 8, Avenel, 3664,

Phone (03) 5796 2337 (AH), (03) 5792 3288 (BH)

SECRETARY and MEMBERSHIP OFFICER: Glenn Cumming,

19 Peace St, Glen Iris, 3146. Phone (03) 9885 8546 (AH), (03) 9623 2289 (BH),

NSW PRESIDENT: Don Allitt,

8 Whites Ridge Road, Annangrove, NSW, 2156. Phone (02) 9679 1741

NSW GROUP SECRETARY: Bob Taaffe,

12 Western Crescent, Westleigh, 2120, Phone: (02) 9481 9994.

QUEENSLAND CONTACT: Phil Barker

PO Box 19, Strathpine, 4500, Qld

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MINUTES OF MEETING HELD FRIDAY JULY 21, 2000,

AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - W.Brook, G.Candy, B.Cleak, B.Crosby, G.Cumming, C.Gordon, K.Lambert, D.Langley, J.McLean, T.Murray, A.Ratcliffe, C.Rutledge, B.Sherry, P.Silva, A.Wheatland & R.Whitehead.

Apologies: - J.Black, I.Chan, G.Cleak, A.Hinde, W.Johnston, G.O'Flynn, L.Savage & A.Waugh.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:10 hours.

Minutes of the May 2000 Meeting: - Accepted as published. J.McLean / A.Ratcliffe. Carried.

Business Arising: - The name of G.Cleak should have been shown as an apology for the last meeting, not as being present.

Correspondence: - Payment for the use of the meeting room was sent to the Surrey Hills Neighbourhood Centre.

A completed membership application form & subscription was received from Andrew Wheatland.

Requests for membership information had been received from Geoff Lambert, Steve Malpass & Geoff Peterson. Membership application forms had been sent to Geoff, Steve & Geoff.

A letter from the Friends of the National Railway Museum in York advised that publication of the book on the History of Railway Signalling had been delayed.

A cheque for \$7.20 for stamp duty on the lease for the rooms in Seymour was sent to the State Revenue Office.

Member Alan Cohn had advised of a change in address & this had been acknowledged.

A letter from the New Zealand Railway & Locomotive Society advised that publication of the book on the history of railway signalling in New Zealand had been delayed.

A letter had been sent to the Department of Infrastructure advising them of the SRSV's interest in the acquisition of relevant historical railway documents that are not allocated to the Public Records Office.

A letter had been sent to Victrack Access advising them of the progress in repairing the leased rooms at Seymour & requesting that an inspection of the rooms take place.

G.Cumming / R.Whitehead. Carried.

Reports: - The Treasurer, Peter Silva, advised the meeting of changes to term deposits held by the SRSV in order to obtain a better return.

An Archives report was received from Bob Whitehead.

General Business: - The arrangements at Glen Waverley for up trains departing from No.1 Platform were discussed. It was noted that trains departing No.1 Platform for the Up Line proceed through a left hand turnout, thus the requirement for medium speed aspects. The straight road from No.1 Platform leads to the Down Line. Further discussion ensued.

It was reported that the up end points at Nagambie had been removed in late May or early June of this year. The reason given for the removal was track drainage.

At Ashburton, up trains depart past a signal showing "Clear Normal Speed" through the curve of a turnout. The speed of the train is governed by the line speed of 40 km/h for that section of line.

A resume of the Ararat collision report had been published in a recent issue of Track & Signal magazine. It was noted that a Porter did the same action at Nagambie in 1886 & turned a passenger train into the yard.

The signal control panel at Flinders Street "E" Box has been removed.

Discussion took place to clarify an item in a recent Weekly Notice (published in Somersault) concerning follow on movements for down trains through Murchison East.

Photographs of Tallarook Signal Box & aerial photographs of Yea were circulated.

Alex Ratcliffe noted an issue concerning the switching hours at Warragul as published in Somersault.

Bob Whitehead reported on the disposal of historical railway documents currently held in storage at Spotswood. Much of the material held at Spotswood is earmarked to go to the Public Records Office. The future of the documents that are not allocated to the Public Records Office is yet to be determined. Work is underway to document exactly what material is in storage at Spotswood.

It was noted that the P.T.C. Photographic Section is now attached to the Public Records Office & had recently relocated to the new P.R.O. building in North Melbourne.

Keith Lambert was able to provide a date for the provision of the feather type route indicator on signal LAV16 at Laverton, as requested at the last meeting.

Syllabus Item: - The Chairman introduced member Keith Lambert.

Keith presented a selection of slides from his collection, featuring scenes from New South Wales, based mainly in the Southern & Mid - Western regions of the state. Many of the slides were taken on the recent 25th Anniversary Tour, but slides taken prior to the 25th Anniversary Tour were also seen. A small number of slides taken by Alan Jungwirth were included in the presentation.

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

Meeting closed @ 22:38 hours.

The next meeting will be on Friday 15 September, 2000 at the Surrey Hills Neighbourhood Centre, 1 Bedford Street, Surrey Hills, commencing at 20:00 hours (8.00pm).

SIGNALLING ALTERATIONS

The following alterations were published in WN 24/00 to WN 34/00. The alterations have been edited to conserve space. Dates in parenthesis are the dates of the Weekly Notice

(29.05.2000) **Shepparton** (SW 82/00, WN 21/00)

The current Operation Procedure in the Book of Rules is to be replaced:

110. Shepparton

Authority is granted for Train 8327 (Saturday) and Train 8345 (Sunday) to arrive at Shepparton whilst a Signaller is not in attendance.

The Signaller must obtain permission from the Train Controller to cease duty. The Signaller will then clear the Down Home signal and chain and padlock the operating lever reverse. The Train Controller is to be advised of when the next Signaller will be on duty. This information is to be endorsed on the Train Graph. Upon arrival of the train the Driver must secure the train in the platform and check that it has arrived complete. If so, the Driver must fulfill the Train Order.

Shepparton must be attended by a Signaller if a train is required to approach whilst passenger cars are stabled in the platform track.

A Signaller will be in attendance at Shepparton:

Monday - Friday	0400 hours to 2130 hours
Saturday	0800 hours to departure of Train 8324
Sunday	1700 hours to departure of Train 8324

09.06.2000 **Ararat** (SW 86/00, WN 26/00)

On Friday, 9.6., Point Banners were fitted to the Up and Down end main line points. When the points are normal a green fishtailed arrow is shown pointing in the direction of the lie. When the points are reversed two red discs are shown. The banners are of the style in use on the Trans Australia Railway.

Non-trailable hand operated point machines were provided at both main line points. These point machines are secured by F pattern Annett Locks, which replaced the existing A pattern Annett Locks. The F pattern Annett Key is kept in the Safeworking Cabinet.

The instructions in SW 1214/99 are cancelled.

Main line movements.

The ARTC Train Controller must not issue a Section Authority to proceed from Pyrenees Loop or Maroona if a train is occupying the Maryborough line at Ararat. Down trains must reduce speed to 70 km/h from 264.840 km until the Driver has sighted the point banner on the facing points. Up trains must similarly reduce speed to 30 km/h from 265.840 km. Speed boards are provided at these two locations. If the points are incorrectly set the train must be brought to a stand at the points and the Train Controller notified.

Movements from the Maryborough line.

Trains from Maryborough are to be brought to a stand at the Stop Board at 273.300 km. A Section Authority Text Test is to be carried out and a Section Authority issued by the ARTC Train Controller to continue. The train must not be permitted to pass the board if a main line movement has not cleared Ararat. When permission is granted to pass the Stop Board, the train is to enter Ararat and come to a stand at the derail

at the Down end of No 2 Track to await the issue of an Authority to proceed to Pyrenees Loop. The Driver must not obtain the Annett Key for the points until permission is granted by the ARTC Train Controller. When the movement is clear on the main line, the points must be restored to normal, tested, and the key replaced in the safeworking cabinet. The ARTC Train Controller is to be notified and the anticipated departure time given.

Movements to the Maryborough line.

Trains will come to a stand at the facing points. The crew will obtain the Annett Key and operate the points. When the movement is clear on the branch, the points must be restored to normal, tested, and the key replaced in the safeworking cabinet. The ARTC Train Controller is to be notified. When the train approaches the rear of the Stop Board at 273.300 km, the train crew must advise the ARTC Train Controller that the movement has departed Ararat. If radio communication has failed, the train must be brought to a stand until the Train Controller is so notified.

Shunting at Ararat

The train crew of a train requiring to shunt at Ararat must notify the ARTC Train Controller before the train departs from Pyrenees Loop or Maroona (or Tatyoon Loop if Maroona is operating as a Block Point). Upon arrival at Ararat the train crew are to obtain the Annett Key and carry out the shunting. When the shunting is completed, the Annett Key is to be replaced in the safeworking cabinet and the ARTC Train Controller notified.

09.06.2000 **Hillside - Bosworth Road Level Crossing (Bairnsdale)** (SW 94/00, WN 24/00)

As from Friday, 9.6., the line between Hillside and Bosworth Road Level Crossing (272.450 km) on the outskirts of Bairnsdale was available for traffic. The baulk at Hillside was removed and a baulk provided on the Down side of Bosworth Road. The line is worked by Train Staff and Ticket with the section being Sale - Bairnsdale. The primary form of Train Communication between Sale and Bosworth Road is SMR. Train crews are responsible for advising the Train Controller of the arrival and intended departure times at Bosworth Road.

