

# SOMERSAULT

MARCH 2001  
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SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The upper quadrant automatic signalling between Jolimont and Victoria Park will be eighty years old on 3 April. Unfortunately, the signals will probably not reach its 81st as work is in progress to resignal this stretch of track with modern colour light signalling. The upper quadrant signalling equipment was manufactured by the General Railway Signal Company of Rochester NY, USA and followed US practices and standards, except, of course, that the arms were mirror images of those used in the US. Post S128 (left) is situated at the Up end of the platform at Victoria Park. The lop bracket posts (25B200) were provided where sighting difficulties existed; at Victoria Park the problem was the former Up station building. The photo was taken on the 12 June 1985 when Harris sets still ran on the Hurstbridge line. Post S70 (right) is situated at the Up end of the platform at West Richmond and illustrates the 'standard' post (4B200). The arm is 10 feet above the platform and the marker light is 5' below the main light. The photo was taken in May 1991; one change from today is the lack of purple scribble on the brickwork. Incidentally, the line between Flinders Street and Victoria Park will be one hundred on 21 October.*

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## MINUTES OF ANNUAL GENERAL MEETING HELD FRIDAY MARCH 17, 2000

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

Present: - J.Black, W.Brook, G.Candy, B.Cleak, G.Cleak, B.Crosby, G.Cumming, C.Gordon, A.Gostling, W.Johnston, K.Lambert, D.Langley, B.McCurry, J.McLean, T.Murray, N.Reed, C.Rutledge, L.Savage, B.Sherry, P.Silva, R.Smith & R.Whitehead.

Apologies: - J.Churchward, A.Hinde, I.Michaelson, G.O'Flynn, T.Penn, A.Ratcliffe & A.Waugh.

Visitors: - I.Chan.

The President, Mr. David Langley, took the chair and opened the meeting @ 2006 hrs.

Minutes of the 1999 Annual General Meeting: - Accepted as published. J.McLean / R.Whitehead. Carried.

Matters Arising: - Nil.

President's Report: - David Langley read his report to the meeting.

In the past it has been a tradition to make a report along the lines of..... Well you know the words; I won't repeat them here. I propose to just expand a little on the good year that we have had.

I note that the usual six meetings were held during the year, one of which was a pure entertainment meeting held at Transport House in May 1999, the purpose of which was to visit Centrol prior to the transfer of the interstate control functions to Adelaide. The remaining meetings were all held at the Surrey Hills Neighbourhood Centre, the March meeting following the AGM whilst the remaining four were combined business and entertainment meetings.

And a diverse collection of entertainment it was too, ranging from Vance Findlay's illustrated talk in January of the Asian signalling scene including a couple of photos of nice looking train hostesses, Noel Reed's talk in September on the spread of safeworking in NSW illustrated by diagrams and maps, and two slides nights - one being the annual screening of Stephen's slides in November and a quiz type night in July where the President tried to trick everyone with 31 slides of mystery locations including a couple of quite obscure slides. To quote the minutes "who takes pictures of clocks on walls and buses without a signal in sight". Thank you to all our syllabus item presenters.

Somersault continues to be published six times per year and we must thank the Editor, Andrew Waugh for his efforts in this regard. I speak from experience when I say that putting Somersault together, whilst rewarding in itself, is also a difficult job given the scarceness of submitted articles. Again thank you Andrew.

To the Treasurer, thank you Peter for keeping the finances of the Society in a professional manner and ensuring that we had sufficient money in the right account at the right time. And thank you Jon for keeping the Treasurer on the straight and narrow although I don't imagine that Peter has given you any cause for concern.

The Archives Committee have appeared to do very little during the year and there are a number of reasons for that. They will be explained in a separate report but I wish to thank Bob for keeping the aims and aspirations of the Society to the fore when dealing with various officials in the historical area during the year.

Thanks also to the committee in general which whilst it did not officially meet often probably held many unofficial discussions in meeting rooms located at Wingrove and Scarborough. These places reflect the interest many members have in trying to replicate the real life operation of railways in model form.

Lastly and definitely not least I wish to thank the Secretary for his continued tireless work for the SRSV. I think that if we had to pay him for hours worked we could not afford him and so we will be eternally

grateful that it is a voluntary position. His minute keeping and letter writing, along with the hundred and one other little tasks that get shoved his way, ensure that the SRSV paper work is kept right up to date. Added to all that he wears another hat, that of tour organiser and anyone who has been on any SRSV tour will see that these run with military precision - or at least that is the intention - and little is left to chance. During the recent 25th anniversary tour he was regularly seen chatting on the President's mobile phone, tying up final loose ends even whilst the tour was in progress. This is quite an achievement for a self professed anti-yuppie phone person.

It remains for me to thank the members for their continuing support of the society and its activities, and I note that we gained some new members during the year including three kiwis, as well as Chris French from WA. A truly international society. I trust that you all gain something from being a member of the SRSV. David Langley, President. D.Langley / R.Smith. Carried with acclamation.

**Treasurer's Report:** - The Treasurer, Peter Silva, presented the Profit & Loss Statement and the Balance Sheet. The financial statements showed that the Society recorded a surplus of income over expenses. Peter gave explanations about transactions & answered questions regarding the financial statements. P.Silva / W.Johnston. Carried.

**Auditor's Report:** - In the absence of the Auditor, Jon Churchward, the Auditor's Report was tabled & accepted. J.McLean / T.Murray. Carried.

**Tours Report:** - The Tours Officer, Glenn Cumming, reported on the two tours held during the year. The May 1999 monthly meeting featured a visit to Centrol while the annual Showday visit held on Cup Day inspected Geelong "A" Box & South Geelong. Both tours were well attended. G.Cumming / P.Silva. Carried.

The Tours Officer noted that he was always open to suggestions from the membership regarding future tours & visits.

**Membership Report:** - The Membership Officer, Glenn Cumming, presented the Membership Report.

Type	1999	1998
V	60	53
K	27	29
N	3	3
KL	4	4
VH	5	5
Total	99	94

Glenn provided explanations for the movement in membership numbers. G.Cumming / L.Savage. Carried.

**Editorial Report:** - In the absence of the Editor, Andrew Waugh, the Editor's Report was read by Glenn Cumming.

To quote our former President: we've had a very good year. Six issues of Somersault were produced, and two sets of tour notes. One set of tour notes was produced for the Geelong tour, and the second set (at very short notice) for the 25th Anniversary tour. The Editor would like to thank David Langley for producing the suburban part of the 25th Anniversary tour notes.

Efforts re continuing to improve the production quality of Somersault as the Editor learns more about tweaking the computer tools that are available today.

The project to scan twenty-one years of Somersault was completed, but it was decided that access to the articles would be improved by including an index of articles.

When the Editor finds the time to obtain, markup (in HTML) and test this index, we will release a CD of the issues. Members interested in a 'pre-production' version of the CD (without the index) can contact the Editor. Andrew Waugh, Editor. P.Silva / W.Johnston. Carried

**Archives Report:** - The Archivist, Bob Whitehead, presented the Archive's Report.

During the year, a small amount of material was added to the collection. Sorting of the collection continued, despite the current cramped conditions in the room.

Negotiations have continued with various parties with a view to completing the renovations of the other room in the building. Completion of this project will improve conditions for the storage & sorting of the collection considerably. R.Whitehead, Archivist. R.Whitehead / W.Brook. Carried.

**Elections:** - The President stepped down from the chair & the meeting invited Bill Johnston to take the chair for the election of the new President.

The following verbal nomination was received: -

President: - D.Langley, nominated by T.Murray and seconded by B.Sherry.

There being no further nominations, the nominees was declared duly elected to the position.

Bill Johnston invited David Langley to resume the chair for the remainder of the elections & the meeting.

The following verbal nominations were received: -

Vice President: - W.Johnston, nominated by J.McLean and seconded by B.McCurry.

Secretary: - G.Cumming, nominated by L.Savage and seconded by N.Reed.

Treasurer: - P.Silva, nominated by J.McLean and seconded by W.Brook.

Committeeman: - J.McLean, nominated by R.Whitehead and seconded by G.Candy.

Committeeman: - W.Brook nominated by R.Whitehead and seconded by G.Candy.

There being no further nominations, all nominees were declared duly elected to their positions.

**General Business:** - Tom Murray suggested to the meeting that elections for Committee positions should be staggered ie. a person on the Committee holds their position for two years & elections are staggered. This item was

referred to the Committee for discussion.

Bob Crosby asked about the possibility of introducing a badge for the SRSV. This item was referred to the Committee for discussion.

Meeting closed @ 20:42 hrs.

The Annual General Meeting was followed by the March 2000 Ordinary Meeting.

## MINUTES OF MEETING HELD FRIDAY NOVEMBER 17, 2000,

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

Present: - W.Brook, B.Cleak, G.Cleak, B.Crosby, G.Cumming, C.Gordon, W.Johnston, K.Lambert, D.Langley, J.McLean, I.Michaelson, T.Murray, T.Penn, A.Ratcliffe, B.Sherry, R.Smith, R.Weiss, A.Wheatland & R.Whitehead.

Apologies: - J.Black, G.Candy, A.Hinde, G.O'Flynn, L.Savage & A.Waugh.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:11 hours.

Minutes of the September 2000 Meeting: - Accepted as published. W.Brook / A.Wheatland. Carried.

Business Arising: - Nil.

Correspondence: - Payment for the use of the meeting room for the September 2000 Meeting was sent to the Surrey Hills Neighbourhood Centre.

A completed membership application form & subscription was received from Ted Godwin & acknowledgment has been returned.

The books from New Zealand & the United Kingdom had been received & were being distributed to the people who had ordered copies. B.Sherry / W.Johnston. Carried.

Reports: - An Archives report was received from Bob Whitehead. Quotes are being sought from tradesmen for the repairs to the former Train Control office in Seymour. This work is being co-ordinated by Victrack Access.

The Tours Officer reported on the signal box tour to Broadmeadows, Burnley & Electrol that took place on Saturday 16.09.2000. Keith Lambert & Andrew Wheatland were thanked for their efforts in arranging various aspects of the tour.

General Business: - Reports were received regarding an alleged incident at Riggs Creek earlier this morning.

Reports were received regarding the recent level crossing collision at Rennie.

A report was received regarding an alleged incident at Broadmeadows.

Alex Ratcliffe asked how fixed the dates of the meetings were. It was noted that the timing of the meetings had been established for many years but meeting dates had been varied in the past subject to sufficient notice being given to the members.

Discussion took place concerning the signalling diagrams for Broadmeadows.

Keith Lambert reported that the new overpass at Westall was now open for road traffic. The road over the level crossing had been closed but the boom barriers were still in operation.

Keith Lambert posed a question to the meeting. The North - East SG Line opened in January 1962 but the circulars were never printed in the Weekly Notice. Over the next 18 months many changes took place along the line, but again none were published in the Weekly Notice. Why the silence? It was noted that there were many alterations over a short space of time but there was no advice in the Weekly Notice. The relevant "A" circulars were published but were never reprinted in the Weekly Notice.

Wilfrid Brook noted that the recent article on Broadmeadows made mention of trailing catch points in the down main line being removed in 1903 or 1914? It was noted that other locations were equipped with catch points with the last set on the Bendigo Line being removed during the 1930's. Members were reminded that trailing catch points in double lines had to be clipped for single line working.

It was reported that preliminary work on the Jolimont - Victoria Park re-signalling project had commenced.

The Broadmeadows re-signalling will be commissioned this weekend. A preparatory stage was commissioned last weekend.

