

# SOMERSAULT

NOVEMBER 2002

Vol 25, No 6

SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The term for these buildings is 'engineering vernacular'; that is buildings that were simply erected by engineers to for a purpose with no pretensions to architecture and certainly with no architect involved. It is difficult to imagine a building more vernacular than this small shed housing the intermediate electric staff instrument at Monsanto and Consolidated Quarries Siding on the Brooklyn loop between Brooklyn and Sunshine. Hay's siding had been provided at this point by 1896, probably serving a quarry. In May 1925 the siding was renamed Watkin's Siding and a branch provided off it to serve Stanley Quarries which was located on the western side of what became Market Road. Watkin's Siding was closed in December 1931. A second branch was provided in July 1939 to serve the Western Metropolitan Market Trust (a pig and calf market) on the eastern side of Marker Road. A third branch was provided in April 1948 to serve the Monsanto chemical plant. The main line points were secured by a Tablet Lock in June 1925. On 31 March 1960 the Tablet lock was replaced by a Large Electric Staff lock and an Intermediate Electric Staff instrument was provided. When this photo was taken on 21 February 1996 the siding points were intact, as was the staff hut and even the staff instrument, but all was derelict. Stanley Quarries Siding had closed in December 1977 and the Western Metro Market Siding had been recently lifted.*

## SOCIETY CONTACT INFORMATION

Published by the Signalling Record Society Victoria Inc (A0024029F)

*EDITOR:* Andrew Waugh, 25 Grieve St, Macleod, VIC, 3085

Phone (03) 9457 3795 (AH), (03) 9285 7927 (BH)

**Note: New contact details (again)**

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

Phone (03) 5796 2337 (AH), (03) 5792 2823 (BH)

*SECRETARY and MEMBERSHIP OFFICER:* Glenn Cumming,

19 Peace St, Glen Iris, VIC, 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, NSW, 2120, Phone: (02) 9481 9994.

QUEENSLAND CONTACT: Phil Barker

PO Box 3078, Warner, QLD, 4500

Unless articles use copyrighted information, articles may be reprinted without prior permission but acknowledgment is required. Opinions expressed in articles appearing in *SOMERSAULT* or supplements are not necessarily those of the S.R.S.V. (Inc.)

### MINUTES OF MEETING HELD FRIDAY SEPTEMBER 20, 2002,

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

Present: - W.Brook, G.Candy, B.Cleak, G.Cleak, G.Cumming, C.Gordon, A.Hinde, G.Henderson, W.Johnston, K.Lambert, D.Langley, S.Malpass, J.McLean, I.Michaelson, T.Murray, A.Ratcliffe, L.Savage, P.Silva, R.Smith, R.Taaffe, A.Waugh & A.Wheatland.

Apologies: - J.Black, R.Bremner, B.McCurry, G.O'Flynn, N.Reed, B.Sherry & R.Whitehead.

Visitors: - G.Hampson, J.Henderson, P.Horder & H.Van Den Berghe.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:04 hours and noted that both founding members of the SRS groups in Australia were present.

Minutes of the July 2002 Meeting: - Accepted as published. W.Johnston / S.Malpass. Carried.

Business Arising: -

Nil.

Correspondence: - The order for the next volume of the UK book was confirmed with the NRM in York. The books are expected to arrive in Australia by December.

A membership information pack was sent to John McPhee in Queensland.

A letter was sent to Yuri Sos welcoming him as a member of the SRSV.

Various items of correspondence have been sent & received in relation to the arrangements for the annual Signal Box Tour.

Various items of correspondence have been sent & received in relation to the chartering of a bus for the annual Signal Box Tour. A.Ratcliffe / L.Savage. Carried.

Reports: - Tours. Glenn Cumming described the arrangements for the Signal Box Tour to be held on Monday 23 September 2002. Any comments or questions are to be directed to Glenn Cumming.

General Business: - Bob Taaffe addressed the meeting about the problems facing the SRSNSW and offered the suggestion of forming an SRS in Australia as opposed to the state based societies at present. Comments were received from many of the members present at the meeting. It was determined that the SRSV Committee should liaise with the SRSNSW Committee on this matter.

Bob Taaffe reported to the meeting on an IRSE project to scan all available IRSE Proceedings from the UK and issue them on CD. The only volume that has not been located so far is the volume for 1918 but the search is continuing.

Bob Taaffe advised the meeting that all available IRSE Australian papers had been scanned and were now available on CD. Unfortunately not all known papers could be located, but the collection is as complete as possible.

Keith Lambert advised that signals between Footscray - Spotswood were in the process of being converted to LED signals.

Keith Lambert reported that the re - signalling for the Burnley - Camberwell section is scheduled for commissioning in December 2003.

Keith Lambert noted that the conversion of signals to LED between Rosanna - Macleod has been completed.

Keith Lambert reported on the development of an electronic version of the Book of Rules & Operating Procedures.

Keith Lambert referred to the recent article in Somersault on disc signals and noted that the Weekly Notice referred to purple lenses being provided in disc signals in lieu of red lenses at Box Hill in 1926 &

Essendon in 1927.

Keith Lambert tabled a collection of signal box photographs from his collection.

Andrew Wheatland advised that Puffing Bill proposes to install a Wig - Wag at the pedestrian crossing at Lakeside.

Alex Ratcliffe advised the meeting that the LED conversion between Boronia - Lower Ferntree Gully was completed on 18 August 2002.

Rod Smith noted that a proposal for a new underground railway had been reported in the media today.

Brett Cleak spoke about the recent track & signal alterations at North Geelong "C" Box. A standard gauge train has used the North Geelong Grain Loop. The track re - arrangements feature a dual gauge turnout worked by rodded mechanical connections. No.37 points are self-restoring. Gauge indicators have been provided on some mechanical signals.

Rod Smith described how a recent 32 car "Overland" had been split into 2 platforms at Spencer Street involving the use of a drop on loco. Discussion followed on how this would have been possible.

Hugo Van Den Berghe asked if CTC was in use on the North East Standard Gauge when it opened and how far it went. The answer given was that the CTC was commissioned after the North East Standard Gauge had opened and it was used between West Footscray - Wodonga Loop.

Steve Malpass asked about the commissioning date for the ARTC Laverton Loop. The answer was not known.

Hugo Van Den Berghe asked when & where were the first automatic signals in Australia. The answer given was the electro - pneumatic installation between Illawarra Junction - Sydenham in New South Wales in 1913. Other early installations included Victoria in 1915 & Adelaide Yard in 1915. The first single line application was on the Upper Ferntree Gully - Belgrave Narrow Gauge line in 1921.

Syllabus Item: - The President introduced member Bob Taaffe to present the Syllabus Item.

Bob presented a selection of slides from his collection with the general theme of "Gone But Not Forgotten" The meeting was treated to 100 slides of signalling equipment & installations that had now been removed. Views were seen of many locations from all over Australia, North America, the United Kingdom and the Irish Republic.

The presentation was thoroughly enjoyed by those present at the meeting and at the completion of the Syllabus Item, The President thanked Bob for the entertainment & this was followed by acclamation from all those present.

Meeting closed @ 2310 hours.

The next meeting will be on Friday 15 November 2002 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 31/02 to WN 41/02 and ETRB A circulars. 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.*

05.08.2002 **Morwell - Traralgon** (SW 1077/02, WN 34/02)

Commencing Monday 5.8., permission is granted for the Signaller at Traralgon to cease duty after the electric staff for Train 9642 has been withdrawn at Maryvale Intermediate Siding. Upon arrival at Morwell, the staff will be kept in the pocket of the instrument for Train 9442 the next day.

13.08.2002 **North Geelong B** (SW 1075/02, WN 31)

Between Friday 9.8., and Tuesday 13.8., the Up Distant from North Geelong C was abolished. Post 24 was removed and lever 46 sleeved normal.

13.08.2002 **North Geelong C** (SW 1075/02, WN 31)

The instructions in SW 1003/02 (issued 15.2.02) are to be amended.

### **60 North Geelong C Signalbox - Operation of Signalling**

North Geelong C provides Broad Gauge access between North Geelong yard and the Mildura corridor and Standard Gauge access between the Western line and the Grain Loop. The line between North Geelong C and Gheringhap is Dual Gauge and worked under the Section Authority System. Section Authorities are issued by the ARTC Train Controller at Mile End.

'Commence Section Authority Territory' boards are located adjacent to the Broad and Dual Gauge tracks on the Up side of Thompsons Road. 'End Section Authority Territory' boards are located on the Down side of Thompsons Road. These boards apply only to movements entering North Geelong. Under no circumstances is a movement to proceed past the 'Commence' board without a Section Authority.

North Geelong is a Section Authority "Switch In/Out" station. When switched out the sections are Elders Block Point - Gheringhap and when switched in Elders Block Point - North Geelong C - Gheringhap.

### **Switching in North Geelong C**

Before switching North Geelong C to local control the Signaller must obtain the permission of the ARTC Train Controller. It is not possible to alter the status of North Geelong C in the Section Authority workstation if a Section Authority has been issued for an Up or Down movement between Elders Block Point and Gheringhap. Provided the section is clear the Train Controller will instruct the Signaller to

operate the keyswitch to 'Local'. Once this has been done the Train Controller will switch North Geelong C 'in' in the workstation.