The level crossing protection equipment at Princes Highway has been recommissioned for use. This crossing must be protected by Hand Signallers whenever less than 500 tonnes per week is carried on the line.

23.06.2000 **Mildura - Stockyards (Cement) Siding** (SW 97/00, WN 25/00)

On Friday, 23.6., the track circuits at the Stockyards Siding (Cement Siding) were altered.

The Master/Annett Key exchange apparatus at the Up end of the Stockyards Siding was abolished. The B Pattern Annett Lock on the Down end points of the Stockyards Siding was converted to an A Pattern lock (and the adjacent Master/Annett Key exchange apparatus was altered to suit). The V5PSW keyswitch at Benetook Ave was relocated to the Down end points.

The maximum approach speed to both San Mateo Ave (Up direction) and Seventh Street (Down direction) is 25 km/h. Approach Section Indicator Boards are provided to indicate the start of the track circuit. In addition Notice Boards were provided on the Up side of San Mateo Ave (facing Down trains) and the Down side of Seventh Street (facing Up trains). The boards are yellow with black lettering. The board at San Mateo Ave reads '25 KMH MAXIMUM SPEED TO MILDURA' and the board at Seventh Street '25 KMH MAXIMUM SPEED TO SAN MATEO AVENUE'.

26.06.2000 **Flinders Street E** (SW 103/00, WN 26/00)

On Monday, 26.6., the panel was removed. Amend Diagram 39/99.

02.07.2000 **Train to Base Radio Numbers** (SW 100/00 & 117/00, WN 26/00 & 27/00)

In conjunction with the withdrawal of the shared Channel 6 (joint NE Broad and Standard Gauge lines), the following radio channel assignments were altered.

Friday, 30.6., Toolamba - Echuca to Channel 1; Saturday, 1.7., Benalla - Oaklands to Channel 1; Sunday 2.7., Seymour - Tocumwal, Dookie, & Cobram to Channel 1.

(03.07.2000) **Train Order System Rules (Master Keys)** (SW 101/00, WN 26/00)

The following is to be inserted as a new Rule 37 in Section 18 of the Book of Rules

37. Master Keys

Master Keys are provided for each Train Order Corridor for use at Intermediate Sidings. All trains operating over a corridor must be issued with a Master Key. The Signaller must ensure that the Master Key is collected from the Driver upon the arrival of each train.

All movements of Master Keys must be recorded in the TRB at each attended location. The issue, or receipt, of a Master Key to or from a train must be recorded in the Remarks column against the entry for that train. Each day the day shift Signaller is to record the numbers of each Master Key in his or her possession using the following wording 'Master Key Nos ... for the corridor ... is/are in my possession'. Security of Master Keys

When a Master Key is not in use it must be securely locked away. Master Keys must never be left at an Unattended Station.

Transfer of Master Keys by Road

If it is necessary to transfer a Master Key by road from one attended station to another, the Signaller giving up possession of the key must make an entry in the TRB which must be countersigned by the

competent employee transferring the key. The employee is then responsible for its safe delivery. The Signaller receiving the key must make a similar entry, again countersigned by the employee.

Transfer of Master Keys by Train

When it is necessary to transfer a Master Key by train, the text of the Train Order is to include (if possible) the number of the key. If this is not possible, the Train Controller must endorse the Train Graph and advise the Signaller at the destination that multiple Master Keys are to be collected from the Driver upon arrival.

Issue of Master Key to Track Infrastructure Representative

A Master Key may be assigned to a Track Infrastructure Representative for use at an Intermediate Siding where Track Machines are being employed. An SW circular will be issued authorising such an issue of a Master Key.

Lost or Damaged Master Key

A Master Key which is lost or damaged must be dealt with in accordance with the provisions of Rule 20, Section 27, of the Book of Rules.

(03.07.2000) **Train Staff and Ticket Rules (Master Keys)** (SW 102/00, WN 26/00)

The existing Rule 11, Section 21 of the Book of Rules is amended by the addition of clauses d to h:

d) Security of Master Keys

All movements of Master Keys must be recorded in the TRB at each attended Staff station. The issue, or receipt, of a Master Key to or from a train must be recorded in the Remarks column against the entry for that train using the word 'AMAS'. Each day the day shift Signaller is to record the numbers of each Master Key in his or her possession using the following wording 'Master Key Nos ... for the corridor ... is/are in my possession'. The Signaller must ensure that the Master Key is collected from the Driver upon the arrival of each train.

e) Security of Master Keys when not in use

When a Master Key is not in use it must be securely locked away. Master Keys must never be left at an Staff station which is normally unattended.

f) Transfer of Master Keys by Road

If it is necessary to transfer a Master Key by road from one attended station to another, the Signaller giving up possession of the key must make an entry in the TRB which must be countersigned by the competent employee transferring the key. The employee is responsible for its safe delivery. The Signaller receiving the key must make a similar entry, again countersigned by the employee.

g) Issue of Master Key to Track Infrastructure Representative

A Master Key may be assigned to a Track Infrastructure Representative for use at an Intermediate Siding where Track Machines are being employed. An SW circular will be issued authorising the issue of the Master Key.

h) Lost or Damaged Master Key

A Master Key which is lost or damaged must be dealt with in accordance with the provisions of Rule 20, Section 27, of the Book of Rules.

(03.07.2000) **Train Staff and Ticket Rules (Signaller receiving wrong Staff)** (SW 102/00, WN 26/00)

Rule 10, Clause C, Section 21 is to be amended:

The Signaller receiving a wrong Staff must arrange for the Staff to be returned to the correct end of the Section by the quickest means. The provisions of Rule 11F must be observed. A train must not be used for this purpose unless the Driver is also in possession of the correct Staff.

(03.07.2000) **Benalla** (SW 99/00, WN 26/00)

SW 1247/99 is cancelled. The following instruction is to be inserted in place of Operating Procedure 105 of the Book of Rules.

105. Benalla

Benalla is an Intermediate Siding in the Riggs Creek Loop - Bowser Block Point Train Order Section.

Trains proceeding to the Secondary Corridor (Oaklands line) are permitted to lock away at Benalla whilst one or more trains pass through on the Primary Corridor (Albury line). Down trains, Track Machines, or Track Vehicles are not permitted to pass Roe Street on the Oaklands line unless the Driver is in possession of a Train Order. Trains may be advanced to Benalla from Oaklands whilst a Train Order is in force over the Primary Corridor. Up trains, Track Machines, or Track Vehicles from the Oaklands line must not pass the Stop Board to enter Benalla until authorised by the Train Controller. Only one train, track machine, or track vehicle is permitted to operate in Benalla yard at one time and the Train Controller must ensure that no conflicting movement is taking place before authorising an Up train to pass the Stop Board. The portion of line between the Stop Board and the Main line roll out protection is considered to be a siding.

The level crossings at Arundel and Nunn Streets are fitted with Harmon level crossing predictors. The level crossing at Arundel Street will operate automatically for all movements. A Board lettered 'Shunting Trains must not enter Roadway until Flashing Lights are operating' is provided on the Down side of Arundel Street facing Up trains. The level crossing at Nunn Street operates automatically for all Through movements, but a board lettered 'Maximum Speed to Nunn Street - 25 km/h' is provided at the Up end of the platform. The level crossing will also operate automatically for Down movements along Y Track, but a

board lettered 'Track Y 10 km/h' is provided near the Up end of the crossover leading from the main line. The level crossing is operated manually for Up movements along Y Track. A V5PSW keyswitch to control the level crossing is provided near the goods yard points together with a board lettered 'Stop - Do not proceed until the booms are horizontal'. The level crossing will track cancel when the train clears the level crossing.

Also amend Operating Procedure 104 (Master Keys); Rule 29, Section 18 (Locking away at an Intermediate Siding); and Operating Procedure 131 (status of sidings).

06.07.2000 **McIntyre Loop - ATN Loco Servicing Facility** (SW 113/00, WN 27/00)

On Thursday, 6.7., the hand operated points leading to the ATN Locomotive Servicing Facility were commissioned. The points face Down trains and are situated in the Lysaght lead 110 metres on the Up side of the motorised points leading from No 3 Track to No 2 Track. Down Dwarf MCT12 was replaced by a new ground dwarf on the Down side of the new points. The Lysaght lead was restored to service. Amend Diagram 46/90. Circular SW 88/2000 is cancelled.

(07.07.2000) **South Geelong - Warrnambool** (SW 112/00, WN 27/00)

On Friday, 7.7, Ordinary Type Master Key 69 ('South Geelong - Warrnambool') was withdrawn. One of the two Miniature Master Keys provided for use at Geelong Racecourse was withdrawn and the other relocated to South Geelong for use when required.

09.07.2000 **Somerville - Long Island Junction - Hastings** (SW 128/00, WN 29/00)

On Sunday, 9.7., the existing pole line between Somerville and Hastings operating the Electric Staff instruments was replaced by a radio link. This will result in a short delay when operating the instruments as radio messages must be transmitted and processed during operation. Consequently the request Staff button must be pressed and held for at least 10 seconds. Amend the instructions in Section 34, Book of Rules.