Chris Gordon reported on the introduction of a white border on the black targets on the signals at the up end of Box Hill. It is believed that this has been done as a trial to improve the visibility of the signals.

It was noted that the investigations into the Holmesglen collision are still continuing.

Work commissioned at Riversdale last weekend included detector loops for the trams, annunciators for the trams & the tram lights were made self-restoring.

Brett Cleak noted that the Hastings - Stony Point train staff had been lost for a few days with trains being worked through the section by Train Authority.

Glenn Cumming reported that the "B" pattern Annett key at Warrnambool had been lost recently.

Syllabus Item: - The President introduced member Rod Smith. Rod presented the annual screening of slides from the collection of the late Stephen McLean. At the conclusion of the syllabus item, the President thanked Rod for the entertainment and this was followed by acclamation from those present.

Meeting closed @ 22:20 hours.

The next meeting will be on Friday 16 February, 2001 at the Surrey Hills Neighbourhood Centre, 1 Bedford Street, Surrey Hills, commencing at 20:00 hours (8.00pm).

## MINUTES OF MEETING HELD FRIDAY FEBRUARY 16, 2001,

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

Present: - N.Bamford, J.Black, W.Brook, I.Chan, B.Crosby, G.Cumming, C.Gordon, A.Gostling, W.Johnston, K.Lambert, D.Langley, B.McCurry, J.McLean, A.Wheatland & R.Whitehead.

Apologies: - G.Candy, B.Cleak, G.Cleak, A.Hinde, G.O'Flynn & B.Sherry.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:13 hours.

Minutes of the November 2000 Meeting: - Accepted as read. R.Whitehead / W.Brook. Carried.

Business Arising: -

Nil.

Correspondence: - Payment for the use of the meeting room for the November 2000 Meeting was sent to the Surrey Hills Neighbourhood Centre.

A request for a membership pack was received from Peter Gooding & this had been sent out.

A letter booking the meeting room for meetings in 2001 was sent to the Surrey Hills Neighbourhood Centre.

Keith Lambert had received an email from Brett Cox, son of member Paul Cox, with 32 questions concerning the Upfield - Somerton area. It was agreed that the questions should be published in Somersault for all members to view and any answers received would be published at a later date. K.Lambert / A.Wheatland. Carried.

Reports: - An Archives report was received from Bob Whitehead. Major works are now in progress with the installation of the new roof, new ceiling & electrical works all happening. Painting is yet to be done. Some preparation work prior to commencing painting may be required.

General Business: - Glenn Cumming reported on the commissioning of new track work at Port Augusta along with new signalling commissioned on 16.01.2001. All signalling between Stirling North & Spencer Junction is worked by remote control from ARTC control in Adelaide. ARTC have proposed installing CTC between Coonamia & Stirling North.

Bob Whitehead gave details on current works at Ararat to provide electric locking on the main line points.

Keith Lambert reported that Brooklyn, Tottenham "B" & the goods lines at West Footscray are now worked from West Tower. Corio is now worked from North Geelong "A" Box.

West Footscray now exists only for the passenger lines. Bruce McCurry asked when did West Footscray become unattended. The exact answer was not known but it was noted that by July 1999 it had been reduced to a night shift only.

Keith Lambert advised that all upper quadrant arms in the Kensington - Newmarket area had been converted to LED signal heads in late December 2000.

It was noted that work is proceeding on the replacement of the upper quadrant signals between Jolimont & Victoria Park and that the remaining upper quadrant signals on the Sandringham Line are expected to be replaced later this year.

Andrew Wheatland noted that a new upper quadrant signal would be installed at Menzies Creek in conjunction with the installation of flashing lights.

Chris Gordon advised that Brighton Beach was switched in this morning for the refurbished M/Train Comeng set to use the back platform.

Noel Bamford reported that a recent episode of the BBC Panorama program had focussed on the results of rail privatisation in the UK with special emphasis on rail safety.

Andrew Wheatland tabled copies of the signalling diagrams & locking sketches for Menzies Creek.

Bob Whitehead asked the meeting what the SRSV policy was in regards to the establishment of a railway signalling museum. The Secretary noted that the SRSV Statement of Purpose included reference to the establishment of a railway signalling museum.

Bob suggested that the SRSV should act now before any further examples of rare signalling equipment were lost. Discussion followed. It was suggested that this matter should be discussed in more detail at the coming Annual General Meeting. This was agreed.

Syllabus Item: - The President introduced himself as the presenter of the syllabus item. David presented a selection of slides taken during his trip to New Zealand in October & November 2000. Views of New Zealand railway signalling were seen along with general railway scenes. At the conclusion of the syllabus item, the Secretary thanked David for the entertainment and this was followed by acclamation from those present.

Meeting closed @ 22:01 hours.

The next meeting will be on Friday 16 March, 2001 at the Surrey Hills Neighbourhood Centre, 1 Bedford Street, Surrey Hills, following the 2001 Annual General Meeting.

## SIGNALLING ALTERATIONS

*The following alterations were published in WN 50/00 to WN 7/01. The alterations have been edited to conserve space.*

*Dates in parenthesis are the dates of publication, which may not be the date of the alteration.*

- 17.12.2000 **Brooklyn - Sunshine** (WN 50/00, SW 183/00)  
 Between 0800 hours Saturday, 16.12, and 2200 hours, 17.12, control of the line between Brooklyn and Sunshine will be transferred to the WestCAD system at West Tower. The Electric Staff system Brooklyn - Sunshine will be replaced by the Track Block system over the same section. Brooklyn will subsequently be operated remotely from West Tower.  
 The points to the Apex Siding will be secured normal using an F pattern Annett Lock (miniature Fortress type). The Key will normally be secured in a Crosslock adjacent to the points. The Crosslock will be released by the Signaller West Tower or Brooklyn (when Brooklyn is switched in). The existing E pattern Annett Lock will remain on the point lever and the procedures in SW 44/2000 will continue to apply, except that authority must be obtained from the Signaller West Tower.  
 The Staff Lock fitted to the Down end points of the GEB siding at Sunshine will be replaced by an E pattern Annett Lock (miniature Fortress type). The Key will normally be secured in a Crosslock adjacent to the points. The Crosslock will be released by the Signaller Sunshine. These points will be named 'Points B'.  
 Control of Down Home SUN762 at Sunshine will be transferred to West Tower. A board lettered 'WST' will be provided on the post. All other signals on the Loop line at Sunshine will remain under the control of Sunshine.
- 13.01.2001 **Waurin Ponds** (WN 2/01, SW 1004/01)  
 On Saturday, 13.1, boom barriers were commissioned at Torquay Rd (81.700 km) and Anglesea Rd (86.384 km). The boom barriers will operate automatically for all trains.
- 24.01.2001 **Tottenham Yard** (WN 4/01)  
 On Wednesday, 24.1, the trailing points from Nos 1 & 2 Roads, West Yard, to the Up Independent Goods Line in advance of Post 4G were abolished.
- 29.01.2001 **West Footscray - Tottenham B Box (Tottenham Junction) - Sunshine** (WN 4/01)  
 From Sunday, 29.01., Tottenham B Box was abolished. The location will henceforward be known as Tottenham Junction and will be worked from West Tower using the WestCAD system. The Up and Down Independent Goods Lines between West Footscray and Sunshine were track circuited. Post 4G and the associated quadrant at T (Tottenham Yard) were abolished.  
 The semaphore signals on Posts 5G and 7G were replaced by two position light signals. For movements towards Tottenham Yard past Post 5G a Dwarf light signal with a 'Siding' Board was provided. Dual control points machines were commissioned on Points 4, Hayes Derail & Crowder 4, Points 7 (which were renumbered Points 9), and Points 8. These point machines had been previously provided (see SW 1002/21). The Broad Gauge release (15) operated by the ARTC Train Controller was also transferred to West Tower.  
 West Tower will operate the signals on Posts 5G, 7G (for moves to Sunshine), TOT U8 (for moves to Tottenham Yard), and 12 (for moves to Sunshine). The ARTC Controller will operate the signals on Posts 7G and 12 for moves towards Brooklyn. The Broad Gauge points are operated from West Tower.  
 Before signalling a train into Tottenham Yard the Signaller at West Tower must obtain permission from the Yard Foreman. The Yard Foreman will tell the Signaller which road the train is to arrive on. The Signaller is to pass this instruction onto the Driver who will be responsible for operating the hand points appropriately. Signs will be provided to label the roads.  
 The Yard Foreman may lock out roads using hand locking bars and derails. The Yard Foreman is to advise the Signaller at West Tower when roads are taken out of use and restored.  
 A dedicated radio channel (62) is provided for communication between Drivers and the Signaller West Tower. Should a signal fail, the Driver must contact the Signaller on the dedicated channel stating name, number, train describer number, and signal number. If detection is available on the points in advance of the train, the Signaller will issue a Caution Order to the Driver. As all communications on Channel 62 are recorded it will not be necessary for the Driver to take down the details of the order. If detection is not available, the Signaller will instruct the Driver to check the position of the points and, if necessary, operate them to the required position before granting authority to pass the signal. Should the signals on Posts 7G or 12 fail for a movement towards Brooklyn the ARTC Train Controller will issue the Caution Order, but the Train Controller must check with the Signaller at West Tower to ensure that the points are in the correct position for the move.  
 Operating Procedure 22, Section 34, Book of Rules is to be replaced by the following:  
 22 West Footscray - Sunshine, Operation of passenger trains on the Independent Goods Lines  
 i) Only one train is permitted between West Footscray and Tottenham Junction or Tottenham Junction and Sunshine at any one time when it is necessary to run a passenger train on the Independent Goods Lines.  
 ii) Prior to the departure of a Down passenger train from West Footscray or Tottenham Junction, or an Up passenger train from Tottenham Junction, the Signaller at West Tower must check that the track section is clear and that the previous train has cleared the points in advance of the Home signal. Prior to the depar-

ture of an Up passenger train from Sunshine the Signaller there must check with the Signaller West Tower that the section to Tottenham Junction is clear.

iii) After the passenger train has entered the section the Signaller must restore the signal controlling the entrance to the section to Stop and secure the lever normal.

iv) No other train is to enter the section until the passenger train has cleared the track section ahead.

v) Permission must be obtained from the Signaller West Tower prior to placing the signals on Posts 2G or 3G to Stop to allow a movement to or from the Independent Goods line. The Signaller must be advised when the movement is completed and the signal cleared.

03.02.2001 **Centrol** (WN 5/01)

From Saturday, 3.2., Room 7 Level 3 was relocated to Room 4 Level 1.

04.02.2001 **West Footscray** (WN 5/01)

From Sunday, 4.2, control of the signalling on the Broad Gauge Goods Lines was transferred to West Tower. The signals affected were Controlled Automatic 3 (MG304) (Up Independent Goods Line), Up Home 4 (Post 192) (Up Independent Goods Line to Dual Gauge Line), and Dwarf 5 (Tottenham Yard to Dual Gauge Line). The Broad Gauge signalling is released by the ARTC Train Controller by No 187 Release.

West Footscray is controlled from the WestCAD system that also controls the line between Newport and Sunshine and Tottenham Junction.

The instructions for Tottenham Junction re instructing the Driver of trains about the road they are to arrive in and the Yard Foreman locking out roads also apply at West Footscray. The instructions for Tottenham Junction re signal failures also apply at West Footscray. In the event of Dwarf 5 or Home 192 failing, the Signaller at West Tower must confer with the ARTC Train Controller and ensure that Blocking Commands have been applied to Homes 186 and 194 before issuing a Caution Order.