### **Switching out North Geelong C**

The Signaller must obtain permission of the ARTC Train Controller to switch North Geelong C out. The Train Controller will switch out North Geelong C in the workstation and then instruct the Signaller to switch out. It will not be possible for the Train Controller to switch out North Geelong C if a Section Authority has been issued for the Elders Block Point - North Geelong C or North Geelong C - Gheringhap sections. The Signaller will ensure the appropriate point and signal levers are normal and switch the key switch to the 'Automatic' position. After the yellow 'Automatic' indication is displayed the Signaller will inform the Train Controller that North Geelong C is switched out. The Train Controller will enter a note in the electronic train graph and the log book.

### **Operation of signals governing entry to single line sections**

The Signaller is not to clear any signal governing the entry of a train to any single line section (to Gheringhap or Elders Block Point) without the authority of the ARTC Train Controller. The Train Controller will advise the Signaller when an Authority has been issued for a movement (of either gauge) to approach or depart North Geelong C.

### **Section Orders**

When a Down movement is to depart North Geelong towards Gheringhap the ARTC Train Controller has the option of selecting any of the four tracks at Gheringhap (BG main, BG loop, SG main, or SG Loop) . The Controller must ensure that the correct track is selected before issuing the Authority for the movement and the Driver must check that the correct gauge is indicated in the Authority before acknowledging it.

### **Limit of Authority for Through Standard Gauge moves**

If no Section Authority has been issued for a Down Through Standard Gauge movement to proceed beyond North Geelong C the Driver will bring the train to a stand at the board located before the Princes Highway overpass. The board is lettered 'Movements shall not pass this point without an Authority for the Gheringhap section'. A similar board is erected at Home 40 for Up Through Standard Gauge movements that have not been issued with an Authority to proceed to Elders Block Point.

### **Access to the Grain Loop**

The ARTC Train Controller must maintain close liaison with the Signaller regarding the approach of Standard Gauge movements requiring to enter the Grain Loop. The Train Controller must confer with the Signaller before the Standard Gauge movement departs Wingeel Loop or Tottenham Loop and inform the Signaller of the anticipated arrival time. If the movement can be accepted at that time the Signaller will ensure that there is a clear path into the Grain Loop when it arrives. If the movement cannot be accepted it must be held at Manor Loop or Gheringhap.

Freight Australia will ensure that Broad Gauge movements entering the Grain Loop operate according to scheduling that allows equitable access to other Standard Gauge operators. Should a Broad Gauge movement be operating out of its schedule, or an unscheduled shunting operation is required in the Grain Loop, the Signaller at North Geelong C must ensure that the movement will not affect an approaching Standard Gauge movement. When a Broad Gauge movement is to take place and is likely to conflict with a scheduled Standard Gauge arrival, the Signaller must first check with the ARTC Train Controller that the Standard Gauge movement is on time. When ARTC become aware that a Standard Gauge train will not meet the arranged arrival time they will advise Freight Australia as soon as possible to ensure that the path still exists or to arrange another path.

### **Access to ARTC main line**

The Driver of a movement departing North Geelong Yard and proceeding to Gheringhap will perform a Text Test and Voice Radio test with the ARTC Train Controller. An End of Train Detection Device will be attached to the end of the train to confirm the train's integrity at Gheringhap. When the train's departure is imminent the Driver will request an Authority to proceed to Gheringhap provided that the train details have been provided to the ARTC Train Controller and the Section Authority System tests have been performed. The Train Controller will issue an Authority and, when acknowledged, advise the Signaller who will operate the points and signals for the movement to depart.

### **Broad Gauge Shunt movements**

Should a Broad Gauge movement need to shunt beyond the 'Commence Section Authority' boards the Driver must obtain a Shunt Authority from the ARTC Train Controller. The Train Controller must enter a trip to the workstation and log the locomotive details. After transmitting the Shunt Authority to the Driver the Signaller must be advised. The Shunt Authority is to be relinquished immediately the shunt has been completed.

### **Issuing of Master Keys**

The Signaller will issue Master Keys to Broad Gauge movements proceeding beyond Gheringhap. The Section Authority Text for these movements will not refer to the Master Key.

### **Dwarfs 48 & 50**

Dwarfs 48 and 50 will display 'Clear Low Speed' for moves to the main line. The Driver may resume normal line speed when the last vehicle has cleared the points.

### **Passing Homes 40, 44, 52 or 54 or Dwarfs 48 or 50 at Stop**

When North Geelong C is switched in the Signaller will issue the authority to pass these fixed signals at

Stop. A Signallers Caution Order will be the authority to pass the Home signals and a verbal authority to pass the Dwarfs. Due to the proximity of Thompson Rd to Homes 52 and 54 and Dwarfs 48 and 50 the Signaller must operate the boom barriers and ensure that the barriers are horizontal before granting authority to pass these signals at Stop.

When North Geelong C is switched out the ARTC Train Controller will be responsible for authorising Standard Gauge trains to pass signals at Stop. If a Standard Gauge train arrives at a signal showing Stop, the Driver will immediately attempt to contact the Signaller at North Geelong C. If the Signaller cannot be contacted the Driver will contact the Train Controller. The Train Controller will confirm that North Geelong is switched out by referring to the electronic train graph and the log book. If possible the Train Controller will contact North Geelong C to confirm that the keyswitch is in the automatic position. If North Geelong is switched out the Train Controller will verbally authorise the Driver to pass the signal at Stop. The Driver and Train Controller will exchange names.

- 15.08.2002 **Hoppers Crossing** (SW 94/02, WN 31/02)  
On Thursday, 15.8., pedestrian gates replaced pedestrian booms at Old Geelong Road. Diagram 37/02 will be issued soon to replace 7/01.
- 16.08.2002 **Caulfield** (SW 93/02, WN 31/02)  
On Friday, 16.8., pedestrian gates were commissioned at Grange Road. Diagram 33/02 will be issued soon to replace 7/95.
- 18.08.2002 **St Albans - Keilor Plains** (SW 96/02, WN 32/02)  
On Sunday, 18.8., alterations were made to the circuits for Down movements at Ruth Street pedestrian crossing.
- 18.08.2002 **Boronia - Ferntree Gully** (SW 527/02, WN 32/02)  
On Sunday, 18.8., all Down signals from Automatic L1019 (on the Up side of Boronia) to Home 2R (at Ferntree Gully) and all Up signals from Home 2L (at Ferntree Gully) to Automatic L1020 (on the Up side of Boronia), inclusive, were converted to LED heads.
- 19.08.2002 **Newport South** (SW 92/02, WN 31/02)  
On Monday, 19.8., the '65' indicator on Home 164 was replaced by a LED indicator as a trial.
- 19.08.2002 **Belgrave (Narrow Gauge)** (A25/02)  
On Monday, 19.8., the A pattern Annett Lock was removed from the Down end of the crossover between Nos 1 and 2 Roads. Plungers were provided on both ends of this crossover to secure the points for the normal (straight) position. The plungers are worked by lever 2 of the ground frame adjacent to the crossover. An Annett Lock was provided on Lever 2 and withdrawal of the key secures the lever reverse (plungers in). Under no circumstances is the Annett key to be left unattended in the ground frame.
- 20.08.2002 **Rennie** (SW 1067/02, WN 34/02)  
On Tuesday, 20.8., flashing lights were proved at the Riverina Highway (294.462 km) on the Down side of Rennie. Healthy state indicators are provided.
- 23.08.2002 **North Geelong C** (TS 1091/02, WN 34/02)  
From Friday, 23.8., Points 37 (Standard Gauge main line to Grain Loop) were booked out of service.
- 25.08.2002 **West Footscray** (SW 102/02, WN 33/02)  
On Sunday, 25.8., Down Automatic M303 was converted to a LED head. Up Home 2 was refocused.
- 26.08.2002 **Epping** (TS 031/02, WN 33/02)  
From Monday, 26.8., Dwarf EPP124 was relocated to a 2.5 metre mast.
- 26.08.2002 **Rosanna - Macleod** (SW 529/02, WN 33/02)  
After the passage of the last train on Monday, 26.8., Down Automatics S473 and S489 and Up Automatic S488 were equipped with LED heads.
- 27.08.2002 **North Geelong C** (TS 1091/02, WN 34/02)  
From Friday, 23.8., Points 37 (Standard Gauge main line to Dual Gauge main line) were spiked normal.
- 27.08.2002 **Macleod** (SW 529/02, WN 33/02)  
After the passage of the last train on Tuesday, 27.8., Down Controlled Automatic 102 and Down Home 104 were equipped with LED heads.
- 28.08.2002 **Macleod** (SW 529/02, WN 33/02)  
After the passage of the last train Wednesday, 28.8., Up Controlled Automatic 101 was equipped with a LED head.
- 28.08.2002 **Eltham** (SW 529/02, WN 33/02)  
After the passage of the last train Wednesday, 28.8., the Controlled Automatic 20 on Post 13 was equipped with a LED head.
- 01.09.2002 **Flinders Street** (SW 103/02, WN 33/02)  
On Sunday, 1.9., Home 334 (No 3 Platform) and Home 344 (No 4 Platform) were converted to LED signals. The heads on Home 339 (No 4 platform) were relocated to a new 2 metre mast.
- 08.09.2002 **North Melbourne** (SW 112/02, WN 34/02)  
On Sunday, 8.9., Down Broadmeadows Automatic E137 was converted to a multi lens LED signal.
- 08.09.2002 **Footscray** (SW 113/02, WN 34/02)  
On Sunday, 8.9., Down Through Suburban Automatic W235 was converted to a Style L LED signal.