(10.07.2000) **Short Shunting** (SW 108/00, WN 27/00)

Insert as a new Rule 12E, Section 12, Book of Rules

e) Short Shunting

Short shunting is defined as a train movement where the train does not complete the full signalled route in order to take an alternative route at an intermediate point. Short shunting is not permitted. A shunting movement must complete the full signalled movement prior to reversing the direction of the train *in order to take an alternative route*. However, a shunting movement may reverse direction within a set route, provided the route is not altered. The permission of the Signaller must be obtained before reversing direction.

(10.07.2000) **Double Line Block System - Terminal and Non Terminal Block Posts** (SW 93/00, WN 27/00)

Under the Double Line Block System selected stations are classified as 'Non Terminal' Block Posts. At these Block Posts the line must not be considered clear, nor must a train be allowed to approach, unless the preceding train has passed 400 metres beyond the (arriving) Home signal and all points relevant to the safety of the train have been placed in the correct position. At Terminal Block Posts the line must not be considered clear until the preceding train, with proper tail signal attached, has passed the (arriving) Home signal.

The Double Line Block Posts are classified as follows:

Station	Down line	Up line
St Albans	-	Terminal
Sydenham	<i>Terminal</i>	Non-terminal
Diggers Rest	<i>Terminal</i>	Non-terminal
Sunbury	<i>Terminal</i>	Non-terminal
Clarkefield	<i>Terminal</i>	Non-terminal
Gisborne	<i>Terminal</i>	Non-terminal
Woodend	<i>Terminal</i>	<i>Terminal</i>
Kyneton	<i>Terminal</i>	<i>Terminal</i>
Castlemaine	Non-terminal	Non-terminal
Bendigo	<i>Terminal</i>	-
Broadmeadows	-	<i>Terminal</i>
Somerton	Non-terminal	Terminal
Donnybrook	<i>Terminal</i>	Non-terminal
Wallan	Non-terminal	<i>Terminal</i>
Kilmore East	Non-terminal	Terminal
Broadford	<i>Terminal</i>	<i>Terminal</i>
Seymour	Non-terminal	-

For block posts marked *Terminal*, the terminal conditions will only apply during CLEAR WEATHER. During inclement weather, Non-terminal conditions will apply.

All block posts are to be treated as Terminal stations for LIGHT ENGINES during CLEAR WEATHER only.

11.07.2000 **North Geelong B** (SW 127/00, WN 29/00)

On Tuesday, 11.7., a collimated LED unit was installed on Down Home 27.

- (17.07.2000) **Flinders Street** (SW 120/00, WN 27/00)
Diagram 13/00 replaced 41/99. The alterations were: the abolition of the co-acting signals for Home 739 (Up Caulfield Local) and Home 745 (Up Caulfield Through); the relocation of Homes 575 (No 5 Platform) and 585 (No 6 Platform) to the Up side of the line; the relocation of Home 733 (No 7 Platform) to the Down side of the line; and the provision of an arrow route indicator on Home 957.
- (17.07.2000) **Sale - Driver in Charge Conditions** (SW 119/00, WN 27/00)
The Driver in Charge conditions at Sale are modified to allow for Train 8431 to proceed to Sale on Staff Ticket account log traffic.
- 17.07.2000 **Dandenong - Pilkington Siding** (SW 124/00, WN 29/00)
On Monday, 17.7., Pilkington's Siding was abolished. The hand operated points were removed. The push buttons provided to control the Green Road level crossing were removed as was the south side boom barrier protecting the siding. Amend Diagram 35/99.
- 23.07.2000 **Carnegie** (SW 126/00, WN 29/00)
On Sunday, 23.7., Automatic D376 was converted to a LED signal.
- (24.07.2000) **Signalbox Learning Times** (SWP 911/00 & SWP 914/00, WN 29/00)
A policy on the learning times of signalboxes has been issued.
The minimum learning time (in days) of Metropolitan boxes are: Ashburton (1); Bell (1); Berwick (1); Blackburn (2); Box Hill (4); Brighton Beach (2); Broadmeadows (5); Burnley (12); Camberwell (7); Carrum (2); Caulfield (15); Chelsea (1); Cheltenham (2); Clifton Hill (1); Dandenong (20); Darling (1); Diamond Creek (1); Elsternwick (1); Eltham (4); Epping (20); Epsom Road (1); Essendon (2); Flemington Racecourse (4); Footscray (1); Frankston (9); Gardiner (1); Glenhuntly (2); Glen Waverley (2); Greensborough (3); Heidelberg (2); Hurstbridge (1); Kensington (4); Keon Park (1); Kooyong (1); Lalor (1); Lilydale (4); Macleod (2); Mitcham (1); Mordialloc (4); Newport (25); Oakleigh (4); Pakenham (3); Ringwood (10); Riversdale (2); Sandringham (2); Seaford (1); Showgrounds (1); Somerville (1); Spencer St No 1 (30); Springvale (5); St Albans (4); Sunshine (14); Upfield (4); Upper Ferntree Gully (6); Werribee (5); Metrol (55).
The minimum learning time (in days) of Country boxes are: Bacchus Marsh (5); Ballarat (4); Ballarat B (1); Bendigo (4); Broadford (2); Brooklyn (2); Clarkefield (1); Corio (2); Diggers Rest (1); Dimboola (3); Donnybrook (1); Echuca (1); Geelong A (20); Gisborne (1); Horsham (2); Kilmore East (3); Kyneton (4); Lara (2); Maryborough (1); Melton (1); Meredith (1); Morwell (3); Murtoa (3); North Geelong A (4); North Geelong B (6); North Geelong C (5); Ouyen (2); Portland (2); Seymour (4); Shepparton (1); Somerton (4); South Geelong (1); Spotswood (3); Sunbury (2); Sydenham (1); Tottenham B (4); Traralgon (1); Wallan (1); Warragul (3); Warrnambool (1); West Footscray (4); West Tower (35); Wodonga A (10); Wodonga Coal Sdgs (4); Woodend (1)
- (24.07.2000) **North Dynon** (SW 115/00, WN 29/00)
The following is to be inserted as a new Procedure 14 in the West Tower Operating Procedures Manual (SW 1265/99)
14 North Dynon Common User Area - Nos 9 & 10 Tracks
Nos 9 & 10 Tracks at North Dynon form part of the common user area. Day to day use is co-ordinated by the North Dynon Yard Supervisor. No 9 Track is normally used for through access or short term storage and provides access to the Freight Australia Terminal and No 10 Track. No 10 Track is used for loading operations by Toll/ Amcor and Freight Australia Fast Track.
Lock out devices are provided to protect operations in No 10 Track as follows. The Toll/ Amcor area is protected by a Hand Derail situated midway along No 10 Track and by securing the points at the Up end of No 10 Track for No 9 Track. The Freight Australia area is protected by the securing of the points at the Down end of No 10 Track for No 9 Track, the securing of the crossover between No 9 and No 10 Tracks for the straight, and a Hand Derail adjacent to the Toll/ Amcor derail. Both areas have warning devices which must be activated whenever it is necessary to move vehicles in No 10 Track.
When it is necessary to perform loading or unloading operations, the company employee must apply the lock out devices and inform the Yard Supervisor. When operations have been completed, the lockout devices must be removed and the Yard Supervisor informed.

THE SWAN HILL LINE IN 1950

In the last issue we published a set of diagrams that showed the current state of the Bendigo - Swan Hill - Piangil line. This raised the question of what the line was like when the railways were still the main mode of transport. From a number of sources I have pieced together an equivalent set of diagrams showing the station layouts on the 1 January 1950. It should be emphasised that non-interlocked stations were not documented as thoroughly as interlocked stations and so there may be minor inaccuracies in the diagrams. The editor would be pleased to hear of any corrections.

A number of sources have been examined in preparing these diagrams:

- * Signalling Arrangement Diagrams. Where possible the Signalling Arrangement diagrams have been used.
- * Weston Langford's Diagrams. The most useful additional source were the diagrams drawn by Weston Langford and republished by the ARHS. Weston Langford visited the area in September 1958 and December 1959.
- * Station Scrapbooks Diagrams. These diagrams were drawn by the District Block and Signal Inspector, mainly in May 1925. These scrapbooks are now held by the University of Melbourne Archives in the AFULE collection.
- * Track Charts. Prepared by the Way and Works Branch an adopted on 1 October 1930 these shows simple single line diagrams of all the stations on the line.

The township descriptions have been taken from the 1945 Municipal Directory. The train service is taken from the full normal train service shown in the WTT of 2 November 1951.