Dwarf 25 was abolished. Levers 3, 4, 5, 10, 15, 20, 21, 22, 24, 25, 26, and 27 were removed from service.

04.02.2001 **Westall** (WN 5/01)

On Sunday, 4.2, the boom barriers at Westall Road were decommissioned.

(05.02.2001) **Macaulay Stabling Siding** (WN 4/01)

A number of recent derailments at these sidings have been traced to Drivers not proceeding fully into the dead end (Shunting Neck M) behind Dwarf NME580. Commencing forthwith the use of Shunting Neck M is forbidden.

The double compound at the entrance to Shunting Neck M is motor operated. The points (429) leading to Shunting Neck M or the main line are worked from Metrol. The points (491) leading from the Shunting Neck or the main lines towards the sidings are worked from the Drivers Control panel. Points 491 are air operated and may be trailed, but having been trailed will return to their original position and may consequently derail a train if it does not fully enter the shunting neck

Train drivers transferring trains between sidings must communicate with Metrol prior to moving towards Dwarf 580. The Driver must advise the Signaller of the required movement and the number of cars. For a three car set the train must shunt to the Up Upfield line behind Post 527. For a six car set the train must run to a location where the Driver can change ends (e.g. Spencer Street station).

05.02.2001 **Broadmeadows** (WN 4/01)

From Monday, 5.2, the interlocking was altered so that the train stops will remain raised for movements from Homes BMS514 and BMS524 to the Jacana Loop line.

07.02.2001 **West Footscray** (WN 5/01)

From Wednesday, 7.2, control of the Broad Gauge points were transferred to West Tower. The points affected were Points 15, Points 20, Points 21, and Catch 24. Points 21 have renumbered 20D to form a crossover. All points are fitted with Dual Control Point Machines. Catch 24 is provided will self normalise after the passage of a train.

07.02.2001 **Epping** (WN 5/01)

On Wednesday, 7.2., Dwarf EPP128 was raised to improve sighting.

(12.02.2001) **Broadmeadows** (WN 5/01)

In the event of a Home signal controlled by Broadmeadows failing at Stop, the Driver must immediately contact the Signaller by the signal post telephone. The Driver must give his or her name, grade, post number, the train number, originating station and destination. The Signaller must check that all points are correctly detected for the movement and then complete and dictate a Caution Order (2377). All messages over the post telephones are automatically recorded so it will not be necessary for the Driver to take down details of the Caution Order. Should detection not be available, the Signaller must manually operate the points and then deliver the Caution Order to the Driver. Amend Operating Procedure 28, Section 34, Book of Rules.

17.02.2001 **Piangil** (WN 7/01)

Commencing 17.2 the hand operated Hayes Derail in No 2 Road will be relocated to the main line 165 metres in advance of the points leading to No 2 Road. Boards lettered 'Derail' on a red background are provided on both the Up and Down sides of the derail. A Caution Board will be provided 300 metres from the Derail lettered '300 Metres Stop'. The Location Board will be relocated to be 2500 metres from the

facing points.

When a train or vehicles is to be left at Piangil the Derail is to be locked on the rails. If more than 9 vehicles are to be left for loading the vehicles may be left secured on the main line within the protection of the Derail. The points at the Up end leading into No 2 Road may be left unlocked to allow the operator to place the remaining vehicles for loading. When a Down train arrives at Piangil the Driver must stop at the Derail board and check that the line is clear and the Derail is off.

This is to be added as a new Operating Procedure 124A, Section 34, Book of Rules.

(19.02.2001) **Absolute Occupation**

(WN 6/01)

The present wording on an Absolute Occupation circular that reads "The Train Controller must be conferred with as to whether the Absolute Occupation may be granted." will be replaced by "Prior to granting the Absolute Occupation the Signaller must confer with the Train Controller. The Signaller and Train Controller must agree that the section of line for which the Absolute Occupation is required is clear and that the last train has cleared the section."

## LETTERS TO THE EDITOR

Brett Cox writes:

I would like to thank you for inserting the questions below in your next issue of Somersault.

I have made a couple of amendments to questions and added a few more in.

1. When was the Chrysler Goods service withdrawn?
2. Why were staff tickets removed for the Gowrie - Upfield section in 1990 but were reinstated in 1993?
3. What is the reason for control of automatic signal No. GOW 522 from Upfield box (eg To protect a train in the platform at Gowrie)?
4. When were the scotch blocks removed and replaced by Derails at the entrance to Ford's Siding?
5. When were the: a) Standard Gauge Scotch Block; b) Broad Gauge Scotch Block; c) B.G Notice Board & d) H.L.B's at Shaw's Pipe Siding (Kauri Timber Co.) provided?
6. Do you need permission to travel from Somerton to Ford's or vice versa from Visy Board? (The Line travels right through the middle of the factory)
7. When were signals 73 & 74 at Upfield Approach cleared?
8. When was the Notice Board at Upfield 'Scotch Block' Provided?
9. When was No. 3 track at Ford's Siding converted to a Gauntlet Track?
10. When was Tubemaker's of Australia Siding (Near Upfield - Not Somerton) removed?
11. When was the a) Lever in the siding removed; b) Concrete Baulk placed over the siding and c) Rodding removed from the main line points and the points spiked at Union Steel siding on the Ford's SG lead.
12. When was the H.L.B at Clyde Engineering on the main line removed?
13. When was the notice board placed next to the Ford siding gate regarding the electric staff?
14. When did the last train run to Ford's siding and what gauge was it?
15. When was the Scotch Block and Notice Board removed at Upfield?
16. When did the last train run to: a) Union Steel & b) Kauri Timber Co. Ltd?
17. When was the cabin at Somerton removed and control given to C.T.C?
18. Why was crossover No. 12 at Somerton Spiked Out of use in the early 1960's and when was it restored back to service?
19. When was Train Staff and ticket withdrawn at Upfield and replaced with ATC?
20. When were the booms commissioned at Barry's Road?
21. Does anybody have the report on the derailment at Ford's siding involving loco No. T411?
22. When was the fixed train stop at the back of Upfield installed?
23. Is there a pier spring lever on the Ford assembly plant lead?
24. When was Patullos lane closed to car traffic?
25. When was the Scotch Block in No.4 Siding installed & Removed?
26. Was the staff section Somerton - Ford's Siding before Upfield was reopened in 1959?
27. Were all the annett locks removed on the 10/1/1990 when the points were spiked at Chrysler or was it just the annett lock on the points?
28. Is it true that NRC are moving to Ford's Siding and if it is what will they do eg. New points, track or other equipment?
29. Why at Somerton are there kilometre boards that only record the distance from: a) Somerton signal box to Blue Circle; b) Somerton signal Box to Ford's Siding?
30. When was the last time that the electric staff was used between Upfield and Somerton?
31. Why was there two derails on the lead to Steel Mains and when were they installed & removed?
32. When were tracks 3 & 4 Commissioned for use (Somerton Loop)?
33. When was No. 5 Track at Somerton Loop Installed / Removed, and was it ever there? (The only evidence I can find is a picture of the diagram in Somerton Box?)
34. Does the Electric Staff instrument remain in Upfield Signal Box?
35. The layout at Steel Mains Siding in Litho 18/65 is different from the current one. When was this changed and why?
35. If anybody has signalling diagrams of Somerton during the 70's & prior to 1959 or Photos of the area these would be greatly appreciated.

The editor would be pleased to receive correspondence on these questions.

## JOLIMONT TO CLIFTON HILL

The first serious proposal to provide a rail service to the north east of Melbourne was the 'Outer Circle' line of the late 1870s. This line was seriously suggested by the Engineer-in-Chief to bring the Sale line into Spencer Street via Oakleigh, Camberwell, Fairfield, North Fitzroy and North Melbourne. The main advantage of this proposal was to avoid purchasing the Melbourne and Hobson Bay United Railway Company, which owned the railways radiating from Flinders Street, but the disadvantages were obvious. Eventually, the government purchased the private company and the proposal lapsed for a decade.

The railway construction act of 1880 included a line from Richmond to Alphington via Clifton Hill. The proposed line left the Hawthorn railway beyond East Richmond and curved northwards through Collingwood and Clifton Hill, and thence to Alphington along the line actually constructed. Although the act was passed the Alphington line was not constructed. The stated reason being the high cost of land resumption through Richmond.

The next railway construction bill, of 1882, included a line to Heidelberg. This line was based on the 1880 act, but the section between Richmond and Collingwood (now Victoria Park) was abandoned. The connection between the city and Collingwood was now to be by a branch from the Coburg line at Royal Park through North Fitzroy to Clifton Hill where it would make a trailing connection with the 1880 line. The bill passed the lower house, but was still being debated in the upper house when the government fell over the Christmas recess.

By this time, however, a contract had already been let for the construction of the section between Clifton Hill and Alphington (which did not need to await the passage of the act as construction was authorised under the 1880 act). The contract to construct this section was let in September 1882 and was completed even though the act to construct the connecting lines was lost. During 1885 this short section of line was used by a private rail motor which provided service between 9 am and 5 pm. The rail motor was driven by a 6hp Otto engine through friction gears - this must have been one of the first internal combustion railmotors anywhere in the world.

After a new government was elected a fresh railway construction act was passed in 1884 - this became known as the Octopus Act. This bill included the line between Royal Park and Clifton Hill (as well the lines from North Fitzroy to Fitzroy, North Fitzroy to Whittlesea, Alphington to Heidelberg, and Fairfield to Oakleigh). Contracts were let for the construction of the lines between Royal Park, Clifton Hill, and Collingwood, and Alphington and Heidelberg in 1886.

The lines were opened on 8 May 1888 to the universal dissatisfaction of residents in the north east. A train trip to Heidelberg involved starting at Spencer Street and travelling in a big loop around the city through North Melbourne, Royal Park, North Fitzroy, Clifton Hill to Collingwood (now Victoria Park station). The train was then reversed and returned to Clifton Hill before branching off to Heidelberg. Not surprisingly most passengers changed at Collingwood to the Johnston Street cable tram (which had opened in December 1887).

The railway construction bill of 1890 included two direct lines to the north east. One line ran from Flinders Street to the Whittlesea line via Fitzroy and the other ran from Flinders Street to the Heidelberg line via Collingwood. Both were recommended for construction by the Parliamentary Standing Committee on Railway Construction, but the whole

bill was eventually abandoned due to the collapse in the economy in the 1890s.

The question direct railway access to the northern suburbs was revisited several times during the 1890s, but nothing happened. Commercial rivalry between Collingwood and Fitzroy meant that each review recommended construction of both direct lines. This needless duplication of a very expensive inner city line was an economic impossibility for a government in the midst of a massive depression, particularly as country MLAs could see no reason to spend money building city lines at all. In 1898 the impasse was broken with the decision to construct a direct line from Princes Bridge to Clifton Hill via Collingwood. This was opened 21 October 1901 and Heidelberg line passengers gained direct access to the city.

Suburban passengers on the Whittlesea line passengers had to wait another three years for a direct line. Politically, it was apparently necessary to maintain the story that the second direct line through Fitzroy would be eventually constructed. Eventually political pressure from the northern suburbs outweighed that of the Fitzroy shopkeepers and a very short loop was constructed in 1904 to link the Whittlesea line to Clifton Hill at Northcote Loop Junction.