## LETTERS TO THE EDITOR

Chris Wurr writes:

The article in July 2002 Somersault, in conjunction with Colin Rutledge's drawings of the cast iron semaphores, has answered a mystery for me.

I have discovered the base of one of these signals at Joyces Creek. Since the "tide has been out" at Cairn Curran reservoir, it has revealed the original Castlemaine - Maryborough main line for the full length of the deviation. Joyces Creek station is usually under the waters. This part of the line was deviated in 1956 to allow the construction of the Cairn Curran reservoir.

I was at first unable to identify the mystery object. It is situated 21 chains from the centre of the platform in the Down direction (towards Maryborough) on the Down side of the line. Given its location so far outside the Down end points, I originally thought it may have been the remains of a cast iron water column, although there is no evidence of a tank, pipeling, or pump. Colin's drawings have now confirmed that this would be the base of one of the cast iron semaphore signals.

Referring to my photos, the 6'x6' brick base with cement render on top is "diamond" to the track and from track centre to centre of cast iron base is 14'. The feet are 30" long from centre of casting to outer ends, the cast iron cylindrical centre

(which has been smashed off level) is 6 1/2" inside diameter and the collar with surrounds it is 14" outside diameter. There is no evidence whatsoever of a similar base at the Up end.

The history of Joyces Creek is not entirely clear. Evidence uncovered by Des Jowett at the PROV suggests that Joyces Creek station did not exist at the time of opening of the Castlemaine to Maryborough line in 7 July 1874. In 1881 Thommy Bent requested a siding be built there, although it is unclear if it actually was, but in 1883 a platform was provided. The year 1884 saw a new siding built and an ambiguous query on the records asking if the "semaphores (were) all right?" New Up and Down Home signals were "ready for use on 16 September 1890" and on the same day "the old Up and Down Homes will be removed." Anecdotal evidence from C. D. Gavan-Duffy indicates that the Distance signal became a Home, hence so far out from the station. Lastly, the Weekly Notice records that the signals were removed on 25 July 1899.

[The chronological index shows that Joyces Creek was opened for passengers on 2 November 1874. The Commissioner's Report for the year ending 30 June 1875 shows only passenger revenue, but that for the following year shows both goods and passenger revenue.]

## SIGNALLING ALTERATIONS

(Continued from previous page)

- (10.09.2002) **Maroona** (SW 1084/02, WN 34/02)  
The yard lighting at Maroona can be turned on either by radio control or by manual control from the box adjacent to the station building. The lighting will automatically turn off after 90 minutes.
- 11.09.2002 **Canterbury** (TS 034/02, WN 36/02)  
On Wednesday, 11.9., the co-acting lights for Automatics L353 and H353 were replaced by LED cluster units.
- 12.09.2002 **Somerton** (TS 1115/02, WN 36/02)  
From Thursday 12.9., Standard Gauge No 4 Road is booked out of service to allow Pacific National to use it for wagon restoration. The points at each end are secured by lockable point clip.
- 13.09.2002 **Sydenham** (SW 116/02, WN 34/02)  
On Friday, 13.9., new SSI software was installed to allow Points 614 and 615 to self normalise. When a train has been signalled to or from the sidings via Points 614 or 615 these points will self normalise 10 seconds after the track circuit over the points has picked up. The points will only stay reversed if they are controlled manually using the points button in the SIGVIEW control panel, however the points will still self normalise if a route is subsequently set into or out of the siding. If the points are sleeved reverse the points will stay reverse until the sleeve is removed. At this time the points will drive normal if a train has been routed over the points while the points were sleeved. If no route has been set and completed the points will remain reverse until the points are manually restored or a train is routed over the points.
- 15.09.2002 **Footscray - Spotswood** (SW 117/02, WN 34/02)  
On Sunday, 15.9., Down Automatic W255 (Up side of Seddon) and all of the Down signals from Automatic W297 (Down side of Yarraville) to Automatic W353 (Down side of Spotswood), inclusive, were converted to Style 'L' three aspect LED signals.
- (17.09.2002) **Flinders St - North Melbourne** (SW 121/02, WN 36/02)  
Diagram 35/02 replaced 19/01. This shows the replacement of signals 306, 283, and 526 as ground masts, the removal of 'C' lights from signals 128, 306, 526, 566, and 706, the relocation of signals 491 and 566 19 metres in the Down direction, the provision of a route indicator for signal 701, and the location of the Collins, Bourke, and Latrobe Street bridges.
- (17.09.2002) **Kensington - Essendon** (SW 120/02 WN 36/02)  
Diagram 27/02 replaced 15/00. This shows the replacement of semaphore signals with light signals, the replacement of the lop bracket post E261 with a straight mast, and the provision of pedestrian gates at Macaulay Road.
- (17.09.2002) **Carwarp Loop - Yatpool Block Point - Yelta** (SW 1086/02, WN 36/02)  
Redcliffs, Mildura, and Merbein are intermediate sidings in the Yatpool Block Point - Yelta section (Irymple is currently spiked out of use). Movements of the pilot to the main line at Mildura require the issue of a Train Order. Trains terminating at Mildura must be instructed in the Train Order to Lock Away upon arrival. The suggested wording on the order is as follows:  
\* Down train stabling at Mildura: "Proceed to Mildura and Lock Away"





*Above: Base of cast iron semaphore signal looking towards the site of Joyce's Creek station and Castlemaine. Joyce's Creek itself is around 500 metres behind the photographer over a low rise. Below. Detail of base. Joyce's Creek station was located at the original crossing of Baringhup Road, some one and a half kilometers to the east of the current road. The station is now located in the bed of Cairn Curran reservoir and is only accessible during low water. Access can be obtained by walking along the old formation from the current Baringhup Road; this allows an inspection of the piers and abutments of the Joyce's Creek bridge. Baringhup road runs north from the Pyrnees Highway just after it crosses Joyce's Creek and runs under the railway viaduct before crossing the old line. The station is about 1 1/2 kilometres east at the original crossing of Baringhup Road; Joyce's Creek was easily forded at the original bridge. It may also be possible to reach the site from a track leaving the Pyrenees Highway just on the eastern side of Joyce's Creek bridge. Both photos taken by Chris Wurr on 10 August 2002.*



- \* Shuttle to Merbein and return: "Proceed to Merbein and return to Mildura and Lock Away"
- \* Shuttle to Cement Siding and return: "Proceed to the Cement Siding with Master Key No XX, Shunt as required, and return to Mildura and Lock Away"
- \* Shunting in the single line section on the Up and Down sides of Mildura and returning to Mildura to lock away: "Shunt as required in the Yatpool B.P. - Yelta section then Lock Away at Mildura"
- \* Up train to Ouyen requiring to shunt at Merbein, Mildura, Cement Siding, or Redcliffs: "Shunt as required in the Yatpool B.P. - Yelta section then Proceed to Ouyen."

When a Pilot is issued with a Train Order to occupy the Yatpool Block Point - Yelta section a Train Order may be issued at Carwarp Loop when required to shunt towards the Down end Location Board and return into the loop.