Safeworking

The safeworking between Eaglehawk and Woorinen (166 miles) was Electric Staff - miniature between Eaglehawk and Raywood and large beyond. The remaining 42.5 miles was worked using Train Staff and Ticket. The lengths of the sections, and sectional running times are shown in the following table:

	Length (Miles)	Running Times			
		Pass	Down Up	Gds	Down Up
Eaglehawk					
Raywood	14.25	24	27.5	34	50
Dingee	11.25	17	17	26	32
Prairie	5	8	8	12	14
Mitiamo	6	9	9	15	17
Mologa	4.75	7.5	7.5	13	14
Pyramid	8	11.5	11.5	20	22
Macorna	10.25	16	16	25	27
Kerang	14.25	22.5	22.5	35	40
Lake Charm	10.75	18.5	18.5	27	30
Lake Boga	14.75	26	26	37	40
Swan Hill	9.5	16	16	24	27
Woorinen	7.5	17	17	20	24
Nyahwest	10.5	26	25	30	30
Piangil	9.5	23	24	26	28
Yungera	22.5			76	65

(The passenger sectional times between Eaglehawk and Swan Hill are for a D3 hauling 175 tons (the normal load), while between Swan Hill and Piangil they are for an AEC railmotor without any trailers. The goods sectional times are based on the Through full load schedules between Eaglehawk and Swan Hill. Beyond Swan Hill, they are the Roadside full load schedules.)

As can be seen from the table, the sectional running times were quite unbalanced, reflecting the practice in Victoria of staffing stations based on traffic requirements, and not on train running requirements.

Some relief could be obtained for the long sections. Woodvale was equipped with a switching instrument (with train) and could be opened as an Electric Staff station to divide the long 14.5 mile section between Eaglehawk and Raywood. The new sections were 6.25 miles and 8 miles respectively. This would have been particularly useful as Raywood was the start of the foothills of the divide and the ruling grade into Eaglehawk was 1 in 70. However, relief would have been difficult to arrange as Woodvale was not staffed and relief signalman would have had to specially rostered on.

A Divisible Electric Staff was provided in the Kerang - Lake Boga staff section to open Lake Charm as a Staff station.

All the long sections could be divided by opening Intermediate Block Posts. Composite Staffs were provided in the Eaglehawk - Raywood section (to open Woodvale), Macorna - Kerang section (Tragowal), and Kerang - Lake Boga section (Lake Charm or Mystic Park). In the very long Train Staff and Ticket section Piangil - Yungera either Natya or Kooloonong could be opened as an Intermediate Block Post.

Woodvale (112 miles)

Woodvale was a no-one-in-charge station in farming country. A short goods siding was provided, but the station's major function was as temporary staff station to divide the long Eaglehawk - Raywood section. Woodvale was equipped with a 'with train' switching instrument. It is likely that Woodvale was staffed and switched in by relief signalmen only when the wheat was running, and was then left switched out for the remainder of the year. Woodvale was abolished in 1953.

Sebastian (116 miles)

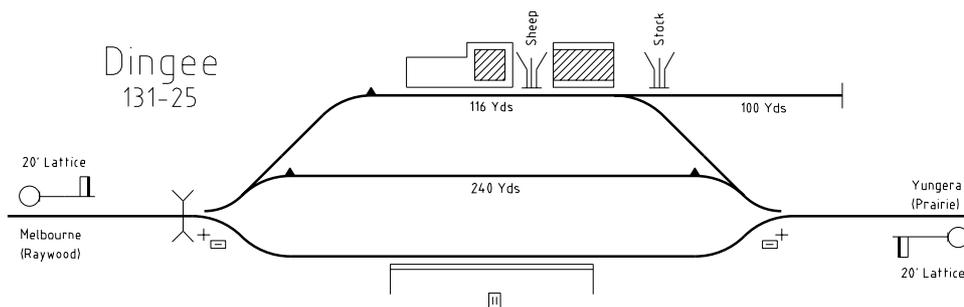
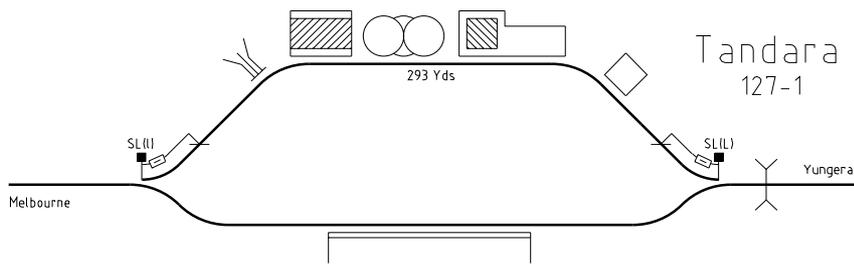
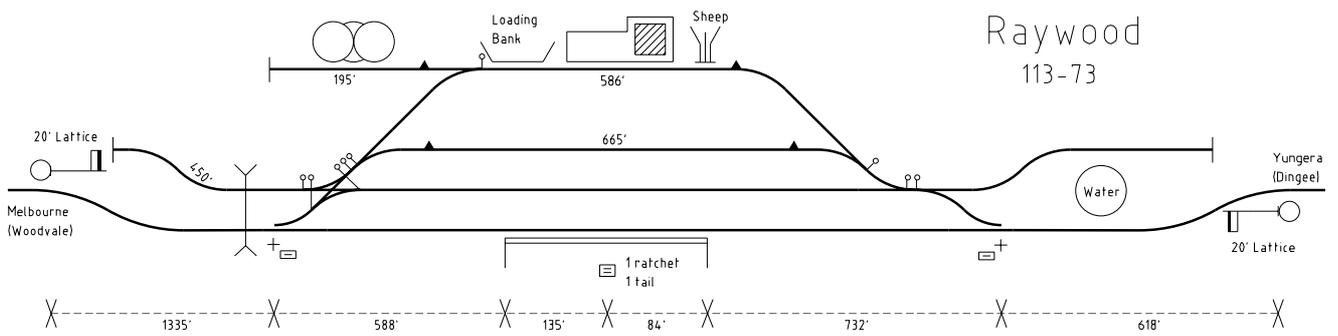
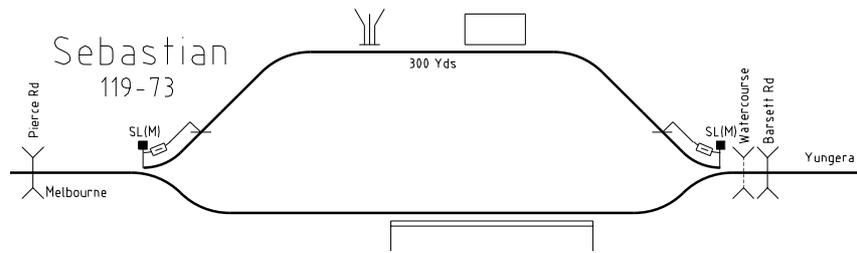
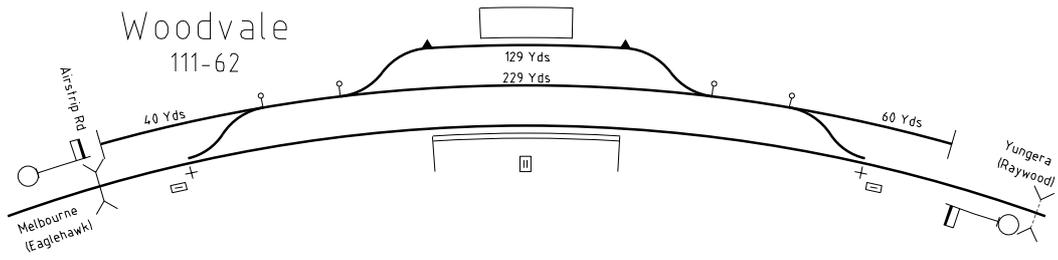
Sebastian was a small village with a school, churches, and hotel. The station was in charge of a Caretaker, who probably also ran the post and telegraph office. The arrangement of the yard with the platform on the loop and space for three tracks between the main line and siding is repeated at a number of other stations on this line - Tandara, Dingee, Mologa, Pyramid, and even Kerang itself.

Raywood (120 miles)

Raywood was a 'mining township' with a population of some 400 souls serving a pastoral and agricultural district. From a traffic point of view, Raywood marked the start of the wheat belt and had the first silo on the line.

From a railway point of view, Raywood was important as it marked the transition from the essentially flat plain to the north to the start of the foothills to the south. A number of lengthy 1 in 70 grades faced Up trains after Raywood and this had a significant effect on the tonnages that could be hauled. A D3 could haul 865 tons from Swan Hill to Raywood, but this was halved to 435 tons onwards to Bendigo. Clearly, either loads could be reduced at Raywood (explaining the number of sidings) or an assisting engine could be used from Raywood into Bendigo. Either option, of course, would have increased the number of movements over the Eaglehawk - Raywood staff section and explained the requirement to open Woodvale as a Staff station.

Incidentally, A2 class locomotives could be used between Bendigo and Raywood, but not beyond. They were subject



to a severe speed restriction (25 mph) which must have restricted their usefulness. Since they hauled little more than a D3 (525 tons vs 435 tons), and less than a K or N class locomotive (560 tons), their use was probably related to rostering convenience than tonnage hauled.

Tandarra (127 miles)

Tandarra was a small village consisting of a school, store, post office (probably at the station), and mechanics' hall. The station was in charge of a Caretaker. Until 1946 Tandarra had a crossing loop and, until 1947, could be opened as a Staff station using a Divisible Staff.

Dingee (131.25 miles)

Dingee was a small town consisting of a school, post office, hall, church, and hotel. Dingee was an Electric Staff station and was staffed by Operating Porters.