### JOLIMONT

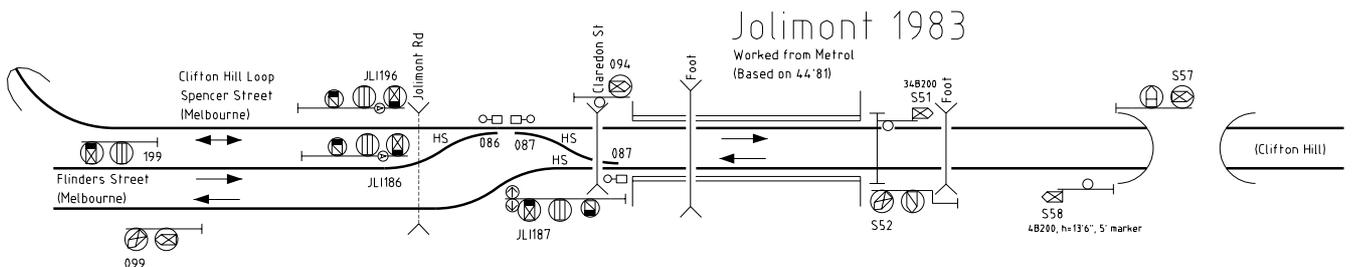
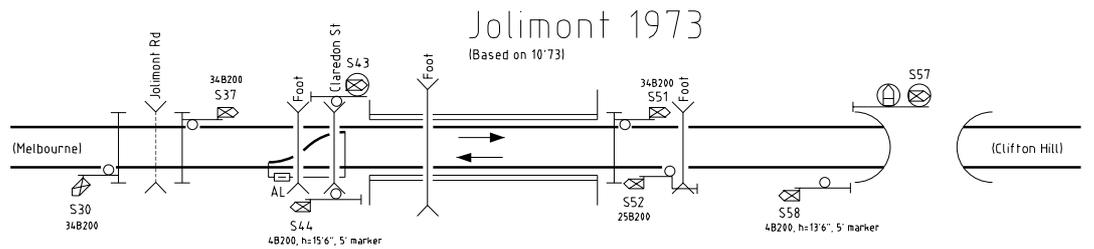
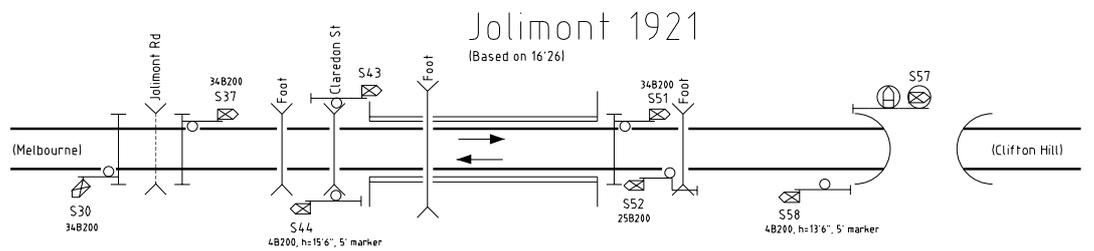
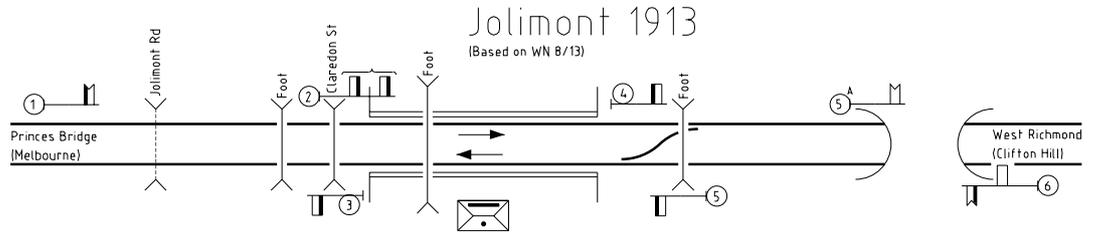
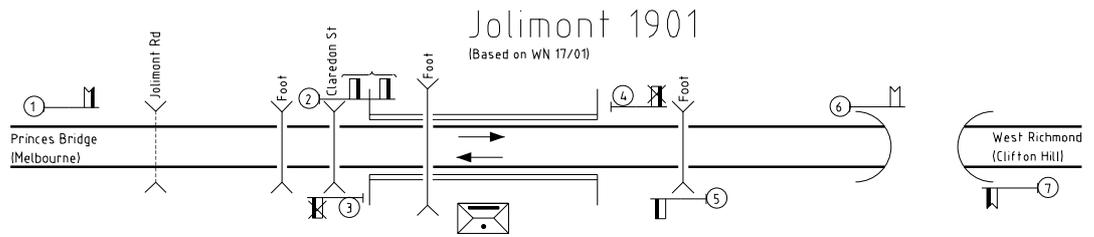
Jolimont was opened with the Collingwood direct line on 21 October 1901. On opening, the station was interlocked from an 8 lever frame (6 working) situated in a signalbay on the Up platform. I can just remember the signalbay which (like West Richmond) was an attractive wooden structure with fancy wooden mouldings. The six working levers operated, as you might expect, the usual complement of Starting, Home, and Distant signals in each direction. Jolimont was not a permanent block post, however, and the Weekly Notice notes that the Up and Down Starting signals are 'only used on special occasions. Crosses are fixed on them when not in use.' Presumably special occasions meant cricket and footy games at the adjacent MCG.

Lock and Block replaced Winter's Block instruments between Prince's Bridge and West Richmond on 6 March 1902. Gavan Duffy suggested that

Probably the determining feature in bringing this [installation of Lock and Block between Prince's Bridge and West Richmond] about was an extremely regrettable incident, which occurred one holiday, when Jolimont was switched in and the signalman there let a train into the tunnel on top of another one standing at West Richmond home signal. As I remember it, no-one was injured but there was an awful lot of talk! [ARHS Bulletin March 1961 p50]

The WN notes that 'Provision is made for Jolimont Station being switched in as a temporary Lock and Block post when required'. Jolimont still switched in only on special occasions in May 1903, but was permanently in by December 1909. Jolimont was probably became a proper block post around December 1904 when the block sections between Princes Bridge and Victoria Park were adjusted.

The two tunnels between Jolimont and West Richmond were always a concern. In December 1906 (in response to a another regrettable incident?) special forms were provided for use when the Lock and Block instruments failed on this section. In addition to authorising the Driver to pass the Starting signal at Danger, the forms required that trains not exceed 6 mph through the tunnels. The Signalman had to specially draw the attention of the Driver to the speed re-



striction when handing over the form.

A trailing crossover 'for emergency purposes' was provided at the Down end on 20 February 1913. The crossover was worked from the frame which consequently gained an extra lever. The crossover was abolished on 14 January 1921 in advance of the provision of automatic signalling on 3 April 1921.

Automatic S43 was converted from an upper quadrant semaphore to a light signal on 23 June 1927.

Jolimont was to be the junction for the Clifton Hill tunnel of the new City Loop. The first work was the provision of an emergency crossover on 28 June 1973 at the Up end of the station. This crossover allowed trains to terminate while reconstruction work was being carried out at Princes Bridge and I can remember this crossover being used. The crossover was secured by an Annett Lock with the key being kept in a locked cabinet adjacent to the point lever. The ramp to the underground loop was to be on the alignment of the original Down line and the main lines were slewed to the

south between Claredon Street and Wellington Pde Sth. This occurred on 4 November 1973 and, in preparation, Automatic S30 was replaced by a new mast on the retaining wall on 28 October. The ramp was used as a construction depot for the tunnelling and I can remember looking out for the bright yellow narrow gauge tunnelling equipment. Signal S37 was replaced by a light signal on 18 November 1973. Signal S58 was renewed in situ on 9 April 1978. On 28 September 1980 the automatic signals S30, S37, S43, and S44 were renumbered 099, 186, 094, and 187 (respectively). The emergency crossover at the Up end of Jolimont was booked out of service on 4 October 1981.

The junction to the new underground loop was provided on 2 May 1982 when the panel at Flinders Street D box was extended to work the new points. Automatic signals 186 and 187 were converted to Home signals and given the prefix 'JLI', although this was not carried on the post. The upper quadrant arm on Post S52 was replaced by two light signals to allow this signal to show 'Medium Speed Warn-

ing'. The new panel worked signals 186, 187, 196, and 199 and Points 087, and 094. The loop was apparently opened on 2 October 1982. Home JLI187 was subsequently provided with arrow type point indicators in early February 1983 which reflects an interesting feature of the signalling at Jolimont: the use of normal speed aspects for diverging moves from the Up line to the Loop and from the Down line from Flinders Street. The points are high speed points suitable for speeds up to 65 km/h and these moves would normally be signalled using medium speed aspects with a '65' modifier. However, the line speed at Jolimont is only 60 km/h so normal speed aspects may be used.

### WEST RICHMOND

West Richmond was opened with the line on 21 October 1901. From opening it was a block post, the normal sections being Flinders Street D - West Richmond - Victoria Park. Like Jolimont it had an 8 lever frame working the usual Starting, Home, and Distant signals in each direction.

Lock and Block replaced Winter's Block instruments between Prince's Bridge and West Richmond on 6 March 1902 and between West Richmond and Clifton Hill 'A' on 22 September 1902.

West Richmond was closed as a block post (in favour of North Richmond) on 4 December 1904. The interlocking frame was abolished and all signals taken away except for the Up and Down Homes.

It was reopened as a Lock and Block post on 15 September 1911. A full complement of signals was once again provided. The frame was, again, of 8 levers (2 spare). West Richmond could switch out and the initial block hours were Monday - Friday 0630-0930 & 1630-2000 and Saturday 0630-1430. The Down Home signal was subsequently relocated

from Post 7 to Post 6 (the Jolimont Up Distant) in late December 1912, no doubt to improve sighting.

West Richmond was closed as a block post on 3 April 1921 with the introduction of automatic signalling and consequently ceased to be of any safeworking interest whatsoever. Of signalling interest, however, is Automatic S71. Squeezed under the Cross Street bridge this is the last example of a triangular Style VR head.

### NORTH RICHMOND

North Richmond was opened with the line on 21 October 1901, but was not initially a block post. The normal Up and Down Home signals were provided worked from quadrants on the platforms.

West Richmond was opened as a Lock and Block post on 4 December 1904 in lieu of West Richmond which was closed on the same day. This alteration was probably to even up the block sections in conjunction with the increased traffic resulting from the opening of the Northcote Loop. Starting and Distant signals were provided and an 8 lever frame (2 spare) was provided to work them.

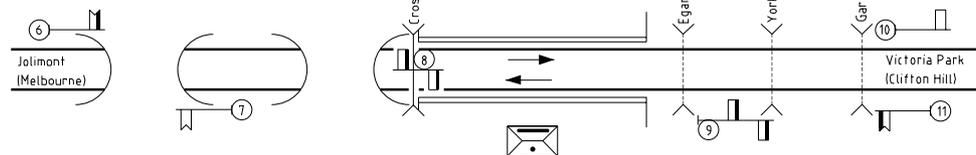
By the week ending 24 October 1910 the Up and Down lines between Flinders Street D and West Richmond had been tracklocked. Track locking was extended to Clifton Hill A box in the middle of August 1911.

The Down Starting signal was relocated from Post 11 to a new Post 11A around 13 October 1911 in conjunction with the opening of Collingwood as a block post.

A trailing crossover was provided at the Down end on 20 February 1913. The crossover was worked from the frame, but the Book of Signals explicitly instructed that it was only provided for emergency use. How this differed from the other trailing crossovers at block posts is anyone's guess.