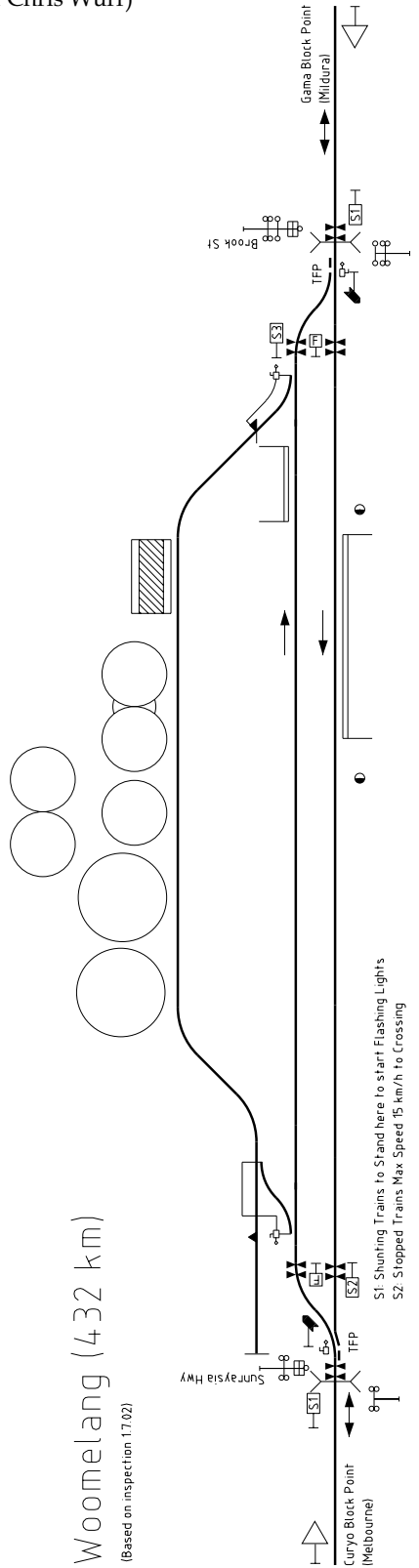
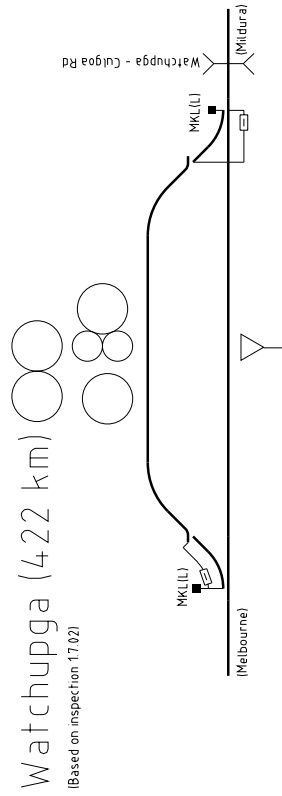
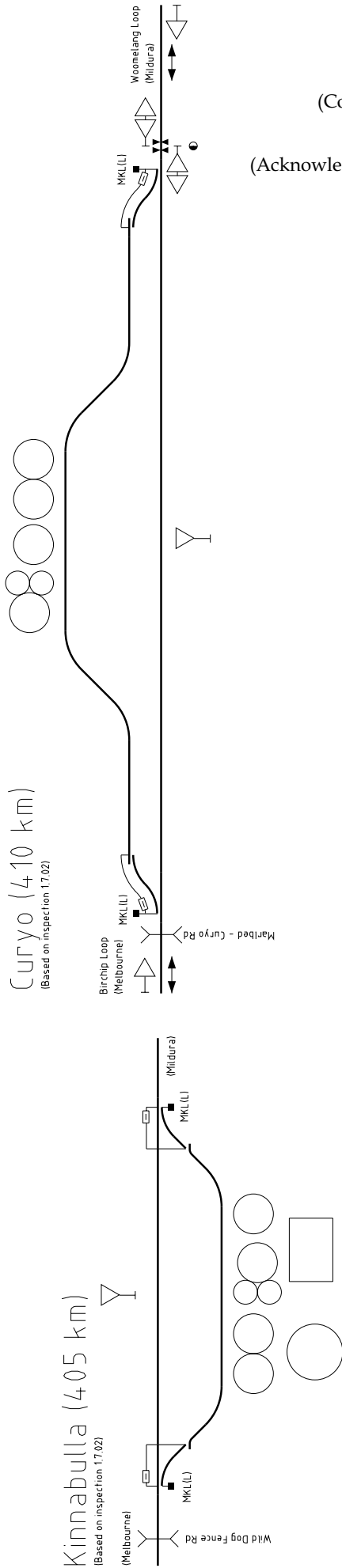
- 21.09.2002 **Pakenham** (SW 126/02, WN 37/02)  
From Saturday, 21.9., the Works Siding has been returned to service and is available for the stabling of track machines. The baulks at the Down end of No 3 Siding have been relocated 52 metres in the Down direction. The 'C' (low speed) light on Home 26 has been reactivated for moves towards the dead end.
- 22.09.2002 **Yarraville - Newport** (SW 118/02, WN 36/02)  
On Sunday, 22.9., Down Automatics W263 and W371 (between Spotswood and Newport) and all the Up signals between W364 (Down side of Spotswood) and W310 (Down side of Yarraville), inclusive, were converted to Style 'L' three aspect LED signals.
- 22.09.2002 **Rockbank** (SW 1080/02, WN 34/02)  
On Sunday 22.9., boom barriers were commissioned at Leakes Road (29.568 km) on the Up side of Rockbank. Up Home 30 will not clear if the lever is reversed when a train is on the approach track circuit until the boom barriers have completed a full cycle.
- 23.09.2002 **Somerton** (TS1123/02, WN 39/02)  
On Monday, 24.9., No 4 Road was booked back into service.
- (24.09.2002) **Newport - Williamstown & Altona Junction** (SW 122/02, WN 37/02)  
Diagram 25/02 replaced 21/99. The main alterations are: renaming No 1 Siding Newport Workshops as the Test Track; the spiking of the points to Caltex Siding, Petroleum Refineries Sidings, and crossover from East to West line on the Down side of Altona Junction out of service; and removal of the Intermediate Electric Staff cabin at Goninans Locomotive Facility.
- (24.09.2002) **Sale - Traralgon** (SW 1087/02, WN 37/02)  
When freight trains are to operate on Staff Ticket between Sale and Traralgon the Signaller at Sale may, subject to the permission of the Train Controller, cease duty providing the train is 400 metres beyond Sale and continuing on its journey. The Signaller must advise the train crew that the Signaller will cease duty upon departure of the train, and advise the Train Controller and Signaller at Traralgon when ceasing duty and the time the next Signaller will commence duty. The Signaller at Traralgon will collect the Staff Ticket upon arrival of the train and ensure the train is complete. The Staff Ticket must be locked away. Upon commencing duty for the next shift, the Signallers at Traralgon and Sale will arrange for the sending of the Acre message in the usual manner.
- 06.10.2002 **Footscray - Yarraville** (SW 126/02, WN 38/02)  
On Sunday, 6.10., the all of the signals on the Up line between W238 (Down side of Footscray) and W302 (Down side of Yarraville) were converted to Style 'L' three aspect LED signals.
- 06.10.2002 **Melton** (SW 1083/02, WN 39/02)  
On Sunday, 6.10., Flashing Lights were provided at Telephone Road (41.971 km) on the Down side of Melton. The lights will be operated automatically for all trains by HXP level crossing predictors. Diagram 39/02 replaced 2/90.
- 13.10.2002 **Aspendale - Edithvale** (SW 128/02, WN 39/02)  
On Sunday, 13.10., the approach track circuits for Lochiel Ave and Edithvale Rd were altered as part of the Frankston line speed upgrade project.
- 15.10.2002 **Bittern** (SW 136/02, WN 40/02)  
On Tuesday, 15.10., a cantilever flashing light mast was added to the existing Flashing Light equipment at Stony Point Road.
- 20.10.2002 **Middle Footscray - West Footscray** (SW 132/02, WN 40/02)  
On Sunday, 20.10., all of the automatic signals on the passenger line between Middle Footscray and West Footscray (M269, M270, M277, and M280) were converted to Style L three aspect LED signals.
- 20.10.2002 **Chelsea** (SW 133/02, WN 40/02)  
On Sunday 20.10., the approach track circuits for Swanpool Ave and Showers Ave pedestrian gates were altered as part of the Frankston line speed upgrade project. Down Controlled Automatic F1009 (Chelsea lever 2) was relocated 100 metres in the Down direction. Diagram 43/02 will shortly replace Diagram 7/02.
- 27.10.2002 **Brighton Beach - Hampton** (SW 138/02 & 139/02, WN 41/02)  
On Sunday, 27.10., the following automatic signals were converted to Style L three aspect LED signals: BBH 908, BBH 911, B497, and B526.

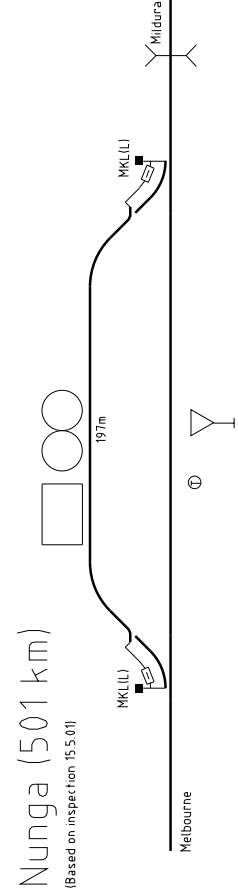
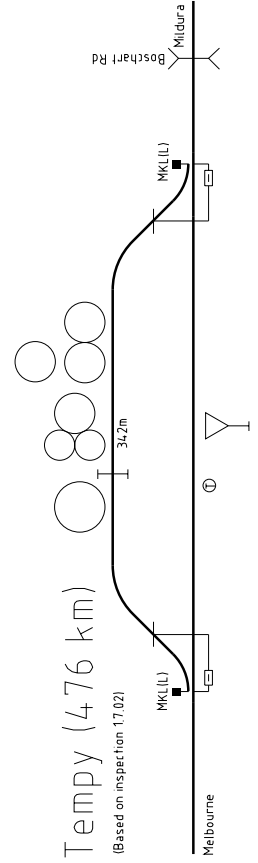
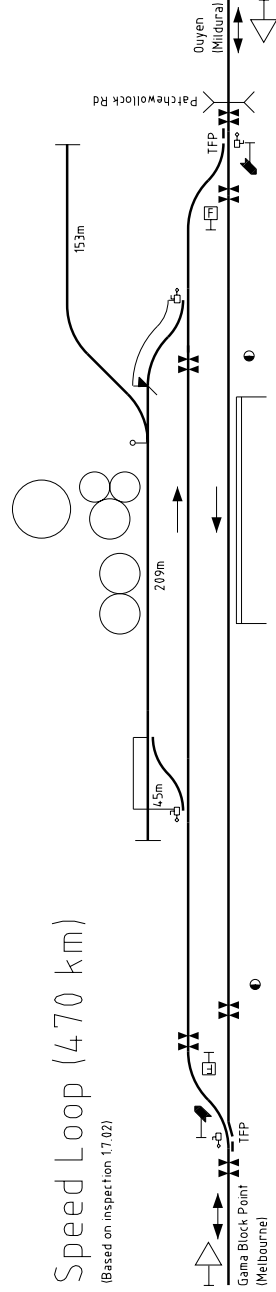
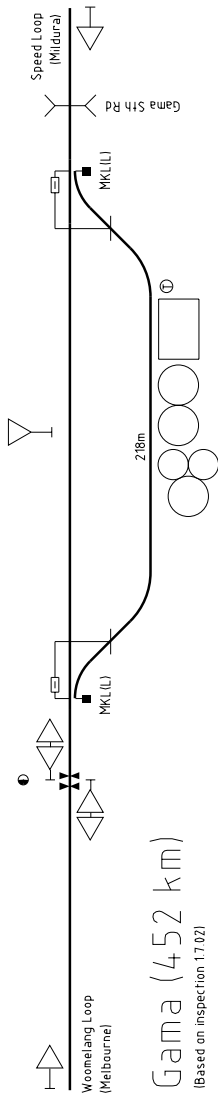
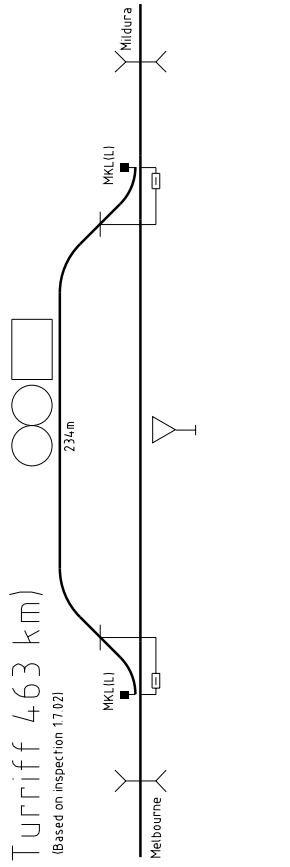
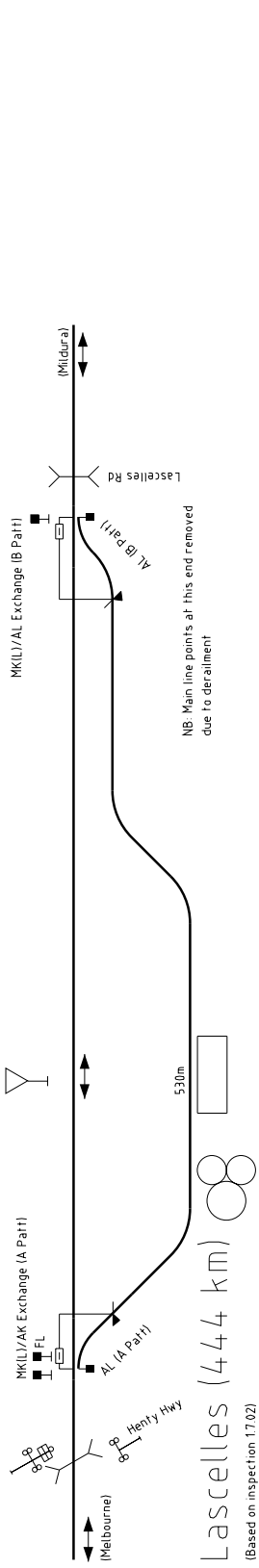


