

# SOMERSAULT

MARCH 2003

Vol 26, No 2

SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The resignalling of Spencer Street will probably see the end of the unusual signals suspended under the canopies at the southern ends of the platforms. Post 258 (left) applies along No 5 Platform towards the dead end No 5 South. Accordingly, it may only display Low Speed Warning (Red over Red over Yellow). The signal consists of three marker lights, two fitted with red lenses, mounted on a piece of sheet steel suspended from a canopy beam. Post 59 (right), which is now Post 256, applies from Number 4 South to No 4 Road or to No 3 Road. As can be seen it can display normal or medium speed indication and has no less than 6 marker light units to display the necessary aspects. Post 59 first appears on Signalling Diagram 14'52, suggesting the design dates from at least that year, however, there were light signals on what is now Platform 2 at least as early as 1922 which may have been to this design. On the other hand, Post 258 dates from February 1990 when control of the West Passenger Yard was transferred to No 1 Box just before the abolition of South End.*

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### MINUTES OF MEETING HELD FRIDAY FEBRUARY 21, 2003,

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

Present: - N.Bamford, W.Brook, B.Cleak, G.Cleak, G.Cumming, A.Gostling, A.Hinde, W.Johnston, K.Lambert, D.Langley, S.Malpass, B.McCurry, T.Penn, L.Savage, B.Sherry, P.Silva, R.Smith & A.Wheatland.

Apologies: - J.Black, C.Gordon, J.McLean, T.Murray, G.O'Flynn, & R.Whitehead.

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

Minutes of the November 2002 Meeting: - Accepted as published. T.Penn / A.Wheatland. Carried.

Business Arising: - Nil.

Correspondence: - A letter was sent to the Surrey Hills Neighbourhood Centre to book the meeting room for 2003.

A letter was sent to Victrack Access seeking a valuation of the rooms we lease at Seymour to assist in obtaining insurance.

A letter was received from the Commonwealth Bank of Australia advising that the SRSV no longer qualified as a community based non - profit organisation. Fees would be charged to all SRSV accounts held with the CBA as from March 2003. Alternative banking arrangements are being investigated. S.Malpass / B.Sherry. Carried.

Reports: - The accounts for 2002 have been passed to the Auditor for his attention.

General Business: - Reports on the rail operations for the Avalon Airshow were received from David Langley & Brett Cleak.

Keith Lambert advised the meeting that member John Blakebrough had passed away last weekend.

A report on yesterday's derailment of an electric train at the up end of Camberwell was discussed.

The runaway train from Broadmeadows to the country platforms at Spencer Street was mentioned. Much discussion featuring gossip, rumours, stories, suggestions & various theories took place.

Andrew Hinde tabled local newspaper cuttings regarding the recent derailment of an electric train near Waterfall in New South Wales.

Brett Cleak discussed the recent commissioning of the CTC between Newport - Laverton Loop - Manor Loop, replacing the Section Authority working. Section Authority working remains in use beyond Manor Loop. An Up Repeating Signal is provided for up trains approaching Manor Loop. The Down Departure Home Signals at Manor Loop show yellow when at proceed for trains proceeding towards Gheringhap. This was done at the request of the ARTC. The former Up Repeating Signal at Newport (GGG 456) was converted to an Automatic Signal and at the same time was converted from LED signal units to incandescent lamp signal units. This was done following a request from Drivers. The interlocking does allow for two SG trains to approach Newport at the same time, even though the only sidings available are the SG Sidings in Anzac or the Goninan Loco Siding.

As part of the work described above, a reallocation of Train Control workstations took place at ARTC control in Adelaide. Control of the Tottenham Loop - Brooklyn - Newport section of line was transferred from the Melbourne Metro Train Control Board to the Section Authority Train Control Board.

Work now continues on the installation of CTC between Manor Loop - North Geelong - Gheringhap.

Elders Siding is expected to be recommissioned on 17.03.2003 to allow BG freight movements.

Gheringhap is expected to be re - signalled by 24.03.2003 with the commissioning of the CTC expected to be completed by 31.03.2003.

It was reported that despite some delays, the radio links to replace the aerial wires for the Electric Staff

working between Frankston - Somerville - Long Island Junction - Hastings have now been commissioned.

Bill Johnston advised that LED marker lights have been provided on Automatic Signals between Footscray - Newport. The LED units used for this work are believed to be LED units for mounting on boom barriers.

It was noted that at North Geelong "C" Box, two style "R" signals have been fitted with LED units.

Brett Cleak discussed the data changes to the Newport SSI that took place in January. At the same time, signal GGG 456 on the SG Lines was converted to LED signal units. After the commissioning of the CTC, ARTC requested that signal GGG 456 be converted from LED signal units to incandescent light units following complaints received from Drivers.

The contracts for the upgrading of the Ballarat - Ararat & Sale - Bairnsdale Lines have been awarded to a consortium of Works Infrastructure & Kilpatrick Green. The design for the arrangements at Ararat has not yet been finalised.