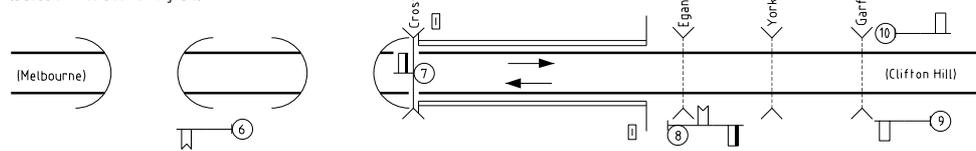
#### West Richmond 1901

(Based on WN 17/01)



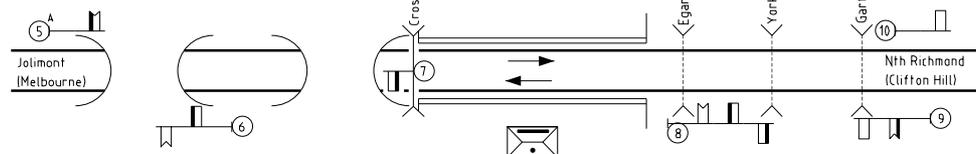
#### West Richmond 1904

(Based on 1908 Book of Signals)



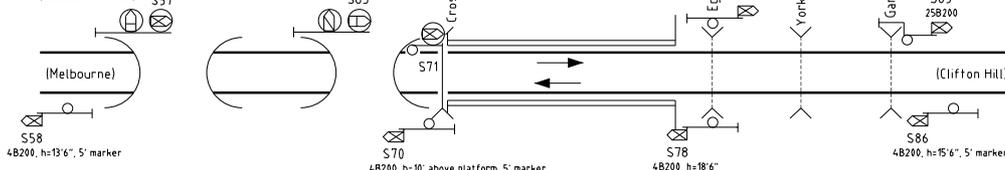
#### West Richmond 1913

(Based on WN 8/13)



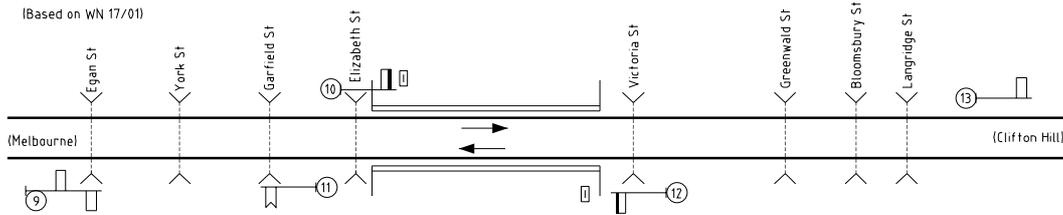
#### West Richmond 1921

(Based on 16'26)



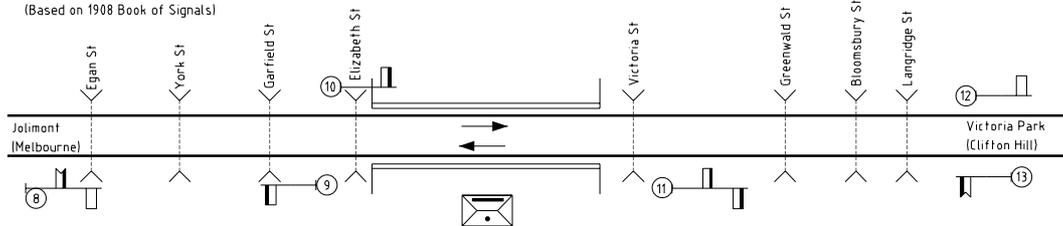
### North Richmond 1901

(Based on WN 17/01)



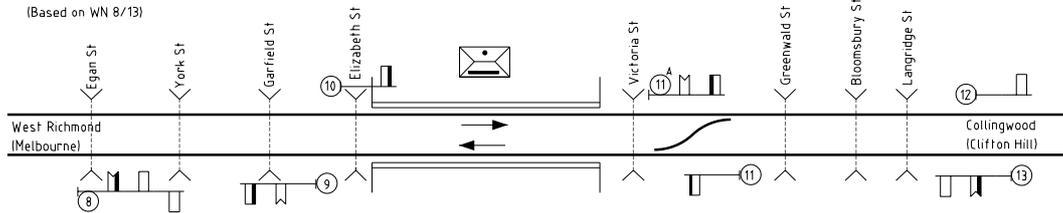
### North Richmond 1904

(Based on 1908 Book of Signals)



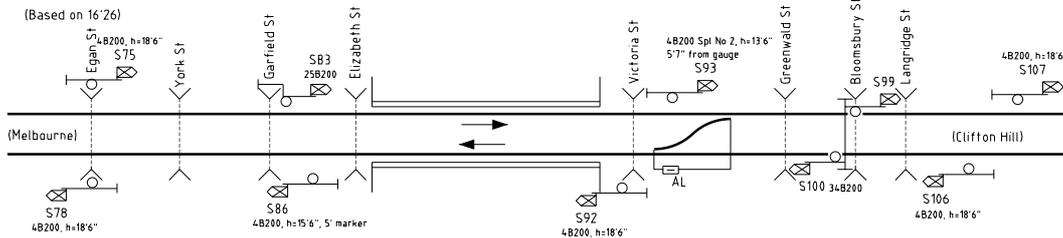
### North Richmond 1913

(Based on WN 8/13)



### North Richmond 1921

(Based on 16/26)



The signalbox and all mechanical signalling was abolished on 3 April 1921 when the automatic signalling was installed. The emergency crossover was retained and was now worked by a small point lever and secured by an Annett lock. The key to the lock was secured in a switch in the station office and removal of the key secured the signals S83, S93, S100 and S106 at Danger. The emergency crossover was eventually taken out of use in late August 1940 and was removed on 12 February 1941.

## COLLINGWOOD (TOWN HALL)

Collingwood Town Hall was opened with the line on 21 October 1901, but, like North Richmond, was not initially a block post. Up and Down Home signals were provided worked from quadrants on the respective platforms. The lengthy name was no doubt used to distinguish the new station from the old Collingwood which was now known as Victoria Park. The 'Town Hall' was dropped from 1 May 1909.

Collingwood was opened as a Lock and Block post on 13 October 1911. The standard 8 lever frame was provided (2 spare) working the conventional Distant, Home, and Starting signals in each direction. All signals were placed on existing posts, except the Down Starting signal which was placed on a new Post 14A (although initially it was to have been placed on Post 14). Collingwood was equipped with a block switch and the initial block hours were Monday - Fri-

day 0630-0930 & 1630-2000 and Saturday 0630-1430.

The signalbox was abolished on 3 April 1921 with the provision of automatic signalling.

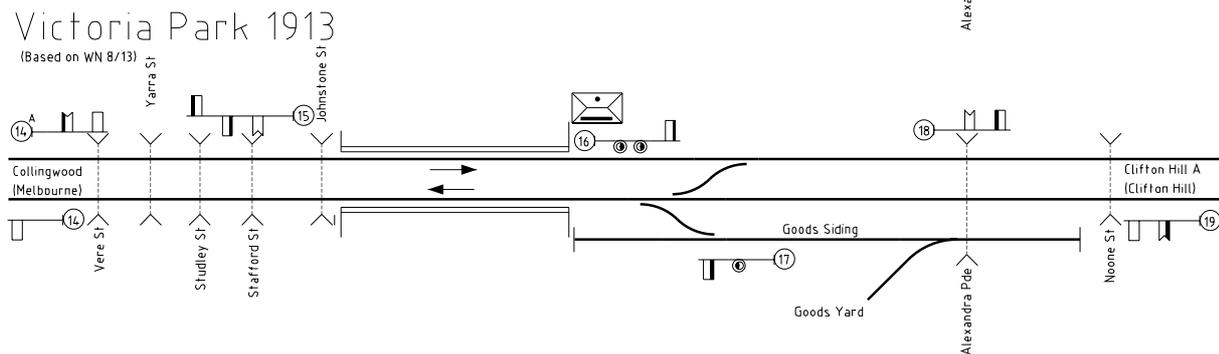
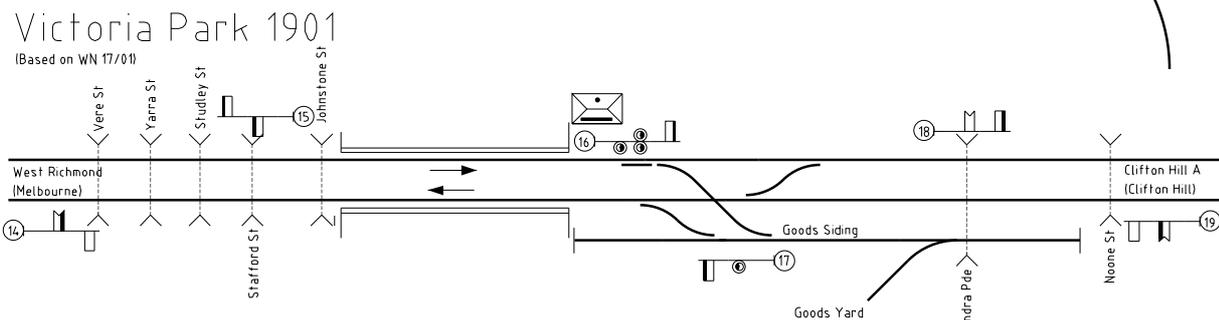
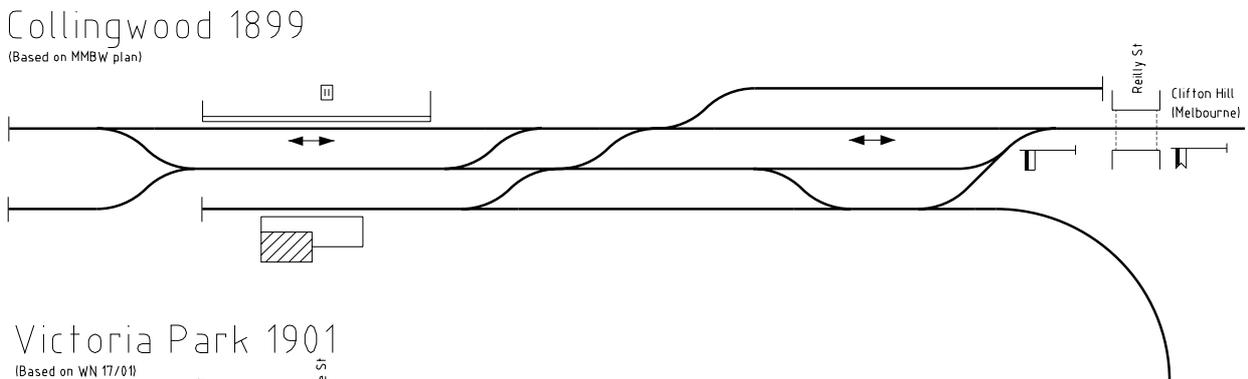
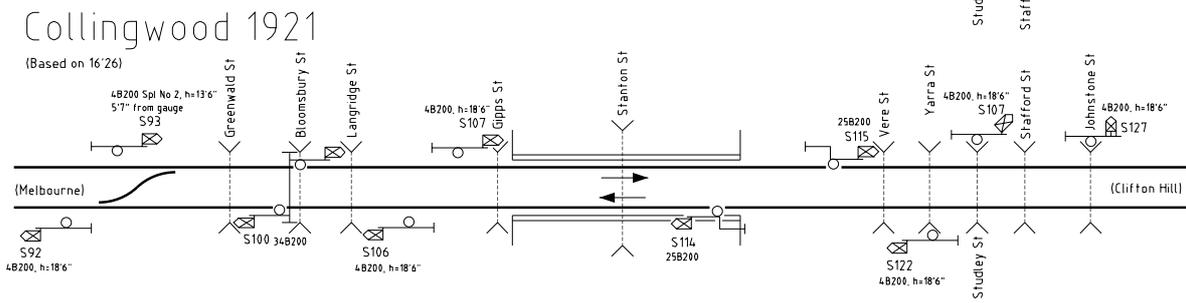
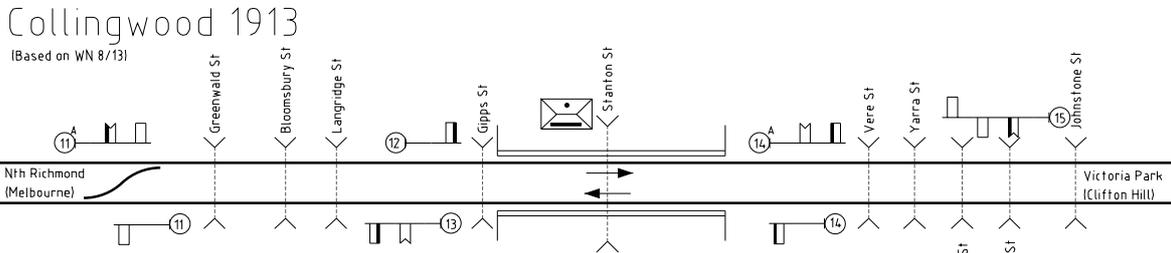
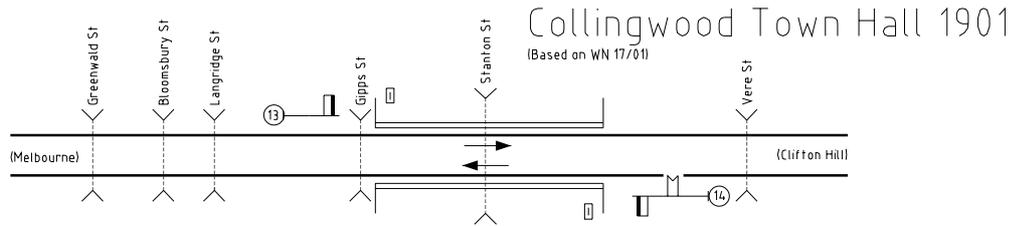
In conjunction with the provision of the signalbay at Victoria Park in October 1924 Automatic S115 was renumbered S113