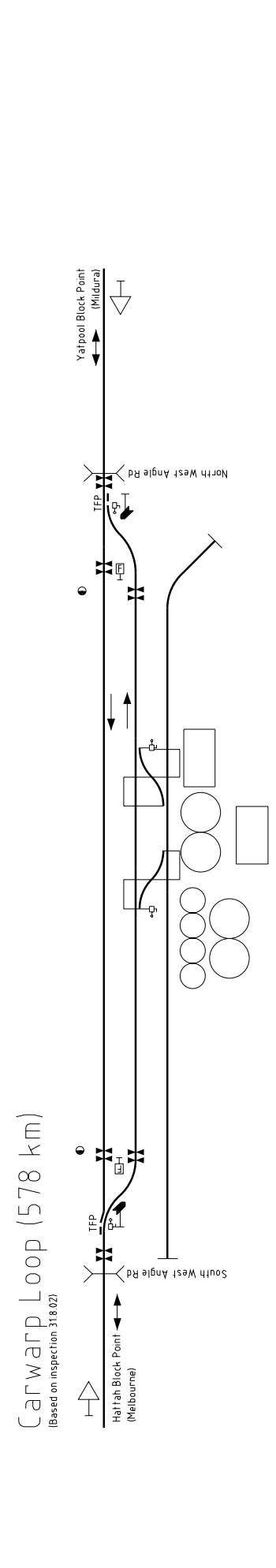
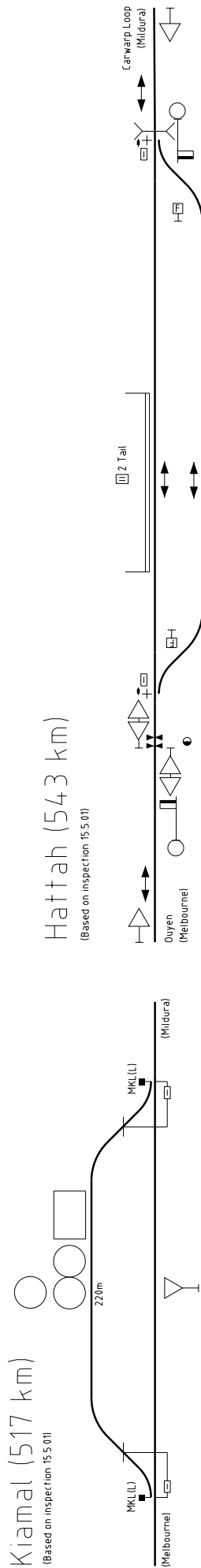
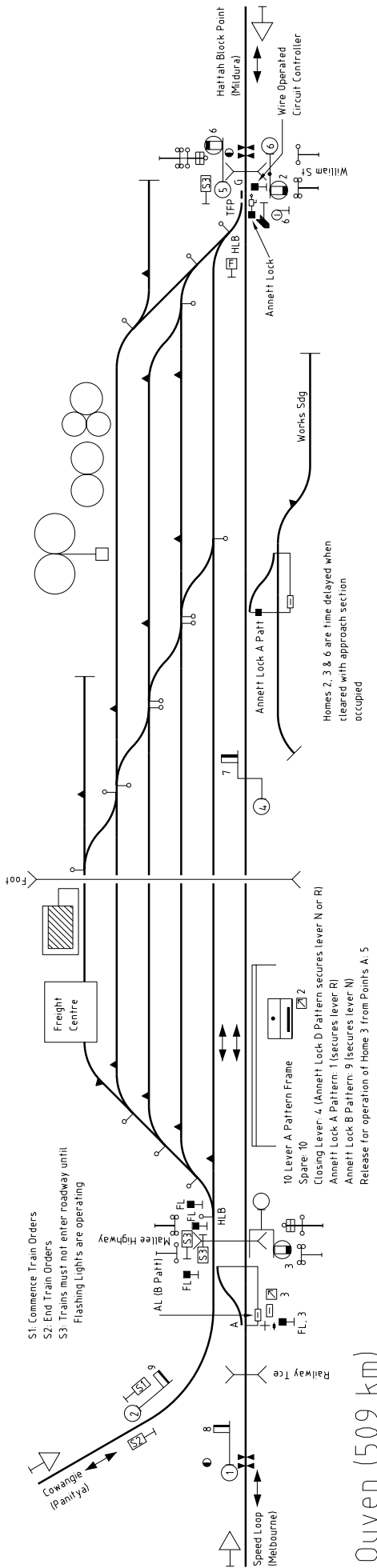
# CURRENT LAYOUTS MARYBOROUGH - YELTA

(Continued from Somersault, Volume 25 No 5)

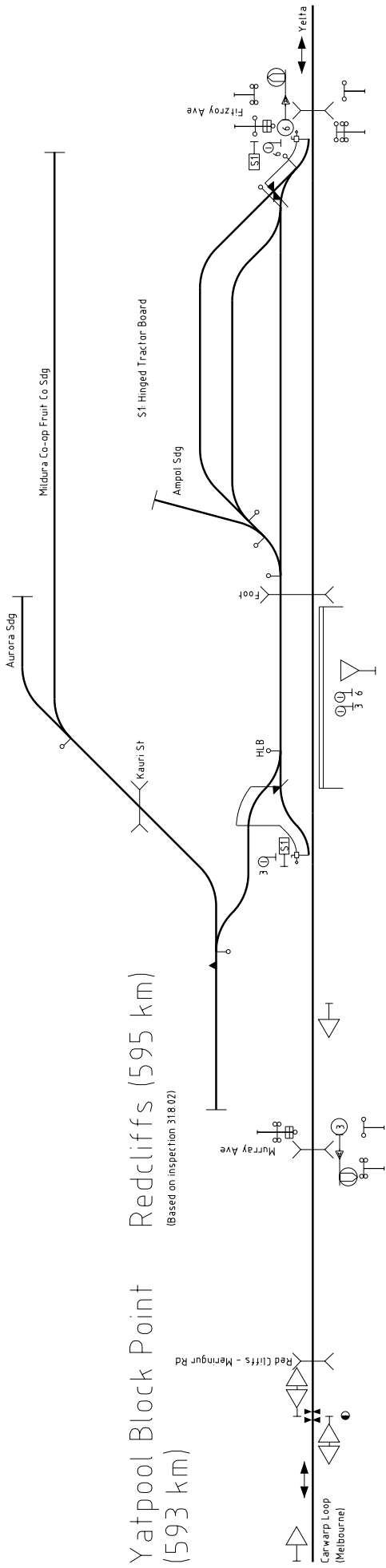
(Acknowledgement is made to Bruce McLean and Chris Wurr)