Prairie (136.25 miles)

Prairie was a small village consisting of a school, post office, store and church. Like Dingee, Prairie was an Electric Staff station and was staffed by Operating Porters. Prairie was subsequently disestablished as a Staff station in 1955.

Mitiamo (142.25 miles)

Mitiamo was a grazing and agricultural township. It contained a bank, post office, school, three churches, hall, shops, police station, and hotel.

Mitiamo was an Electric Staff station and was in charge of a full Stationmaster.

Water tanks were provided at both ends of the yard and goods trains were allowed 10 minutes to water and clean their fires in both the Up and Down direction.

When train met at Mitiamo, the second train to arrive could be signalled through No 2 Road, whilst the first train is standing in clear in No 1 Road. The second train must not be set back until No 1 Road is clear.

For some strange reason both the Up and Down Home

signals are shown as being fitted with reversers. Why this should be so is a mystery!

Mologa (147 miles)

Mologa was a very small village consisting of a hall, store, and post office (probably at the station). It was, however, an Electric Staff station in charge of an ASM. A switching instrument was provided at Mologa in 1952 but it was closed as a Staff station in 1955.

Pyramid (155 miles)

Pyramid was a farming township with a population of 450 - probably the largest town between Eaglehawk and Kerang. It had a full range of facilities - including electric light. Pyramid was an Electric Staff station in charge of a full Stationmaster.

When No 63 Passenger was crossing No 96 Goods at Pyramid, No 63 may, after completion of platform work, be shunted to No 2 Road. When No 63 is standing clear in No 2 Road, No 96 may be signalled through No 1 Road.

Beyond Pyramid the nature of the country changed and dairying replaced wheat farming as the local industry.

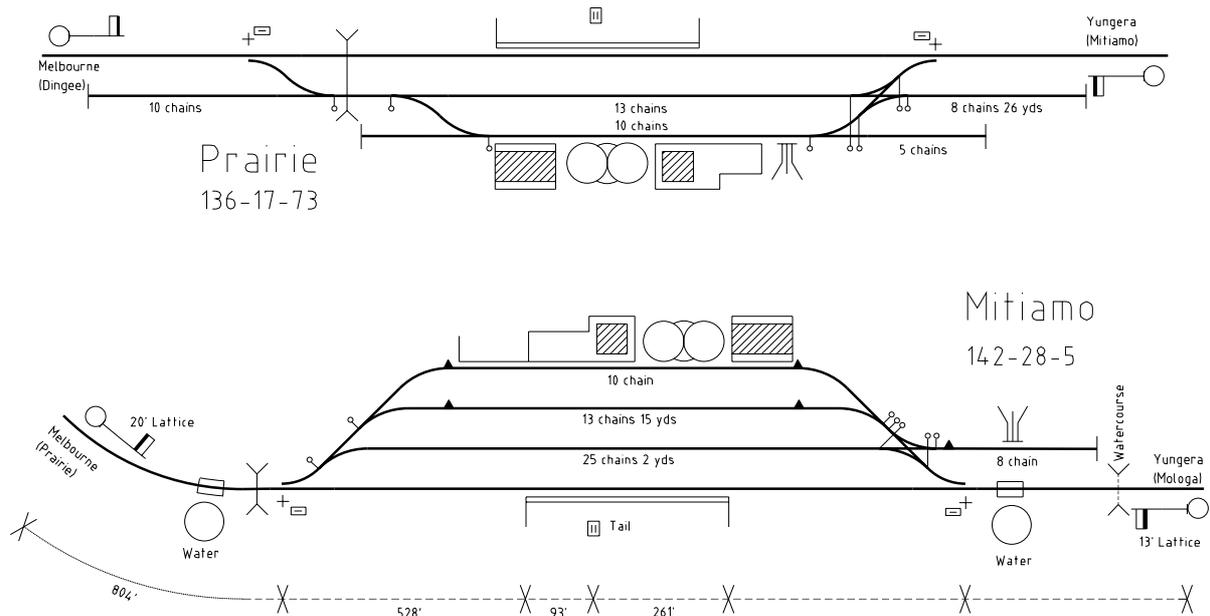
Mincha (159.25 miles)

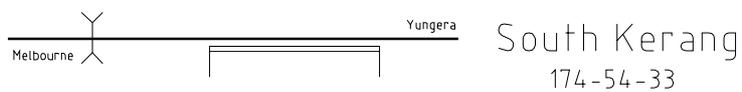
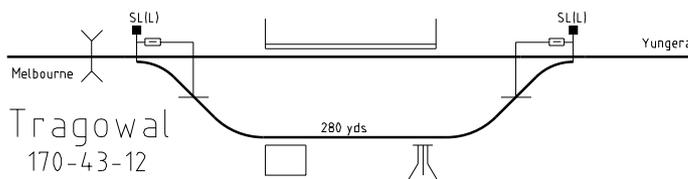
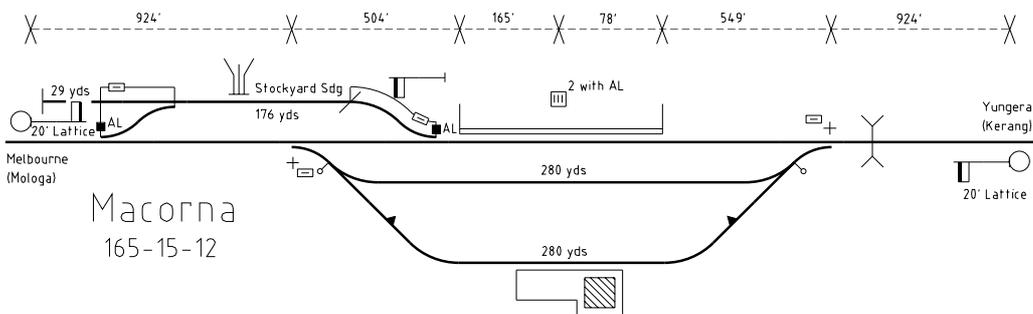
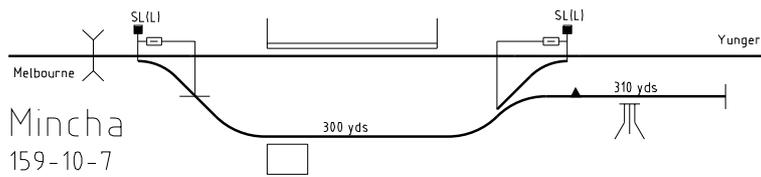
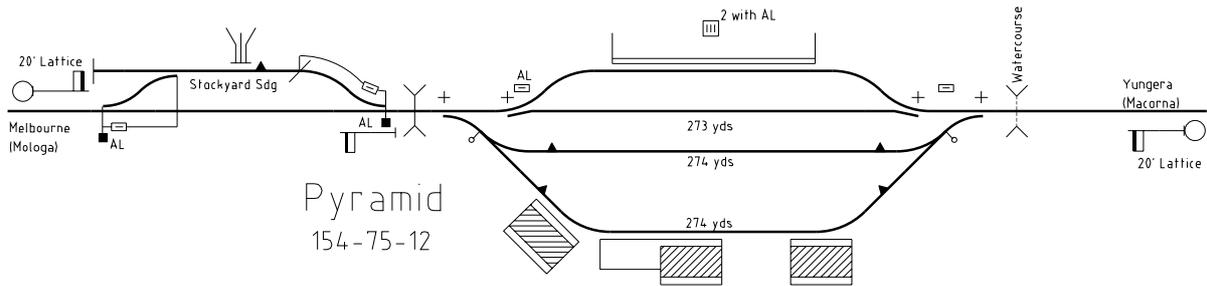
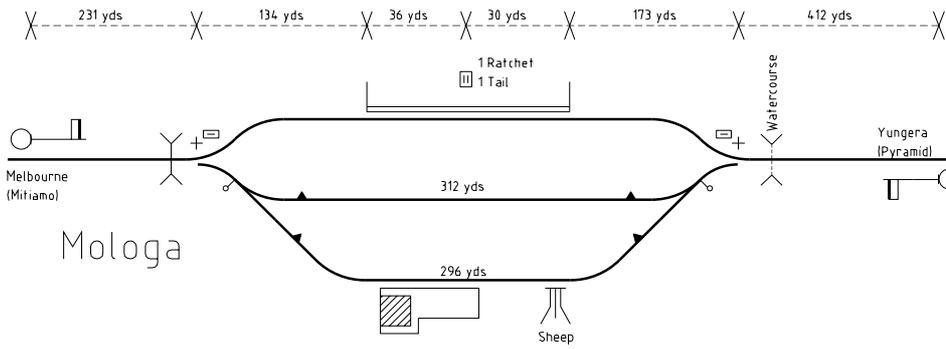
Mincha was a very small village in a dairying district. The village contained a butter factory, school, and post office (probably at the station). The station was a simple staff locked loop with dead end extension serving the stock race. The station was looked after by a Caretaker.

Macorna (165.25 miles)

Macorna was a dairying township consisting of a post office, school, two churches, two banks, a coffee palace, and a farmers' co-op. Note no hotel! Macorna was an Electric Staff station in charge of a Porter-in-Charge.