## VICTORIA PARK

The station now known as Victoria Park was opened on 8 May 1888 as 'Collingwood'. The original station was situated at ground level to the east of the current station in what later became the goods yard. Collingwood was the terminus of the short spur line from Clifton Hill. As described in the introduction, trains to Heidelberg ran via Royal Park and Clifton Hill and reversed at Collingwood before returning to Clifton Hill to go to Heidelberg. Trains similarly reversed at Collingwood on the return journey.

The track from Clifton Hill was single and was worked by Staff and Ticket with Single Line Block from opening. Large Electric Staff replaced this from 9 September 1898. The 1898 GA instructed that 'Line Clear' could not be given to Clifton Hill unless the line was clear to the buffer stops. Collingwood was not interlocked. The register of signals at non-interlocked stations states that Collingwood had a Distant signal by 1 July 1899, but the 1898 and 1901 General Appendices contradict this.

When the direct line to Princes Bridge was constructed



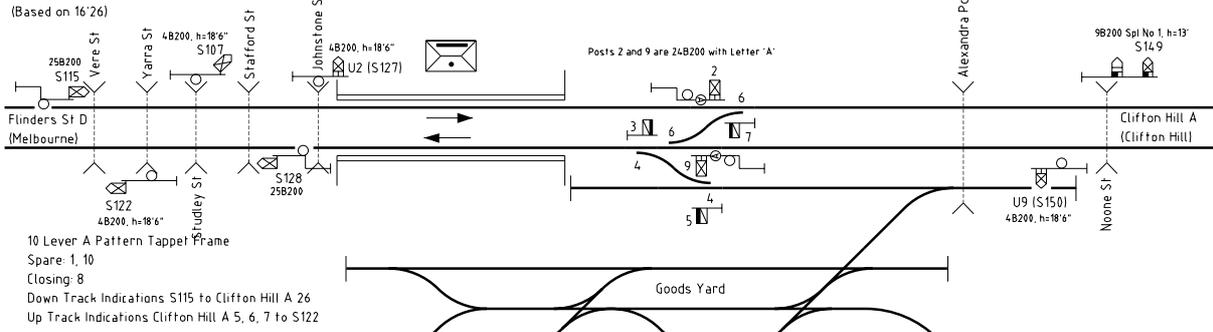
the new station was located on an embankment on the west-ern side of the original station; the new line joined the old line about two thirds of the way between Victoria Park and Clifton Hill as the line climbed the rise into Clifton Hill. As part of the construction work a staff locked 'Collingwood Ballast Siding' was provided on 20 August 1900 and closed with the opening of the new line.

The new station was brought into use on 21 October 1901 and was named 'Victoria Park'. The original station contin-

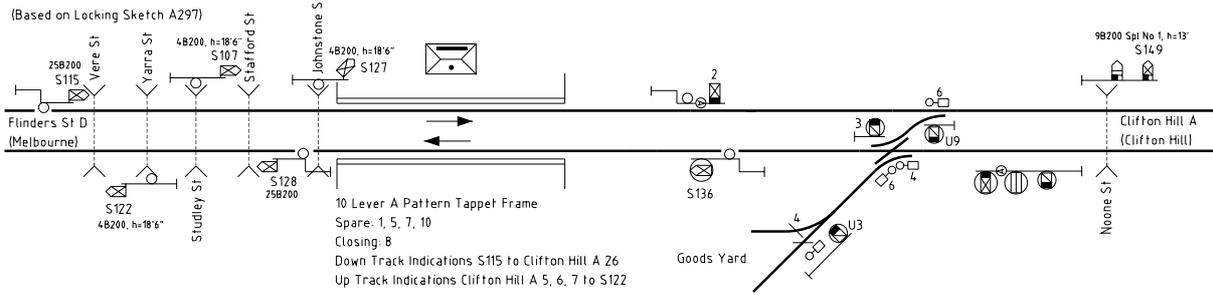
ued in use as the goods yard and was connected to the new station by a short zig zag from a lengthy headshunt. It was a double line block post from opening with the sections West Richmond - Victoria Park - Clifton Hill A. The points and signals were worked from a signalbox located at the Down end of the Down platform which was equipped with an 18 lever frame (2 spare). The contract to construct the box had been let to D. Spencer on 5 July 1901 for £212/11/6.

Lock and Block instruments replaced Winter's Block in-

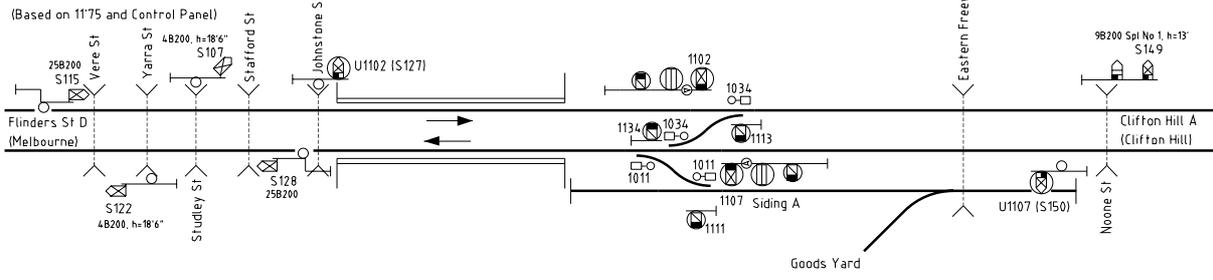
### Victoria Park 1924



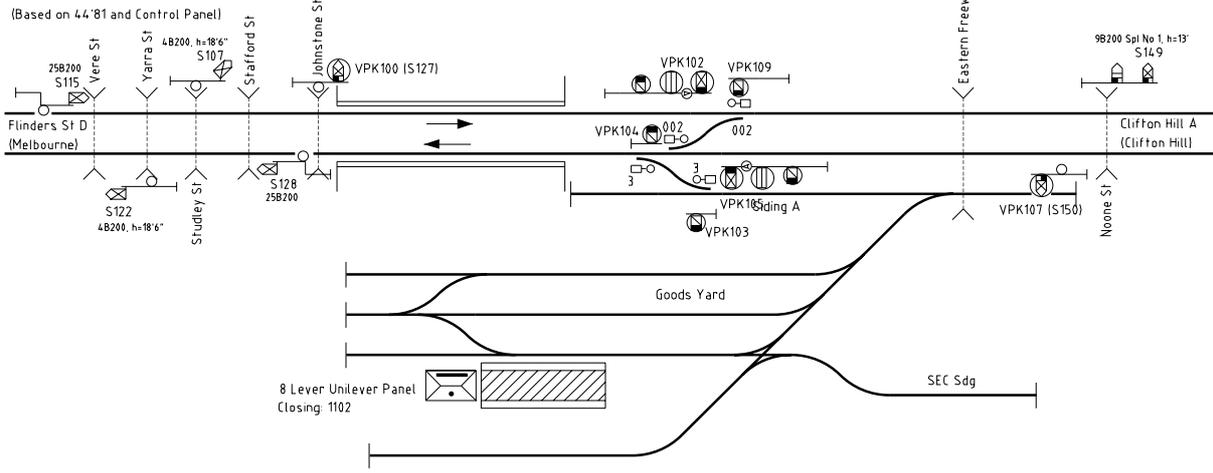
### Victoria Park 1973



### Victoria Park 1975



### Victoria Park 1981



struments on 22 September 1902. By this date (if not earlier) Victoria Park could switch out and was normally switched out on Sunday. When the signalbox was switched out the Up and Down Home and Distant signals were worked by the station staff by means of 'auxiliary levers' (frames) placed on the platforms. It is not clear if one four lever frame was provided, or separate two lever frames on each platform. These frames are not mentioned again, so it is probable that they did not last very long.

The Up and Down lines were tracklocked between North Richmond and Clifton Hill A in the middle of August 1911.

The facing crossover from the Down line to the Goods Siding was abolished on 5 August 1912, together with the left hand disc on Post 16. Until the early twenties all goods traffic to Victoria Park was worked via North Fitzroy and Clifton Hill. There would consequently have been little or no need to run from the Down main line into the goods yard. Three levers became spare in the frame as a result of this alteration.

Lock and Block working was replaced by automatic signalling on 3 April 1921. The signalbox was retained to work the connections to the goods yard, but all main line signals were replaced by upper quadrant signals. The levers were rearranged in the frame and levers 10 to 18 were boarded over. The frame was now counted as a 9 lever frame and worked 5 signals, 2 points, and a closing lever. The box was only opened as required for goods traffic.

The signalbox was replaced by a signalbay on the Down platform on 26 October 1924 due to extension of the platforms. The new signalbay contained a 10 lever A pattern frame. There was no change to the signals or points, but the signals were renumbered. The signalbox was relocated to Northcote where it was brought into service on 12 February 1925 and was only taken out of use in 1987.