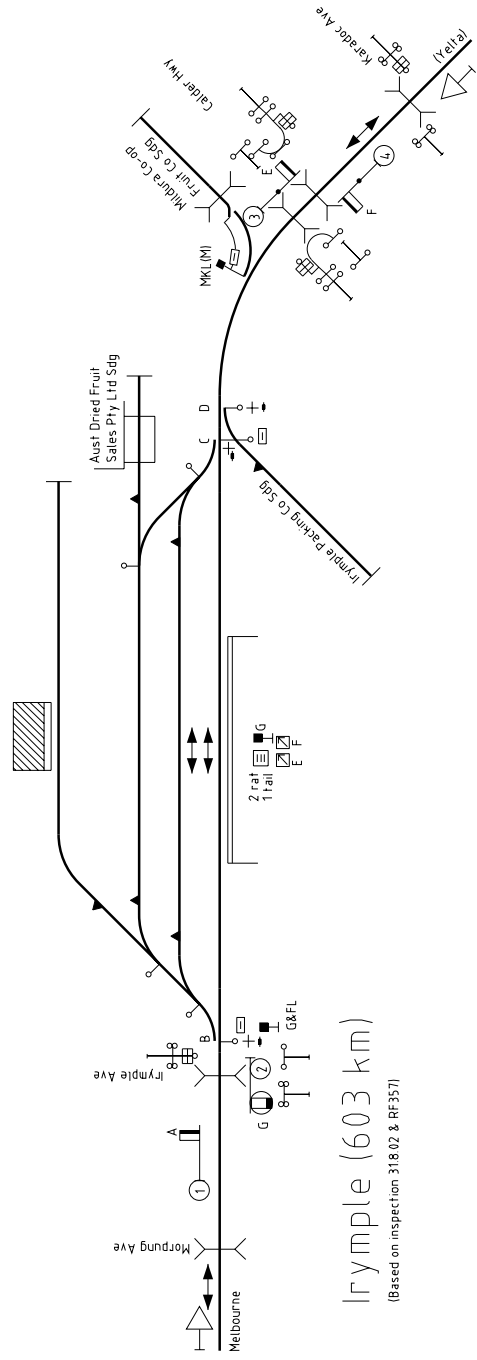




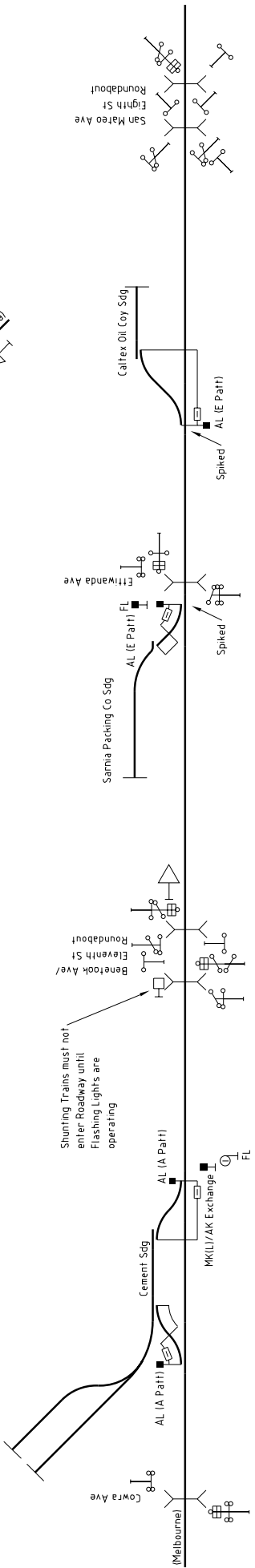
**Yatpool Block Point Redcliffs (595 km)**  
 (Based on inspection 318.02)

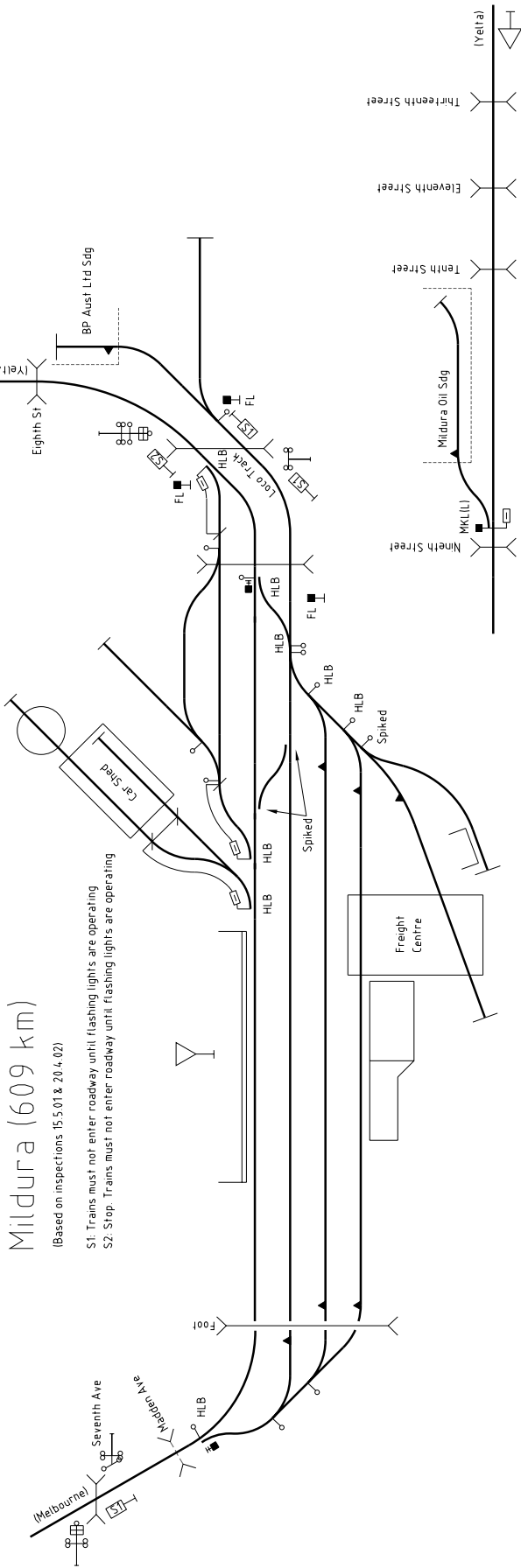


**Irnyple (603 km)**  
 (Based on inspection 318.02 & RF357)



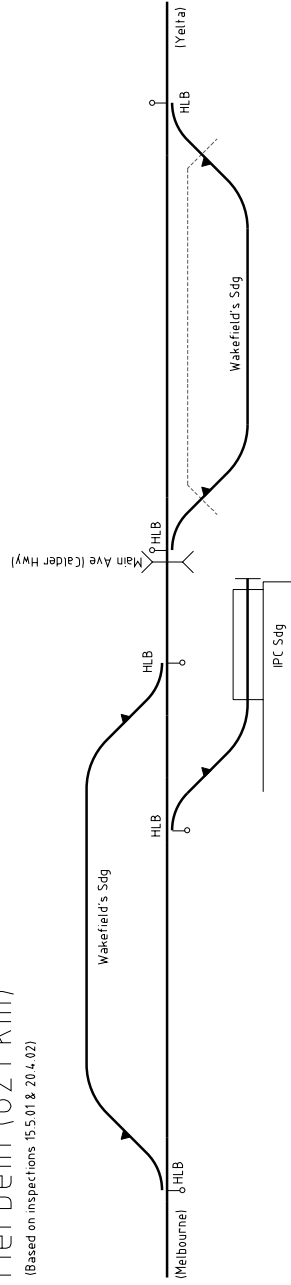
Shunting Trains must not enter Roadway until Flashing Lights are operating





### Merbein (621 km)

(Based on inspections 15.5.01 & 20.4.02)

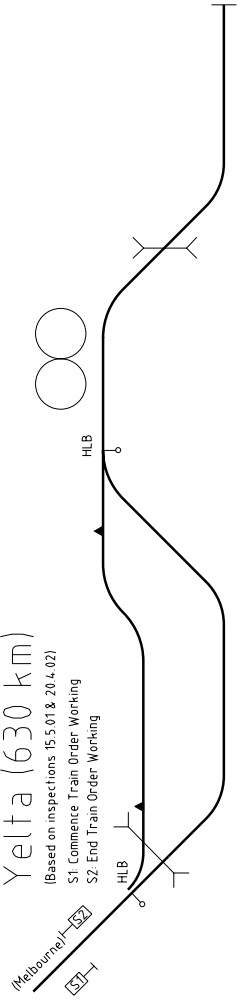


### Yelta (630 km)

(Based on inspections 15.5.01 & 20.4.02)

S1: Commence Train Order Working

S2: End Train Order Working





## STATE OF THE STATE (OPERATING RULES)

### Preamble

The following safeworking sections were in use in Victoria as at 1 July 2002. Each safeworking location is shown. A location in *italics* may switch out (or is a temporary Train Staff & Ticket station). Locations remotely controlled have their controlling location shown in square brackets. The sections are arranged clockwise commencing from the Melbourne - Warrnambool line with no distinction being made between suburban and country lines.