When No 63 Passenger was crossing No 96 Goods at Macorna, No 63 may, after completion of platform work, be shunted to No 2 Road. When No 63 is standing in clear in No





2 Road, No 96 may be signalled through No 1 Road.

Tragowal (170.5 miles)

Tragowal was a very small village in a pastoral and grazing area. It consisted of a school, butter factory, and post office (probably at the station). The station was in charge of a Caretaker and was a simple staff locked loop.

South Kerang (174.75 miles)

South Kerang was a simple platform by the side of the line (the siding had been abolished in 1927). There was no settlement, and the platform was no-one-in-charge. The 'station' was located where the railway met the main Bendigo - Kerang road and may have gained some traffic from that source. South Kerang was closed to all traffic in 1953.

Kerang (179.5 miles)

Kerang was the largest town between Bendigo and Swan Hill, having a population of 3000.

From a railway point of view, Kerang would have vied with Swan Hill in importance. Kerang was the junction of two short branch lines. The most important, and oldest, was the Koondrook Tramway. This was owned and operated by the Koondrook Shire (it was purchased by the VR in 1952). Kerang consequently saw a daily service by the Shire railmotor (connecting with the Swan Hill pass), and a thrice weekly goods service by the elderly tramway engines.

The other branch technically ran to Stony Crossing in NSW, but services beyond Murrabit (just before the border) had been suspended during WWII. The Murrabit goods ran early in the morning twice a week (with an optional third trip) and was worked by one of the Kerang locomotives.

The safeworking on the branch line junctions at the Down end of the yard was unique. The actual junction points were hand operated and secured only by Hand Locking Bars. The connections to the goods yard and to the turntable were worked from a ground frame. The ground frame also worked plungers on the main line facing crossover. The ground frame was secured by a B Pattern Annett Lock, with duplicate locks securing the levers working the three Up Home signals.

In addition to the branch line traffic, several goods trains originated or terminated at Kerang, and even those goods trains that passed through Kerang spent a considerable period shunting here.

To accommodate the locomotives necessary for the goods workings, Kerang had a locomotive depot and a 70' turntable; the later feature allowed N class locomotives to work to Kerang.

All goods trains took engine requirements at Kerang - 10 minutes was allowed unless it was necessary to coal in which case 15 minutes was allowed.

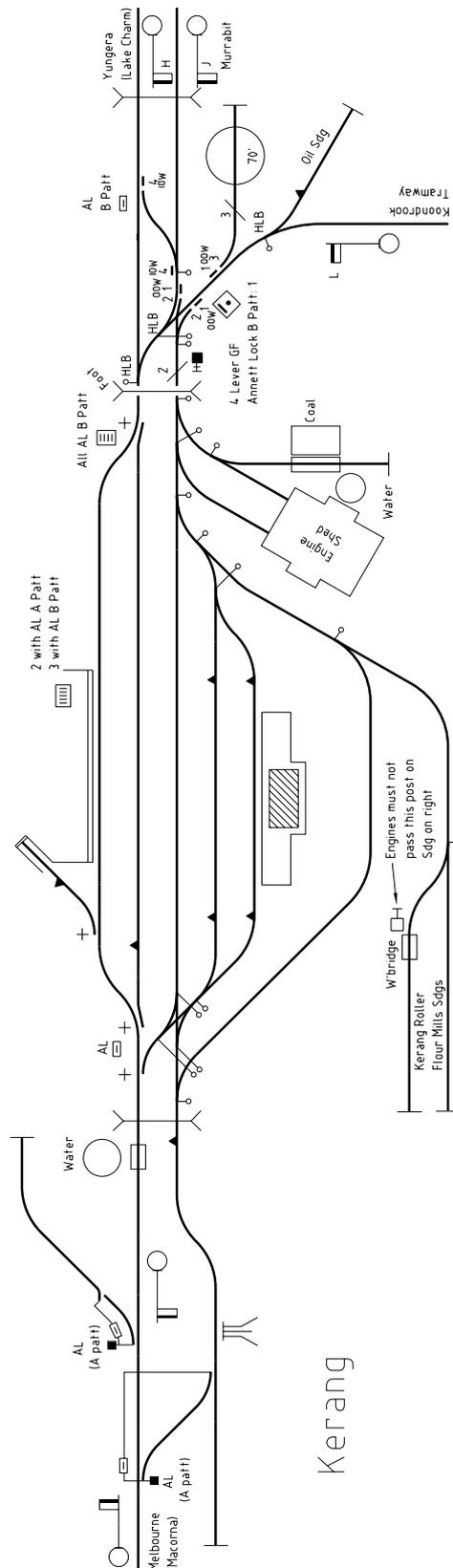
Fairley (184.25 miles)

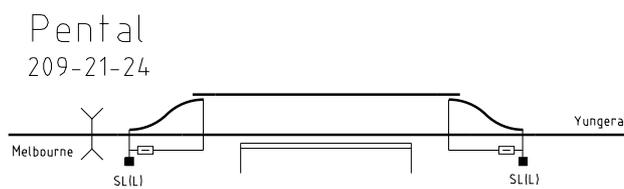
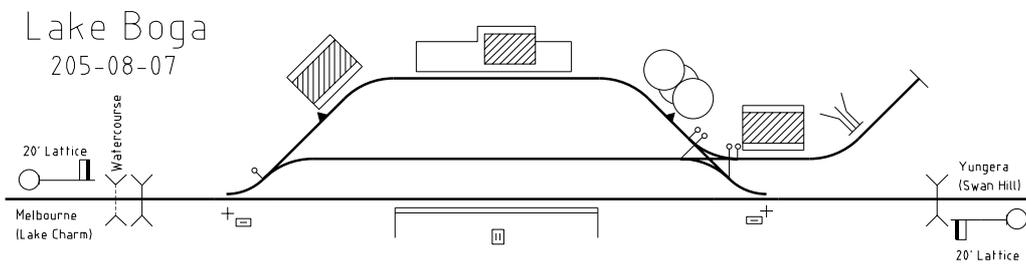
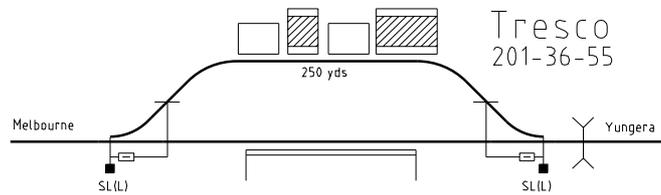
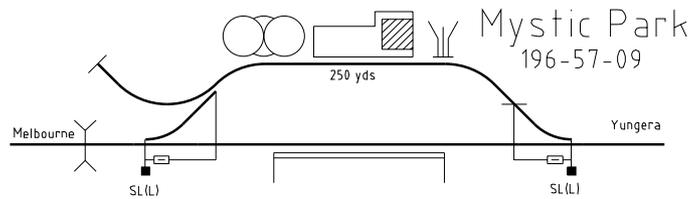
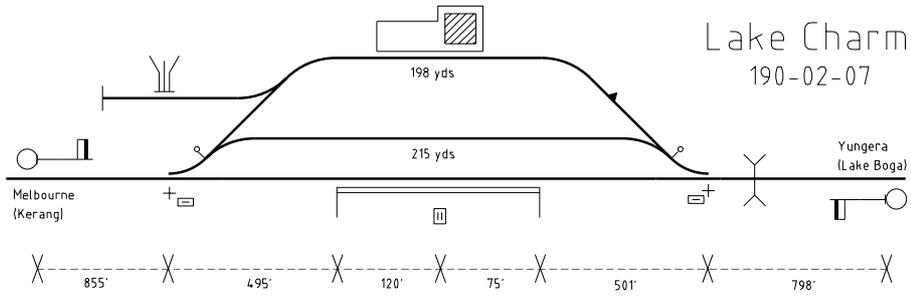
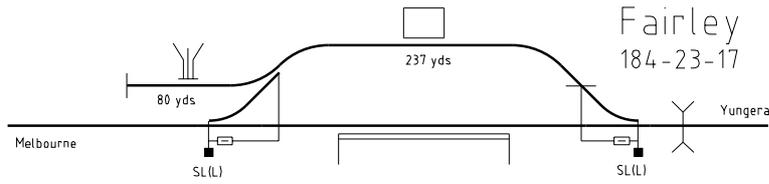
There was no settlement at Fairley. Fairley was a simple staff locked siding with a dead end extension serving the stock race. The station was no-on-in-charge staff locked loop siding.

Lake Charm (190.25 miles)

Lake Charm was a small village situated amongst a number of lakes. The village consisted of a school, mechanics' institute, and post office (probably at the station).

Lake Charm could be opened as a Staff station using a Divisible Staff (this converted the Kerang - Lake Boga Electric Staff section into two Train Staff and Ticket sections Kerang - Lake Charm and Lake Charm - Lake Boga). In his article on the Divided Staff (Somersault Vol 14 No 6) Jack





McLean noted that when he passed through in 1941 Lake Charm had been continuously open as a Staff station for at least two years, except for three days (probably Good Friday and Christmas Day). It was probably still open for lengthy periods in 1951. The 1951 WTT notes that Lake Charm was regularly opened to allow No 96 and No 1 Goods to cross on Mondays through Thursdays (on Friday the Down goods ran later and the cross occurred at Kerang). One of the problems with the Divided Staff is that the crossing trains cannot be used to open the temporary Staff station. On most days this would mean that Lake Charm would have had to be closed by the Down afternoon pass, only to be reopened by the next train, the Up morning pass. I could understand if the staff didn't bother.