Weekly Notice 30/25 instructed that whenever it was necessary to sidetrack a goods train at Victoria Park, the Signaller had to immediately notify the Signaller at Clifton Hill A and Princes Bridge signalboxes. In addition, the Guard of any Up Heidelberg Goods that required to shunt Victoria Park had to notify the Signaller at Fairfield Park who would pass on the message to the Signaller at Clifton Hill A box. All messages were to be entered in the Train Register Books at the respective signalboxes.

The goods sidings and main line crossover were wired for electric traction on 10 September 1929, except for the crane road siding at the Up end and each of the sidings at the Down end leading to the truck turntables at the Flour Mill Siding. A private siding for the SEC was provided in late November 1929. The siding consisted of a 'double end' siding on the east side of the goods yard accessed by a crossover from Stratton's Siding at the Down end of the goods shed road. The new siding was not wired until January 1930.

A 'Signalbox closed' indicator was provided in late September 1931.

On 30 June 1938 the Block and Signal Inspector sent a memo to the Metropolitan Superintendent giving instructions as to the making up of the 0415 Up goods. Because of limited siding accommodation at Victoria Park permission was granted to make up this train on the Down Main line. Before placing any vehicles on the Down Main the Signaller had to confer with the Signaller at Princes Bridge to avoid detention to Down trains and the vehicles had to be removed from the Main line at least 20 minutes before the start of passenger traffic. The Guard was responsible for securing the vehicles and protecting them with a red light in accordance with Regulation 205 Clause h. It was prohibited to use the Up line to make up the train.

Fixed train stops were provided 10 feet in advance of the Stop Boards at the Up end of the siding on 1 July 1950.

On 9 February 1958 Dwarf 3 was relocated 11 yards further in and Dwarf 5 was relocated 8 yards further out. This was in preparation for the renewal of the points in March 1958.

In June and July 1973 the main line was slewed eastward to the north of the platforms to allow construction of a bridge over the new Eastern Freeway. On 17 June 1973 the connections to the goods yard were re-arranged. Instead of the trailing crossover and headshunt, access to the sidings was directly gained from a trailing crossover and facing connection located much further out from the station. The control was removed from Automatic S127. Home 9 was converted to an automatic signal and renumbered S136. Controlled Automatic S150 was converted (or replaced) by a new Down Home 9. Two levers were abolished from the frame. The Up track was slewed to its temporary alignment on 1 July, and the Down track on 15 July.

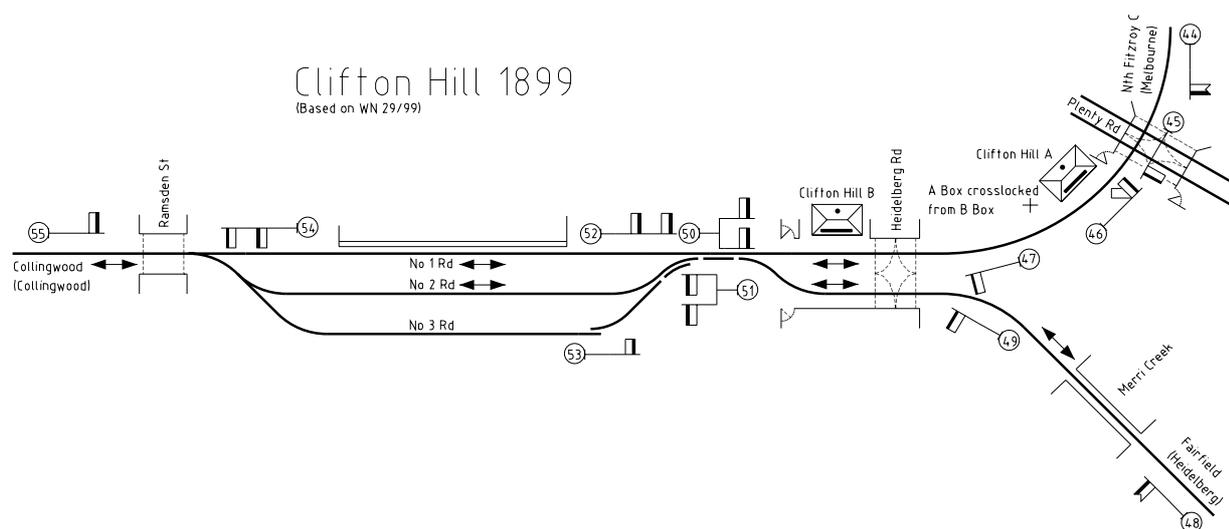
Construction of the bridge took three years - I can just remember the trains crawling over the deviation with panels of track stacked up like model train track. The Down line was slued to its final alignment over the bridge on 4 July 1976 and, from this date, the main line crossover was out of use and access to the goods yard was only available from the Up line. The Up line was slued to its final alignment on 1 August 1976 and the connections to the goods yard were restored to their pre June 1973 form. However, the crossover to the goods yard was temporarily spiked normal and the goods yard not available for traffic until the middle of August. The mechanical frame was replaced by a very small panel located in a 'temporary cabin' in the goods yard. Automatic S136 was replaced by a new light Home signal (1011) and Home 9 was reconverted back to a Controlled Automatic (although this time with a light head). Down Home 2 was replaced by a new mast with light heads around this time. The numbering of Victoria Park was very unusual and the points and signals were renumbered around October 1981 for Metrol. At some stage control of Victoria Park was transferred to Metrol, however, I believe the panel is still in existence. The control of Victoria Park was unusual as it was not shown on the NX panel at Metrol but was controlled directly through the computer.

The safety points at the Up end of the goods siding were replaced by a derail in December 1986. The points leading from the headshunt into the goods yard were spiked on 10 October 1988 and the goods sidings were subsequently lifted. The last goods traffic to Victoria Park was cement for the concrete plant on the western side of the line (a pipe ran under the embankment). Cement traffic was still being received in June 1985. I believe the last time the yard was actually used was during a transport strike when an inspector at the Met Doncaster bus depot arranged for a train load of diesel to be delivered from Geelong which was then transferred to the depot to keep the bus service operational. The headshunt remained in service, though it was rarely used until the Flinders Street stabling sidings were removed. Since that time the siding has been used each day to stable two sets between the peak.

## CLIFTON HILL (BEFORE 1901)

Clifton Hill was opened on the 8 May 1888. It apparently had a three road yard with the single passenger platform on the western side and the goods yard on the eastern side of the yard. The junction between the lines to Spencer Street and Heidelberg was situated north of the Heidelberg level crossing.

The station was partially interlocked from a signalbox



known as 'Clifton Hill Junction'. This was brought into service with the lines on 8 May 1888 and contained a 24 lever (1 spare) No 6 pattern frame. It worked the points and signals at the northern end of the yard, together with the gates at Heidelberg Road. The southern end of the yard was not interlocked. The contract to erect the signalbox had been let on 25 November 1887 to W. Bennett for 179/7/4.

Safeworking was by Staff and Ticket with Single Line Block from opening with the sections being St Georges Road Junction signalbox - Clifton Hill (No 2 pattern staff with Black boxes), Clifton Hill - Collingwood (No 3 pattern staff, probably with Red boxes) and Clifton Hill - Alphington. Fairfield Park was opened as a Staff station on 23 June 1890 (but not as a block post for two days later). The Clifton Hill - Fairfield Park staff was No 6 Pattern with Blue boxes.

The original frame only lasted for a little over 2 years. On 29 June 1890 a new 30 lever frame (4 spare) was provided in conjunction with the provision of the signalbox at Plenty Road (later known as Clifton Hill C box) and alterations at Clifton Hill. A locking alteration was recorded on 29 July 1890.

On 11 January 1891 the junction was moved to the Collingwood (south) side of the gates and a signal was relocated as well. The signalbox itself was relocated to 'the other side of crossing' (the Collingwood side) on 22 February 1891, and the levers were rearranged on 25 February 1891.

Fairfield Park and Alphington were closed as Staff stations on 26 August 1893, the section then becoming Clifton Hill - Heidelberg with a No 6 Pattern staff with Block boxes. The Single Line Block was probably removed from the Heidelberg line on this date; it had certainly gone by 21 May 1894. By 15 December 1896 all trains between Clifton Hill and Heidelberg had to carry the Staff unless special permission was obtained. Electric Staff working replaced the Staff and Ticket (with Single Line Block) between St George's Road junction - Clifton Hill - Collingwood on 9 September 1898. Instruments were also provided at Clifton Hill for the section to Fairfield, but these were normally disconnected and were only used for holiday and other special traffic. In normal working the Staff and Ticket section to Heidelberg remained in use. Electric Staff working had come into normal use by the issue of the December 1901 WTT - possibly in conjunction with the opening of the direct line and the consequent improvement in the service to Heidelberg.

By 1 July 1899 the signalbox was recorded as working 15 signals, 1 control, 3 points, 2 lockbars, 1 crosslock, 2 wickets, 1 set of gate gear and had 4 spare levers. The frame was renewed on 8 October 1899 due to fire damage. In preparation for the opening of the direct line, it appears that Nos 2

and 3 Roads were taken out of service on 10 October 1901 and the box now worked the junction itself: 8 signals, 1 set of points, 1 lockbar, and the gate gear.

## CLIFTON HILL A

Clifton Hill 'A' was opened on 21 October 1901 in conjunction with the new double line to Princes Bridge. The signal box worked the gates at Ramsden Street and the Up end of the yard. It worked Winters Block to Victoria Park, but the three lines between Clifton Hill A and B boxes were worked under station yard working. The box contained a 30 lever No 6 Pattern Rocker frame which worked 30 signals, 3 points, 4 lockbars, 2 wickets, and a set of gate gear. The box was erected by T. Wood for £ 216/12/7 under a contract had been let on 24 May 1901.

On 22 September 1902 the Winters Block instruments from West Richmond were replaced with SYX Lock and Block instruments.

A carriage siding was provided behind the platform on No 1 Road on 7 September 1903. An extra three levers were brought into use. It was at this time that Home 7 was relocated to a three doll bracket post.

All Down trains could be accepted under Block Rule VI (Section Clear, but Station or Junction Blocked) by the issue of the 1908 General Appendix. Clifton Hill A Box was the only Lock and Block location where this was allowed. However, the Signalman was also instructed not to accept a Down goods train from Victoria Park unless he could arrange for it to proceed without being brought to a stand on the rising grade at Post 20. The use of Block Rule VI for trains from Victoria Park was subsequently prohibited from the beginning of June 1914.

Track locking was provided between West Richmond and Clifton Hill A in the middle of August 1911. The three station roads were track circuited in February 1912. The Down Homes on Post 20 were consequently fitted with reversers. The Weekly Notice states that the arms on Post 23 were replaced by discs, but the lists of signals in WN 17/01 and the 1908 Book of Signals show that Post 23 only ever had discs. In future, however, the signals on Post 23 were not to be lowered for running movements from the Down line.

On 3 April 1921 three position signalling replaced Lock and Block between Princes Bridge and Clifton Hill A Box. Concurrently the Carriage Siding was abolished together with the Down Distant and Up Starting. In late July 1921 the overhead was energised between Princes Bridge and Heidelberg.

The Up Home from No 3 Road was removed from Post 24 to a new Post 23 situated on the left hand side of No 3 Road at the end of the platform on 27 February 1923 (although the Weekly Notice suggest that this might have occurred on 26 October 1924).

From 8 July 1926 direct bell communication for train description was provided between Flinders Street D Box and Clifton Hill B with repeating bells in Clifton Hill A. The block recorder situated at A box was consequently transferred and a Train Register was not subsequently kept there.