### Abbreviations

ABS	Automatic Block Signalling
ATC	Automatic and Track Control
AES	Automatic Electric Staff
BP	Block Post
Closed	Line closed, but still intact. Trains are not permitted to operate over line.
CTC	Centralised Traffic Control
DLB	Double Line Block
ES (L)	Electric Staff (Large)
ES (M)	Electric Staff (Miniature)

OOU	Line out of use. Trains may only operate when authorised and Special Instructions are issued to cater for safeworking and communication with control.
SAW	Section Authority Working
S&T	Train Staff and Ticket
SC	Siding Conditions - usually covered by special instructions in the Rules and Operating Procedures
SL	Station Limits
Spl Inst	Special Instructions
SYW	Station Yard Working
TRS&T	Tourist Railway Rules (Staff & Ticket)
TOW	Train Order Working
TB	Track Block
2PAS	Two Position Automatic Signals

### Acknowledgements

Thanks to Keith Lambert and Chris Gordon for corrections; but further corrections are welcome.

## Safeworking Systems In Use 1 July 2002

### Melbourne Central Area

ABS	Richmond Junction [Metrol] - Flinders Street [Metrol] - Viaduct Junction [Metrol] - Franklin Street [Metrol] - North Melbourne [Metrol]	Including Underground Loops
ABS	Spencer Street No 1 - Franklin Street [Metrol]	

### Viaduct Junction - Sims Street Junction (via Freight Lines)

ABS	Viaduct Junction [Metrol] - West Tower - South Kensington [Metrol] - Sims Street Junction [West Tower]
-----	--

### Sims Street Junction - Appleton Dock

Spl Inst	Sims Street Junction - Dwarf 140	Worked from ARTC Train Control. 'Block section; train movements under authority of fixed signals'
Spl Inst	Beyond Dwarf 144	Worked under 'Access Authority Working' from ARTC Train Control

### Spencer Street - Sims Street Junction - Tottenham Loop - Newport

Spl Inst	Spencer Street No 1 - Moonee Ponds Creek Jct [ARTC Train Control] - Sims Street Jct [ARTC Train Control]	Line worked from ARTC Train Control except for Spencer Street area. Spencer Street No 1 and West Tower works some signals in Moonee Ponds Creek Junction area. West Tower works some signals in Dock Links Road area. Dual Gauge line to Moonee Ponds Creek Junction.
ABS	Sims Street Jct [ARTC Train Control] - West Footscray Junction [ARTC Train Control]	Dual Gauge double track line shared with Goods Lines. Broad Gauge moves to Tottenham Yard at West Footscray are worked by West Tower released by ARTC Train Control
CTC	West Footscray Junction - Tottenham Loop	Worked from ARTC Train Control. Down end of Tottenham Loop also known as Tottenham Junction.
ABS	Tottenham Junction [ARTC Train Control] - Brooklyn [ARTC Train Control] - Newport [ARTC Train Control]	Worked from ARTC Train Control. Dual Gauge Tottenham Junction - Brooklyn and East Line Brooklyn - Newport. Some signals at Brooklyn worked by West Tower

### Newport - Brooklyn - Sunshine (Broad Gauge)

TB	Newport - Brooklyn - Sunshine	Broad Gauge West Line Brooklyn - Newport. Worked by West Tower, but Dual Gauge points at Brooklyn and Newport worked by ARTC Train Control
----	-------------------------------	--

### West Footscray - Tottenham Junction - Sunshine

Spl Inst	West Footscray [West Tower] - Tottenham Junction [West Tower] - Sunshine	Broad Gauge moves to Dual Gauge line at West Footscray and all moves Tottenham Junction released by ARTC Train Control
----------	--	--

**North Melbourne - Warrnambool**

ABS	North Melbourne [Metrol] - South Kensington [Metrol] - Maribrynong River Junction [Metrol] - Newport - Newport South Junction [Newport]	<u>Emergency Crossover</u> : Footscray
ATC	Newport South Junction [Newport] - Altona Junction [Newport] - Werribee - <i>Little River [Werribee] - Lara - Corio [North Geelong A]</i> - North Geelong A	Double Track; ATC on both East and West Lines. While Lara and Corio are switched out Down trains must run on the East Line and Up train on the West Line between Werribee and North Geelong A. Local panels situated at Lara and Corio.
TB	North Geelong A - <i>North Geelong B</i> - Geelong A	
ABS	Geelong A - South Geelong	
TOW	South Geelong - Winchelsea - Colac - Camperdown - Warrnambool	
SC	Warrnambool - Dennington	

**Newport - Williamstown**

ABS	Newport - <i>Williamstown [Newport]</i>	Williamstown works automatically when switched out
-----	---	--

**Altona Loop**

ATC	Altona Junction [Newport] - Westona [Newport] - Laverton [Newport]
-----	--

**Drysdale - Queenscliff**

TRS&T	Drysdale - [Lakers Sdg] - Queenscliff	Tourist railway
-------	---------------------------------------	-----------------

**Western Line**

SAW	Newport - Galvin BP - Manor Loop - Elders BP - <i>North Geelong C</i> - Gheringhap Loop - Hesse BP - Wingeel Loop - Werneth BP - Berrybank Loop - Tooli BP - Vite Vite Loop - Fiery Creek BP - Tatyoon Loop - Jacksons BP - Maroona	Standard Gauge. Worked from ARTC Train Control. North Geelong C BP - Gheringhap loop is Dual Gauge (shared with Mildura line) <u>DICE</u> : Manor Loop, Gheringhap Loop
CTC	Maroona - Ararat - Pyrenees Loop - Great Western Loop - Deep Lead Loop - Lubeck Loop - Murtoa - Murtoa Loop - Horsham - Pimpinio Loop - Dimboola - Dimboola Loop - Salisbury Loop - Kaniva Loop - Diapur Loop - Leeor Loop - Wolseley	Standard Gauge. Worked from ARTC Train Control. <u>Local Panel (Switch In/Out)</u> : Murtoa, Dimboola

**Maroona - Portland**

TOW	Maroona - Glen Thompson Loop - Grampians Loop - Chrome Loop - Heywood Loop - Portland	Standard Gauge. <u>Trailable Loops</u> : Glen Thompson, Grampians, Chrome, Heywood. Maroona and Portland are attended Train Order Terminal Stations.
-----	---	---

**Heywood - Mt Gambier**

OOU	Heywood - Mt Gambier	Line out of use. Junction removed.
-----	----------------------	------------------------------------

**Ararat - Maryborough**

S&T	Ararat - Maryborough	Standard Gauge. Staff Tickets not issued.
-----	----------------------	---

**Murtoa - Hopetoun**

TOW	Murtoa - Warracknabeal - Hopetoun	Standard Gauge. <u>Attended Crossing Station</u> : Warracknabeal
-----	-----------------------------------	---

**Dimboola - Yaapeet**

TOW	Dimboola - Yaapeet	Standard Gauge.
-----	--------------------	-----------------

**North Geelong Loop**

Spl Inst	North Geelong A - North Geelong C
----------	-----------------------------------

**North Geelong Grain Loop**

S&T	North Geelong C - Geelong Grain Discharge Point (via Grain Loop)	Train Staff Tickets not issued
-----	--	--------------------------------

**North Geelong - Fyansford**

OOU	North Geelong - Fyansford	Line booked out of service
-----	---------------------------	----------------------------

**Geelong- Mildura**

SYW	North Geelong B - North Geelong C	
SAW	North Geelong C - Gheringhap	Dual Gauge. Shared with Western line
TOW	Gheringhap - Lethbridge BP - <i>Meredith</i> - Lal Lal BP - Warrenheip Loop - Ballarat - Sulky Loop - Tourello Loop - Talbot Loop - Maryborough - Dunolly - Emu Loop - Sutherland Loop - Donald Loop - Watchem Loop - Birchip Loop - Curyo BP - Woomelang Loop - Gama BP - Speed Loop - Ouyen - Hattah BP - Carwarp Loop - Yatpool BP - Yelta	The section between Ballarat East - Ballarat - North Ballarat Junction is worked as part of Ballarat yard. Maryborough - Dunolly is dual gauge. Ballarat, Maryborough and Ouyen are Attended Intermediate Terminal Stations. Ballarat and Maryborough must be attended for all trains. Dunolly must be attended for Standard Gauge trains and trains to or from the Kulwin/Robinvale lines. Ouyen must be attended for crosses, arrival of trains from the branch and departure

of trains to the branch from the main line.

Trailable Loops: Warrenheip, Sulky, Tourello, Talbot, Dunolly, Emu, Sutherland, Donald Loop, Watchem, Birchip, Woomelang, Speed, Carwarp  
DICE: Gheringhap, Maryborough (but not used).