When not open, Lake Charm could be used as an Intermediate Block Post in the Kerang - Lake Boga section.

When No 50 Passenger was crossing a Down Goods, No 50 may, after completion of platform work, be shunted to No 2 Road. When No 50 is standing clear in No 2 Road, the Down Goods may be signalled through No 1 Road.

Mystic Park (196.75 miles)

Mystic Park was a small village consisting of a school, hotel, and post office (probably at the station). The station consisted of a staff locked loop and was in charge of a Caretaker. Mystic Park could be opened as an Intermediate Block Post in the Kerang - Lake Boga Electric Staff section, but not in the Lake Charm - Lake Boga Train Staff and Ticket section (although this was allowed from 1952).

Tresco (201.5 miles)

Tresco was the centre of a fruit growing area with a population of 150. The village had a school, hall, church, stores, SRWSC office, and post office (probably at the station). The station was a simple staff locked loop and was in charge of a Caretaker.

Lake Boga (205 miles)

Lake Boga was a farming township with a population of 220 - the largest town between Kerang and Swan Hill. It consisted of a post office, police station, school, four churches, bank, mechanics' institute (and library!), coffee palace, hotel, and stores. It even had a reticulated water supply and electricity.

The station was the only permanent Staff station between Kerang and Swan Hill and was in charge of a full station master.

Permission was granted to stand vehicles in No 2 Road when there was not sufficient siding accommodation.

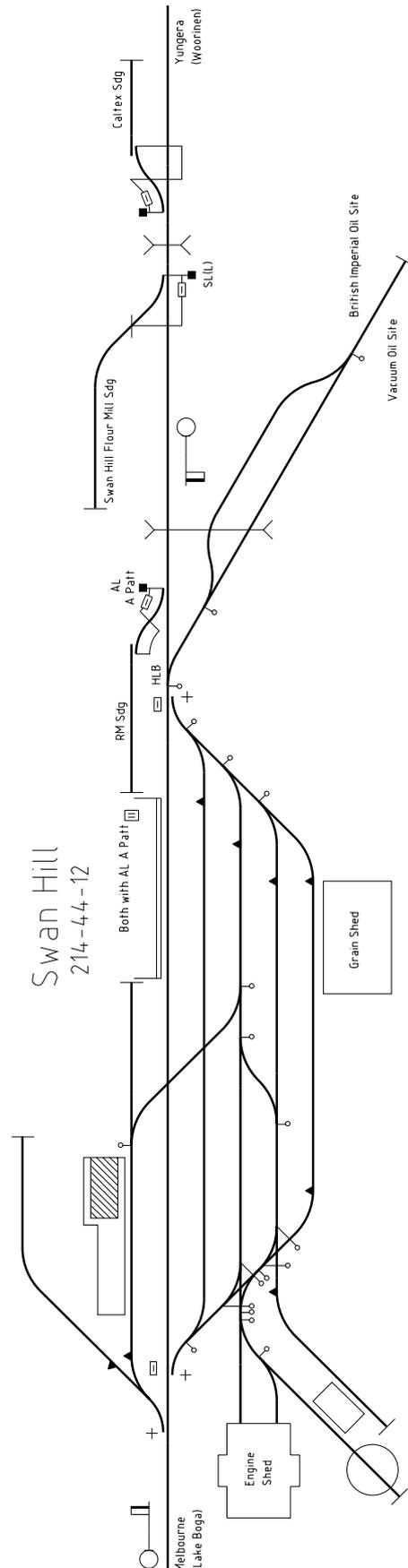
Pental (209.25 miles)

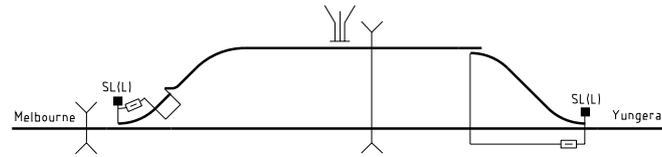
There was no settlement at Pental; the no-one-in-charge-station was situated where the Kerang - Swan Hill road crosses the railway. The station only dated from 1924 and was closed in 1956.

Swan Hill (214.5 miles)

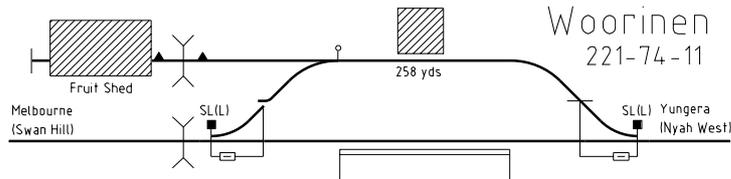
Swan Hill was the largest town between Bendigo, Echuca, and Mildura, and had a population of 4,900.

Operationally, all trains terminated or originated at Swan Hill. The regular service was a daily passenger train which arrived from Bendigo at 1555 and departed at 0810 the following morning. A second passenger train ran on Mondays and Fridays, arriving at 2030 and returning at 1200 (Tuesday) or 1320 (Saturday). Northwards, the service was provided by a petrol AEC railmotor. This was normally stabled at overnight at Piangil and ran into Swan Hill in the morning, returning in the evening. On most days it connected

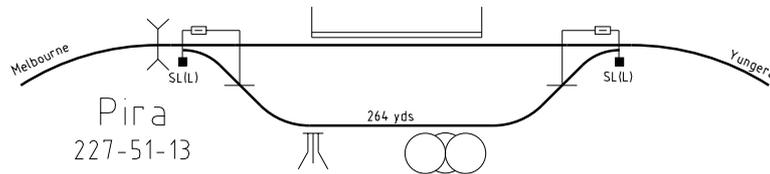




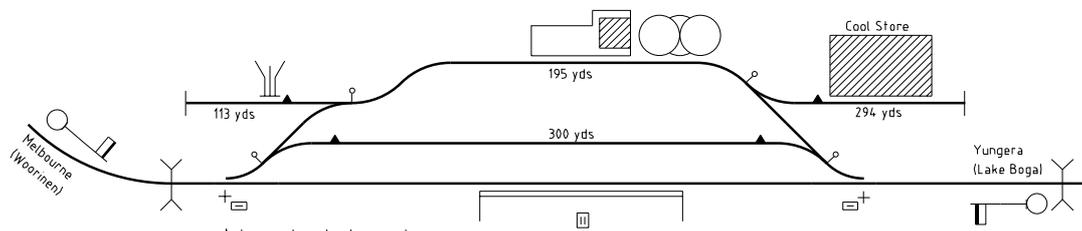
Swan Hill Cattleyard Sdg



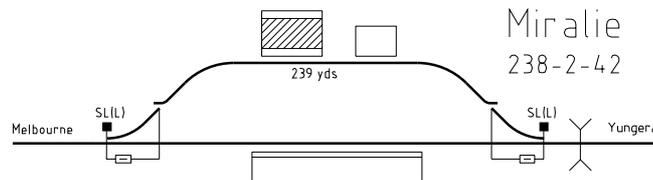
Woorinen
221-74-11



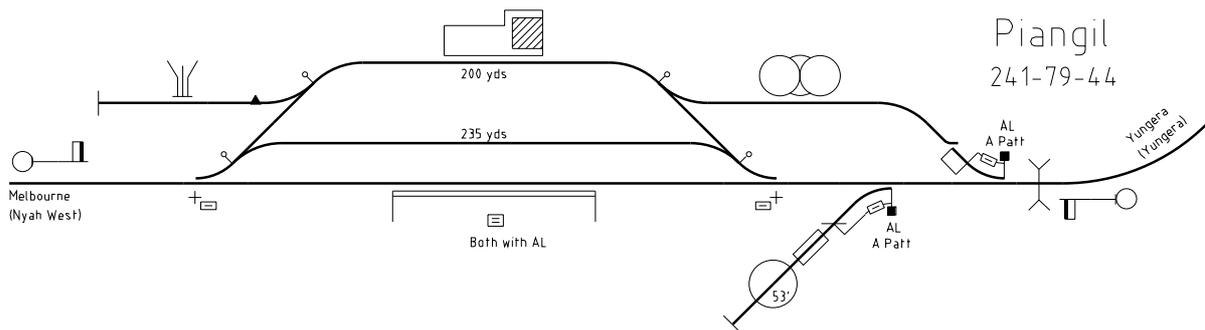
Pira
227-51-13



Nyah West
232-39-36



Miralie
238-2-42



Piangil
241-79-44

with the passenger train to/from Bendigo.

The goods service was similar. There was a daily goods train from Bendigo, arriving at 1245 (except on Friday when it arrived at 1400) and departing at 0700. Northwards, there were a twice weekly goods. On Wednesday, a train left at 0900 for Piangil from whence it returned at 1615. On Fridays, a train left at 1710 for Yungera. After spending the weekend at Yungera it returned at 0545 the following Monday.