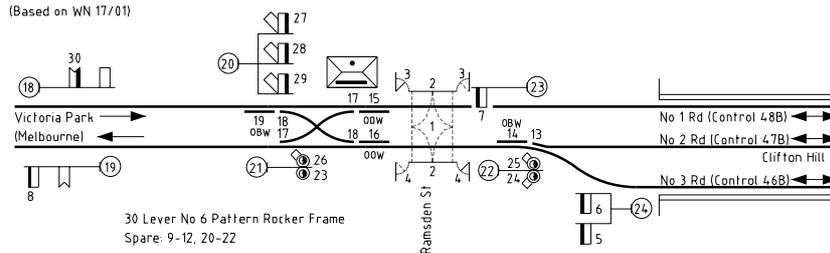
In 1947 the delta crossover immediately in front of the signalbox was replaced by two crossovers. Post 21 was relocated 100 yards further out on 12 October and on 15 October the delta crossover was taken out of use. On 16 October Up Automatic S160 was replaced by a new Automatic S158 77 yards further out. The new crossovers were brought into use on 7 December 1947 and, concurrently, the three doll bracket Post 20 was replaced by a light signal Post 26.

In later years Clifton Hill A was essentially a gate box and the points were not disturbed for lengthy periods. Over a decade of daily travel through Clifton Hill, I can only remember a couple of occasions when the crossovers were used. One occasion sticks in my memory. For some reason it was necessary to route a Down evening Hurstbridge line train through No 3 Road. I woke up to this as my carriage started bouncing through Crossover 18/19. When the train came to a stand in the platform, the PA on Platform 1 burst into life to inform the waiting passengers that "The train to Hurstbridge will be departing from the opposite platform". Unfortunately some of the passengers in the train were aware that they were in the wrong platform and assumed that the message was meant for them and promptly left the train and headed for the subway. It took about ten minutes to resolve the resultant confusion. I probably helped cause the confusion as I left the train just as the announcement was made -- I wanted to have a good look at Post 25 with an arm off.

Controlled Automatic S149 was replaced at some date by a light signal but the date does not seem to have been recorded. It was still shown as an upper quadrant semaphore on diagram 37/87, however it possible that this is an error as I cannot remember this being a semaphore signal. It had

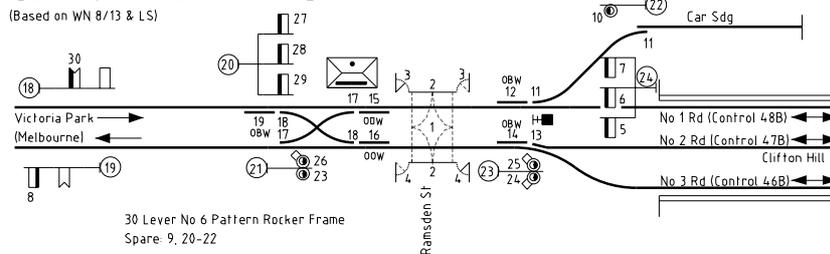
### Clifton Hill A 1901

(Based on WN 17/01)



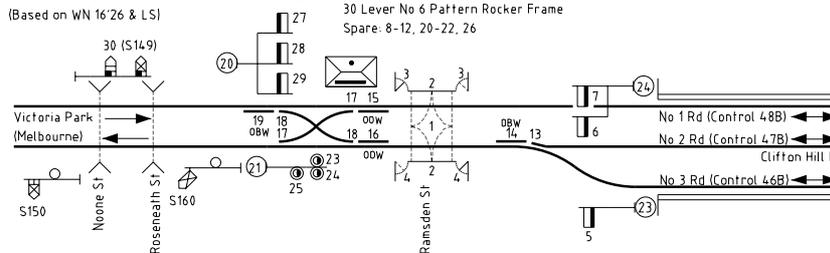
### Clifton Hill A 1913

(Based on WN 8/13 & LS)



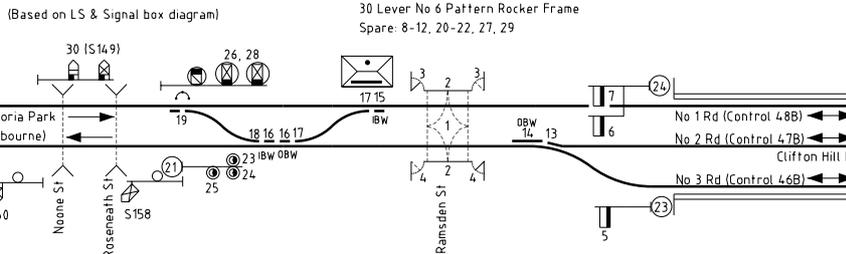
### Clifton Hill A 1921

(Based on WN 16/26 & LS)



### Clifton Hill A 1947

(Based on LS & Signal box diagram)



certainly been replaced by 1992.

Clifton Hill A box was abolished on 11 May 1992 and the signalling controlled from Metrol via a local SSI. In preparation for this alteration Points 17 were converted to clamp lock operation on 29 March 1992. The interlocked gates were replaced with boom barriers and automatic pedestrian wickets. As a homage to the signalling, for a couple of months I would hop off the train at Clifton Hill and stand on the platform and watch the Signaller swing the gates.

The abolition of A box occurred just at the start of the current fashion for 'preserving' signalling equipment. The gates were swung around and mounted along the foot path to give an impression of what the streetscape looked like before resignalling. The signalbox itself was kept intact and remains so today - I believe - although the windows were boarded up after the local vandals started to smash them.

(To be continued)

## ITEMS OF INTEREST

The following items of interest have been taken from the Eastern District Safeworking Book currently held in the AFULE collection at the University of Melbourne Archives.

*Telegram from AGS to Centrol, Metro & Block Flinders St, SMs Moe & Erica dated 7.10.39*

Today, 7th inst, a privately owned locomotive will be transferred from Moondarra to Knott's Sdg. The locomotive is to be dealt with under the rules applying to a train. A qualified Guard is to travel by No 1 Mixed to Erica where he will take charge of signalling arrangements. No 4 Mixed is to be despatched from Erica to Moe on Ticket and Master Key and extra Guard will accompany train to Moondarra where he will alight. Extra Guard will be in possession of the Train Staff for Moe - Erica section. This will operate points to permit locomotive to move from siding to main line at Moondarra after departure of No 4. When locomotive is on main line points are to be restored to Normal and secured and Train Staff handed to departmental Driver who will be in charge of locomotive from Moondarra to Knott's. Guard to accompany locomotive and change staffs at Erica. When locomotive placed and secured in sdg at Knott's, Driver and Guard will be returned by car Knott's to Moe. Guard to arrange transfer of Staffs for Monday's train. Driver who is taking charge of private locomotive at Moondarra will travel by car from Moe to Moondarra with Engineer from Melbourne. Zany Zebu.

*Telegram from AGS to Centrol, Metro & Block Flinders St, SM Moe, dated 7.10.39*

Today, 7th inst, a privately owned locomotive will be transferred from Moondarra to Knott's Sdg [...]. No 1 Mixed will travel from Moe to Erica on Ticket and Master Key and a qualified Driver and Guard must accompany the train to Moondarra the Driver being in possession of the Moe - Erica Train Staff. On arrival of No 1 at Erica, the Guard will take charge of signalling and send the 'Acre' message to the Guard and Driver who alighted at Moondarra. On receipt of the Acre message the Guard at Moondarra may operate the points for the engine to proceed from the sdg and when the points are again locked the Staff is to be handed to the Driver to run the engine to Erica, the Driver being accompanied by the Guard. The engine will cross No 4 Mixed and No 8 Postal Motor at Erica then proceed to Knott's Sdg on Erica - Walhalla Train Staff. When engine is securely locked in Knott's Sdg Driver and Guard are to return Train Staff to Erica and local arrangements will be made by the Company to convey Driver and Guard to Moe. Zany. Zebu.

*Telegram from AGS to Centrol, Metro & Block Flinders St, SM Moe, dated 22.2.44*

Tomorrow, Wednesday, after arrival of No 17 mixed at Erica, Forests Commission's Fordson Tractor will be transferred from Erica to Collins' Sdg. The instructions regarding the running of a train must be observed in respect of the Fordson tractor. SM Moe will arrange for a qualified Staff and Ticket worker to accompany No 17 mixed to Erica. On arrival of train complete he will obtain the Train Staff for the section Moe - Erica and pilot the Tractor to Collins' Sdg. When the tractor has been placed clear of the main line at Collins' Sdg, and the points restored for main line running, the train staff must then be returned to Erica. Arrangement will be made by the Forrest Commission to convey the Staff worker back to Moe by road. Any expenses incurred in connection with the transfer of the Tractor to be debited to the Forest Commission.

*Telegram from AGS to Centrol, Metro & Block Flinders St, SM Moe dated 28.3.44*

Tomorrow, Wednesday, after arrival of No 17 Mixed at Erica, Forest Commission's Fordson Tractor will be transferred from Collins' Sdg to Erica. The instructions regarding the running of a train must be respected in regard of the Fordson Tractor. SM Moe will arrange for a qualified Staff and Ticket worker to accompany No 17 Mixed to Erica. On arrival of train complete he will obtain the Train Staff for the section Moe - Erica and transfer it to Collins Sdg. On arrival at Collins Sdg the Staff Worker will pilot the Tractor, in possession of the Staff, to Erica. When the Tractor has been placed clear of the main line at Erica and the points restored for main line running the Train Staff must then be restored to Erica station. Arrangement will be made by the Forest's Commission to transport the Staff Worker from Erica to Collins' Sdg and from Erica back to Moe. Any expenses incurred in connection with the transfer of the Tractor to be debited to the Forests Commission.

*Telegram from Traffic to Centrol, Spencer St, DS & Block, Flinders St, SM Moe dated 14.12.50*

Today, Thursday, 14th inst, Forests Commission engine will be transferred over this department's line from loop at Collins' Sdg to Erica. Instructions regarding running of train to be observed. Block and Signal Inspector in possession of Train Staff for section Moe - Erica to accompany engine and make all necessary arrangements. Ganger to be in attendance to examine line after passage of engine. Engine to be placed in Commission Sdg at Erica. Forest Commission will arrange to convey Block and Signal Inspector to Collins' Sdg and return Erica - Moe. [Handwritten: "Mr Rogers advised that a Loco Crew (ex Moe) would accompany engine"]

*A1395/32 dated 2 September 1932*

*Walhalla Line.*

*Provision for working the 10.35 am down and 2.35 up special trains (see S2480/32) and Nos 3 down and 4 up postal motors on Thursday 8.9.32.*

Authority is hereby granted for No 3 Postal Motor in the down and No 4 on the up to follow the special train at the interval of time shown (see S2480/32) subject to the Driver and Guard of the special train being informed that the Postal Motor will be following on Staff after the prescribed interval has elapsed.

The employe in charge of the Postal Motor, in addition to being in possession of the Staff for the respective sections must be furnished with a "Notice of Train Ahead". The Notice of Train Ahead issued at Moe will apply through to Walhalla and that issued at Walhalla will apply through to Moe, subject to the employe in charge of the Postal Motor exchanging the staffs at Erica.

The Guard of the special train will be in charge of Signalling at Erica and Walhalla and prior to departing from Walhalla he must see that the Postal Motor Driver is in possession of the Staff and in addition, he must hand him a Notice of Train Ahead.

The Signalman at Moe must thoroughly instruct the Driver of the Postal Motor as to his duties at Erica on the forward and return journeys.