#### Ballarat - Redan

SC Ballarat - Linton Junction - Ballast Siding  
 OOU Linton Junction - Redan

Line booked out

#### Ouyen - Pinnaroo

S&T Ouyen - Cowangie  
 S&T Cowangie - Panitya  
 OOU Panitya - Pinnaroo

Staff Tickets not issued  
 Line booked out

#### Dunolly - Kulwin

TOW Dunolly - Arnold BP - Inglewood - Korong Vale  
 Loop - Granites BP - Wycheproof BP - Sea Lake  
 BP - Kulwin

Dunolly attended for all trains to/from Inglewood line.  
Unattended Junctions: Inglewood, Korong Vale  
Trailable Loops: Korong Vale

#### Korong Vale - Robinvale

TOW Korong Vale Loop - Mysia BP - Quambatook BP -  
 Ultima BP - Manangatang BP - Robinvale

#### South Kensington - Bendigo - Deniliquin

ABS South Kensington [Metrol] - *West Footscray* -  
 Sunshine - Albion [Sunshine] - *St. Albans* -  
 Sydenham  
 DLB Sydenham - *Diggers Rest* - *Sunbury* - *Clarkefield* -  
*Gisborne* - *Woodend* - Kyneton - *Castlemaine* - Bendigo  
 SYW Bendigo - Nth Bendigo Junction  
 TOW North Bendigo Junction - Hunter BP - Echuca -  
 Barnes - Deniliquin

Unattended Junction: Barnes

#### Sunshine - Ballarat - Ararat

ATC Sunshine - Deer Park [Sunshine] - Deer Park West  
 [Sunshine] - Rockbank [Bacchus Marsh] - *Melton* -  
 Parwan Loop [Bacchus Marsh] - Bacchus Marsh -  
 Bank Box Loop [Bacchus Marsh] - Bungaree Loop  
 [Ballarat] - Ballarat  
 OOU Ballarat - Ararat

Dual Track between Sunshine and Deer Park West

Line booked out

#### Albion - Broadmeadows

CTC Albion Junction [ARTC Train Control] -  
 Jacana Loop [ARTC Train Control]  
 ABS Jacana Loop - Broadmeadows

Broad Gauge. Worked from ARTC Train Control

BG.

#### Daylesford - Bullarto

TRS&T Daylesford - Bullarto

Tourist railway

#### Castlemaine - Maryborough

S&T Castlemaine - Maryborough

#### Castlemaine - Maldon

TRS&T Castlemaine - Maldon

Tourist railway Muckleford - Maldon

#### Bendigo - Piangil

TOW North Bendigo Junction - Woodvale BP - Dingee  
 - Kerang - Swan Hill - Piangil

Unattended Junction: Eaglehawk

#### Eaglehawk - Inglewood

TOW Eaglehawk - Bridgewater - Inglewood

Unattended Junctions: Eaglehawk, Inglewood

#### Barnes - Moulamein

TOW Barnes - Moulamein

Unattended Junction: Barnes

#### NE Broad Gauge

ABS North Melbourne [Metrol] - *Kensington* - *Newmarket*  
*[Kensington]* - *Essendon* - Broadmeadows  
 DLB Broadmeadows - *Somerton* - *Donnybrook* - *Wallan* -  
*Kilmore East* - *Broadford* - Seymour  
 TOW Seymour - Longwood BP - Riggs Creek Loop -  
 Bowser BP - Wodonga  
 ATC Wodonga - *Wodonga Coal Sidings* - Albury South

Four tracks North Melbourne - Kensington

Unattended or Attended Junction: Benalla

#### North Melbourne - Somerton

ABS North Melbourne [Metrol] - *Coburg [Upfield]* - Gowrie  
 ATC Gowrie [Upfield] - Upfield

SC Upfield - Somerton

**Newmarket - Flemington Racecourse**

2PAS *Newmarket [Kensington] - Epsom Road - Showgrounds - Flemington Racecourse*

**Seymour - Tocumwal**

TOW Seymour - Nagambie BP - Murchison East (BP)- Toolamba BP - Shepparton - Tocumwal

Attended Crossing Station: Murchison East (Block Post when unattended). Unattended Junction: Toolamba

**Toolamba - Echuca**

TOW Toolamba - Kyabram - Echuca

**Shepparton - Dookie**

TOW Shepparton - Dookie

**Strathmerton - Cobram**

OOU Strathmerton - Cobram

Line booked out

**Benalla - Oaklands**

TOW Benalla - Yarrawonga - Oaklands

Attended Crossing Station: Yarrawonga.

**Springhurst - Wahgunyah**

OOU Springhurst - Wahgunyah

Line booked out & junction removed

**NE Standard Gauge**

CTC Tottenham Junction - McIntyre Loop - Tullamarine Loop - Somerton Loop - Donnybrook Loop - Wallan Loop - Broadford Loop - Tallarook Loop - Seymour Loop - Longwood Loop - Violet Town Loop - Benalla Loop - Glenrowan Loop - Alumatta Loop - Chiltern Loop - Wodonga Loop - *Wodonga A - Wodonga Coal Sidings* - Albury South

Worked from ARTC Train Control. Wodonga A and Wodonga Coal Sidings are worked locally.

**Wodonga Coal Sidings - Bandiana**

S&T Wodonga Coal Sidings - Bandiana

Standard Gauge

**Jolimont - Hurstbridge**

ABS Flinders Street [Metrol] - Jolimont [Metrol] - Victoria Park [Metrol] - Clifton Hill [Metrol] - Westgarth [Metrol] - *Heidelberg*

SL *Heidelberg - Rosanna Junction [Heidelberg]*

Single track. Works automatically when Heidelberg switched out.

ABS *Rosanna Junction [Heidelberg] - Macleod - Greensborough*

MES Greensborough - Eltham

S&T Eltham - *Diamond Creek* - Hurstbridge

Diamond Creek is a temporary TST station

**Clifton Hill - Epping**

ABS Clifton Hill [Metrol] - Bell - Keon Park [Epping]

ATC Keon Park [Epping] - Lalor [Epping]

SL Lalor [Epping] - Epping

**Richmond Junction - Healesville**

ABS Richmond Junction [Metrol] - East Richmond [Metrol] - *Burnley - Camberwell - Box Hill*

Outer Lines

ATC Burnley - Camberwell - Box Hill

Centre Line

ABS *Box Hill - Blackburn - Mitcham - Ringwood - Mooroolbark [Lilydale]*

Mooroolbark & Lilydale work automatically when switched out

ATC *Mooroolbark [Lilydale] - Lilydale*

Closed Lilydale - Yarra Glen

TRS&T Yarra Glen - Healesville

Operation of tourist railway over part of line

**Burnley - Glen Waverley**

ABS Burnley - *Burnley Stabling Siding [Burnley] - Kooyong - Gardiner - Darling - Glen Waverley*

Glen Waverley operates automatically when switched out

**Camberwell - Alamein**

ABS Camberwell- Riversdale (Down Line)

ATC Camberwell - Riversdale (Line X)

ABS Riversdale - *Ashburton*

Ashburton works automatically when switched out

SL *Ashburton - Alamein*

**Ringwood - Gembrook**

ABS Ringwood - *Bayswater [Ringwood] - Ferntree Gully [Upper Ferntree Gully]*

ATC Ferntree Gully [Upper Ferntree Gully] - Upper

	Ferntree Gully - Upwey [Upper Ferntree Gully] - Belgrave [Upper Ferntree Gully]	
TS&T	Belgrave (NG) - Menzies Creek - Emerald - Lakeside - Cockatoo - Gembrook	<u>Temporary TST Stations</u> : Emerald, Cockatoo
<b>Flinders Street - Bairnsdale</b>		
ABS	Jolimont Junction [Metrol] - Caulfield - Oakleigh - Westall [Springvale] - Springvale - Dandenong - Berwick - Pakenham - Bunyip	Four Tracks Jolimont Junction - Caulfield Nar Nar Goon has probably been abolished
Spl Inst	Bunyip - Longwarry	Single line section. Automatic Operation
ABS	Longwarry - Warragul - Moe [Morwell]	
ATC	Moe [Morwell] - Hernes Oak [Morwell] - Morwell	
ES (L)	Morwell - Traralgon	IES at Maryvale APM Sidings and Maryvale Industrial Siding
S&T	Traralgon - Sale	
S&T	Sale - Bairnsdale	Train Staff Tickets not issued. Line baulked beyond Bosworth Rd
<b>Morwell Briquette Siding</b>		
SC	Morwell - Morwell Briquette Sidings	
<b>Maryvale Line</b>		
SC	Maryvale Exchange Sidings - Maryvale	
<b>Thomson - Walhalla</b>		
TRS&T	Thomson - Walhalla	Tourist railway
<b>Dandenong - Leongatha</b>		
ATC	Dandenong - Lyndbrook Loop [Dandenong] - Cranbourne [Dandenong]	
OOU	Cranbourne [Dandenong] - Nyora	Services suspended
TRS&T	Nyora - Leongatha	Tourist Railway
<b>Caulfield - Stony Point</b>		
ABS	Caulfield - Glenhuntly - Moorabbin [Caulfield] - Cheltenham - Mordialloc - Chelsea - Carrum - Frankston	Three track section Caulfield - Moorabbin; centre track also worked under ABS
A-ES (L)	Frankston - Somerville - Hastings	IES at Long Island Junction
TST	Hastings - Stony Point	Train Staff Tickets not issued. Crib Point probably closed as temporary Staff station.
<b>Baxter - Mornington</b>		
TRS&T	Baxter - Mornington	Tourist railway over part of line. Line beyond Nepean Highway dismantled
<b>Long Island Line</b>		
SC	Long Island Junction - Long Island (BHP)	
SC	BHP Junction - Long Island	
<b>Crib Point - Naval Base</b>		
OOU	Crib Point - Naval Base	
<b>Richmond - Sandringham</b>		
ABS	Richmond Junction [Metrol] - Brighton Beach - Sandringham	Sandringham works automatically when switched out. <u>Emergency Crossover</u> : Elsternwick

ERRATA

Two errors have been noticed in the Jolimont - Clifton Hill diagram published in the last issue of Somersault - both relating to the same signal. The normal position of Up Automatic S086 at North Richmond should be 'Clear Normal Speed', not 'Medium Speed Warning' as shown. The A (upper) light has two aspects: Red and Green, while the lower aspect also has two aspects: Red and Yellow. The aspects shown in the adjacent table list this signal as S088, not S086.