It was noted that while the track work for the balloon loops at Mallala & Crystal Brook in South Australia has been completed, the contracts for the signalling works have yet to be awarded.

A discussion took place regarding the track & signal arrangements to be implemented at Gheringhap for the introduction of CTC.

Rod Smith discussed aspects of the proposed SG conversion project for the Mildura Line.

Glenn Cumming asked about the status of the Train Management Facility to replace Metrol. It is understood that this project has been delayed yet again. A revised completion date is not known.

Rod Smith spoke about his recent trip to Sri Lanka; home to mechanical signals, token working & Edmondson tickets.

A summary of a presentation about the proposed Transport Museum at Newport given at last night's ARE meeting by Mike Ryan of the D.o.I. was discussed.

The Secretary advised that the next meeting would be the Annual General Meeting & that nominations for all positions on the Committee were now being accepted.

The Secretary advised all members that subscription notices had been posted & were now due for payment.

Syllabus Item: - The President introduced himself to present the Syllabus Item.

David presented a selection of slides from his collection with the subject being "The Western Line", although Christies Beach in South Australia was a bit further west than was expected & how Carlsruhe fitted in is yet to be explained. Scenes of Western Line locations like Ravenhall, Ararat, Murtoa, Jung & Nhill etc. were viewed from the 1970's & 1980's.

At the completion of the Syllabus Item, The Secretary thanked David for the entertainment & this was followed by acclamation from those present.

Meeting closed @ 22:55 hours.

The next meeting will be on Friday 21 March 2003 at the Surrey Hills Neighbourhood Centre, 1 Bedford Street, Surrey Hills, following the Annual General Meeting.

## MINUTES OF 2002 ANNUAL GENERAL MEETING HELD FRIDAY MARCH 15, 2002,

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

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

Apologies: - J.Churchward, A.Hinde, G.O'Flynn & B.Sherry.

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

Minutes of the 2001 Annual General Meeting: - Accepted as published. A.Wheatland / R.Whitehead. Carried.

Business Arising: - Nil.

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

It is with pleasure that I present the President's report for the year 2001. Again we held six meetings although one was almost a non-starter due to a lock out at Surrey Hills but due to the kindness of Jack McLean we held it in his kitchen which meant that Jack didn't need to leave the room to make the tea.

For various reasons there were only three meetings where a syllabus item was presented and they all took the form of a showing of slides - the February meeting was New Zealand slides taken on the President and Secretary's trip in 2001, Keith quizzed us all in July with 30 very interesting slides, one of which even tripped him up but there was one person who had a perfect score, and the annual screening by Rod Smith of some of Stephen McLean's slides at the November meeting which just happened to be New Zealand in the 1970's, alas there were none of Vance Findlay's train hostesses.

Unlike other years, there was only one tour this year and it was something new for the Victorian society, a mid-week tour. Held on Monday, 24th September, locations between Kyneton and St. Albans were visited and a enjoyable day was had by all except for the President who was confined to the insides of his

shop and was unable to join in. There were also very few NSW SRS tours for much the same reason - fewer and fewer locations to visit and inability to organize these for public holidays or weekends.

This year I'll start the acknowledgements with recognition of the amount of input that officers of the various railways departments make towards our society. It is with their help and information that our job of recording the changes to signalling and safeworking are made just a little easier. Over the years a vast amount of material has fallen out of rubbish bins and waste paper baskets and for this we are very grateful. Plus most, if not all, our questions tend to get an answer sooner or later. Thank you to you all. Thus that brings me to lament the loss of the Safeworking Department that we knew so well, its duties having been distributed between the four railway companies. We are fortunate to have had many friends in that department and a great deal of assistance has been forthcoming over the years.

The society again published six copies of Somersault and again each issue was a mix of signalling alterations and signalling articles of interest for all to enjoy. Thank you to Andrew Waugh for seeming to manage the impossible given that Somersault has never enjoyed a healthy pile of articles waiting for publication. I wince a little when I pick up the latest issue of a magazine only to read what will be in next month's issue, I doubt that Somersault has been able to do that very often.

The Archives Room at Seymour steadily progresses and is at the situation that a visit will show some real progress has been made in this last year. Bob Whitehead will elaborate further in his report. Thank you Bob for your work in the archives area.

Treasurer Peter Silva has managed to keep the societies finances in order, pay all the bills and alert the Committee to forthcoming financial issues that need a decision and again the Honorary Auditor Jon Churchward has managed to keep the Treasurer on the straight and narrow although again I doubt that he would have little to complain about. Thank you Peter and Jon.

The Committee managed a number of meetings this year but again none were formal ones and a couple were all carried out in the comfort of our own homes via the internet. But there was some discussion carried out in the confines of the signal box at Scarborough or was it Whitehaven, and there may have even been some discussion at Wingrove. To the uninitiated these places are where Committee members are prone to spending leisure hours running model railways.