The layout of the station was unusual with the goods shed on the same side as the passenger platform - reminiscent of a NSW station. In context, this layout made sense as the Murray River was close to the yard on the Up side and the town was located on the Down side. The long siding at the Down end of the yard is the former Wharf branch. River traffic had long finished, and the line now served two oil terminals. Note that the main line points to the Wharf line are only secured by a Hand Locking Bar and Padlock.

The Caltex Siding was worked by shunting engine from Swan Hill and permission was granted to push vehicles to the siding during clear daylight only.

Permission was granted to stand vehicles in No 2 Road when there was not sufficient siding accommodation.

Swan Hill Livestock Sdg (216 miles)

The Swan Hill saleyards were relocated from the southern edge of Swan Hill to the northern edge in 1938 and this siding was provided. To allow trains to shunt the siding without blocking main line traffic, Electric Staff replaced Train Staff and Ticket between Swan Hill and Woorinen at that time and an Intermediate Instrument was provided at the siding.

Permission was granted to run trains of up to 30 vehicles between Swan Hill and the Livestock Siding without a brakevan in the rear.

Woorinen (222 miles)

Woorinen was the centre of a irrigation soldier settlement and had a population of 300. It consisted of a post office, school, two stores, two banks, and a large fruit packing shed situated near the station and served by its own siding.

Woorinen was a Staff station and was supervised by a Stationmaster. Although a Staff station, it had no crossing loop and the points were Staff locked.

Pira (227.75 miles)

There was no settlement at Pira. The station consisted of a staff locked loop siding supervised by a Caretaker.

Nyahwest (232.5 miles)

Nyah West was a small town with a population of 400. It was the centre of an agricultural and fruit growing district. It had a post office, school, public hall, three churches, hotel, police station, two banks, and an SRWSC office.

Nyahwest was a Staff station and was supervised by a Stationmaster.

Permission was granted to stand vehicles in No 2 Road when there was not sufficient siding accommodation.

Miralie (238 miles)

There was no settlement at Miralie. The station consisted of a no-one-in-charge staff locked loop siding.

Piangil (242 miles)

Piangil was a small town with a population of 120. It consisted of a post office, police station, two churches, public hall, and coffee palace.

Piangil was the terminus of the rail passenger service, but in 1945 there was a tri-weekly road service continuing north to Euston (NSW), Mildura, and Wentworth.

Passengers could travel to the end of the line on the Postal Mail Motor - if there was room. This ran Monday and Wednesday (the goods took the mail on Friday), departing at 1855 and returning at 2255 the same day. The GA, incidentally, authorised the mail motor to run between Kooloonong and Piangil without a Train Staff or Ticket.

Permission was granted to stand vehicles in No 2 Road when there was not sufficient siding accommodation.

No turntable was provided at Yungera and so the weekly goods train ran tender first from Piangil to Yungera. All goods trains were scheduled to take 15 minutes engine requirements at Piangil.

Coonimur (246.75 miles)

Coonimur was a no-one-in-charge staff locked loop siding. There was no local settlement. Coonimur was closed to all traffic in 1953.

Natya (250.75 miles)

Natya was a no-one-in-charge staff locked loop siding. It was so insignificant that it was not even mentioned as a locality in the 1945 Municipal Directory. From a railway point of view, however, it could be opened as an Intermediate Block Post in the Piangil - Yungera section.

Kooloonong (257.75 miles)

Kooloonong was the 'centre of an extensive soldier settlement', though it is noticeable that the Municipal Directory does not give a population. It consisted of two stores, school, and a boarding house.

The station was a Staff locked loop siding with dead end extension. No 2 Road had been removed in late 1949. Kooloonong was in charge of a Caretaker and could be opened as an Intermediate Block Post.

The line beyond Kooloonong was closed in 1957.

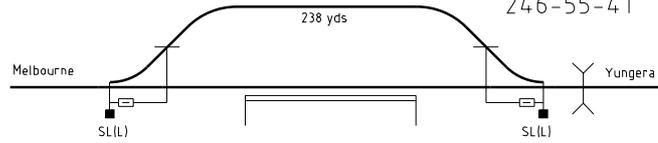
Koorab (261.5 miles)

Koorab was a no-one-in-charge staff locked loop siding. There was no local settlement. Koorab was closed with the line in 1957.

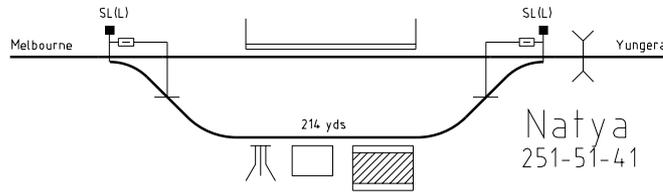
Yungera (264.5 miles)

Yungera was the terminus of the line. There was no local settlement and no-one-in-charge at the station. There was only one goods train per week, which arrived at 2320 on Friday evening and returned to Swan Hill at 0001 on Monday morning. No doubt working the Yungera mixed was popular with the young, single, Firemen; who wants a social life? No turntable or other engine facilities were provided and the locomotive turned at Piangil on the Down and ran tender first to Yungera.

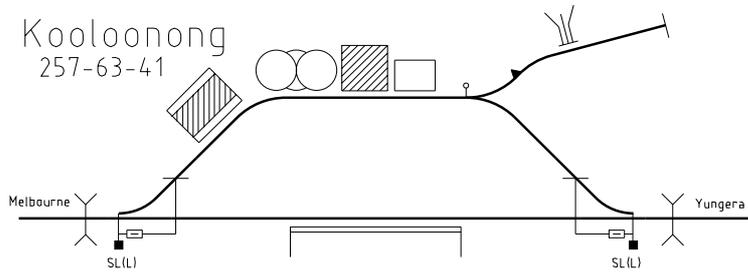
Coonimur
246-55-41



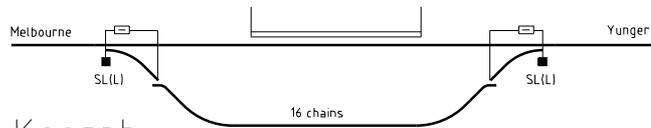
Natya
251-51-41



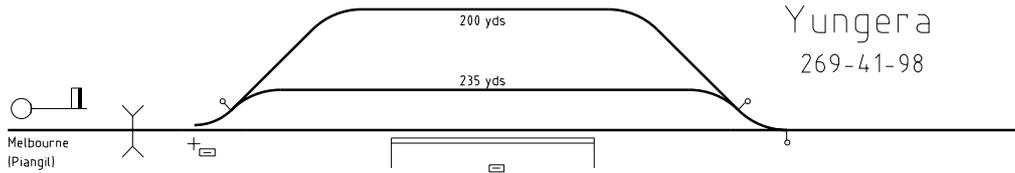
Kooloonong
257-63-41



Koorab
261-47-98



Yungera
269-41-98





The Down block instruments at Bundanoon, NSW. From the right is the receiving instrument for the section in the rear (from Wingello), the Down line block switch, the sending instrument for the section in advance (to Exeter), and the block bell. NSW Standard block instruments are a unique local design patented by Brain and Hodgson in 1913. These are four position sequential instruments. The indicators move in sequence from 'Line Closed' to 'Line Clear' to 'Train On Line' to 'Train Arrived' and then back to 'Line Closed'

Operation begins with the instruments at each end of the section showing 'Line Closed' and both commutators showing 'Bell 1' (as shown in the photo). To send a train from A (at the entrance of the section) to B (at the exit), the Signaller at A asks 'Is Line Clear' in the usual way by bell signal. If the line is clear, B turns his commutator to 'Line Clear' and acknowledges the signal. This advances the indicators on both instruments from 'Line Closed' to 'Line Clear'. B then turns his commutator to 'Bell 2'. When the train leaves A, the Signaller there turns his commutator to 'Train On Line' and sends Train Departure. This advances the indicators on both instruments from 'Line Clear' to 'Train On Line'. (This step may be done automatically by the train occupying a track circuit at the entrance to the section.) A then advances his commutator to 'Bell 2'. B acknowledges Train Departure, but this does not affect the indications. When the train arrives at B the Signaller there turns his commutator to 'Train Arrived' and gives the Train Arrival bell signal. This advances the indicators to 'Train Arrived' B then turns his indicator to 'Bell 1'. A turns his commutator to 'Line Closed' and acknowledges the Train Arrival signal which advances the indicators from 'Train Arrived' to 'Line Closed'. A then moves the commutator to 'Bell 1' and the instruments are normal once again.

Note that the indicators can be advanced by either block instrument, or even automatically by the train occupying a track circuit at the entrance of the section. When the commutators are showing 'Bell 1' or 'Bell 2', the sending of a bell signal sends a reduced current to line. This reduced current is sufficient to operate the bell relay at the far end of the section, but not sufficient to advance the indicators.

The use of separate Up and Down line block switches is common in NSW and allows Bundanoon to switch out on one line without switching out on the other. Although brightly painted red, the block instruments (and bell) have cast iron cases and are solidly packed with steel and brass. The instruments are not light; the editor's instrument weighs 25 kg - nearly a third the weight of the editor.