Again to Glenn our Secretary a huge thank you for his tireless efforts in keeping the paperwork of the society in order, the letters written, the notices sent out, even the tours organized because without this sort of dedication, there isn't a society in the world that would not survive. All of this and more done in a time of his business life when those words spoken so eloquently, or was it flippantly, by a past Prime Minister "Life wasn't meant to be easy" took on a new meaning. Perhaps it was this outside work that kept him sane during the day.

And finally thank you to the members of the society for without your support the Signalling Record Society of Victoria would simply not exist. Thank you one and all.

I move this report. David Langley President. D.Langley / P.Silva. 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 provided detailed explanations of the financial statements & about transactions & answered questions regarding the financial statements. P.Silva / C.Rutledge. Carried.

**Auditor's Report:** - In the absence of The Auditor, Jon Churchward, the Auditor's Report was tabled. P.Silva / A.Ratcliffe. Carried.

**Tours Report:** - The Tours Officer, Glenn Cumming, reported on the tour conducted during the year.

After a big year of big tours in 2000, the SRSV was brought back to reality by conducting one signal box tour during the year 2001.

The tour for the year was the annual Showday Tour / Cupday Tour etc, this year held on Monday 24 September 2001.

This date was chosen after consultation with the members in order to visit signal boxes that are only manned during normal weekdays. The locations visited this year were St.Albans, Sydenham (our last visit before the removal of the mechanical signalling), Diggers Rest, Sunbury (our first visit since re - signalling), Clarkefield, Gisborne, Woodend & Kyneton.

As was to be expected, this tour was well attended and this justified moving the day of the tour away from the normal Public Holiday / Weekend format.

A mini bus was hired to allow the tour party to "zig - zag" between locations as dictated by the unusual opening hours of a couple of the locations visited.

Organisation of SRSV tours is not a one man job and thanks must go to the following people for their assistance in organising this year's tour: - to David Langley and Andrew Waugh for their advice & comments and especially for reminding me of all the tasks I had forgotten to do and to Andrew Waugh for yet again producing a set of comprehensive tour notes & diagrams.

My thanks to all members & friends who participated & helped to ensure the success of the tour.

Special thanks must go to the officers of the various railway operating & engineering companies who allow the SRSV to visit areas not normally open to the general public. Their assistance is very much appreciated. Without their co - operation, SRSV tours would not occur. This year, the SRSV appreciated the kind assistance of Adrian Ponton at Freight Australia & Bill Uren at National Express. My thanks to both these gentlemen.

The Tours Officer always welcomes suggestions & comments regarding the conduct of SRSV tours, especially ideas for future tours. Glenn Cumming Tour Officer. G.Cumming / W.Brook. Carried.

Membership Report: - The Membership Officer, Glenn Cumming, tabled the Membership Report.

Type	2001	2000	Movement
V	62	64	-2
K	29	29	-
N	2	2	-
KL	4	4	-
VH	5	5	-
Total	102	104	-2

Analysis of Movement

Additions: - Nil.

Deletions: - J.Fitzgerald (V), W.McSween (V).

Transfers: - Nil.

The Membership Officer answered a number of questions regarding membership categories & other membership matters. G.Cumming / R.Whitehead. Carried.

Editorial Report: - The Editor, Andrew Waugh, read his report to the meeting.

The usual six issues of Somersault have been published during the year together with a set of notes for the tour. I would like to thank those members who wrote articles, letters or provided information for Somersault. A diversity of views and interests makes the magazine more interesting for the members and, of course, it makes the Editor's job far easier. The Editor wishes to apologise for the delayed publication of several issues late last year, but there was a period where there was just too much happening. Andrew Waugh, Editor. A.Waugh / W.Brook. Carried

Ian Michaelson remarked that he appreciated the high quality of Somersault, especially for members who do not regularly attend meetings.

The meeting agreed with acclamation.

Rod Smith asked about the Signalling Australasia Yahoo Group and its relationship with the SRSV. It was noted that the newsgroup list is not part of the SRSV, even though members of the SRSV are members of the list.

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

Temporary space limitations brought about by the need to clear most of the contents of the second room into the first room has prevented any further sorting or cataloguing of the holdings.

The second room was largely cleared out to enable refurbishment, interior lining and architraves to be fitted to the point where this room is almost ready for painting and fitting out.

The fitting of architraves, windows and door frames and other carpentry work was undertaken at the cost of the lessors.

It is anticipated that the painting and the fitting out of the second room with suitable shelving can be accomplished in the near future so that that sorting of the holdings can be resumed. R.Whitehead Archivist. R.Whitehead / P.Silva. Carried.

A question was asked regarding the length of the lease & who is the lessor. This was answered.

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 R.Whitehead and seconded by R.Smith.

There being no further nominations, the nominee 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 A.Waugh.

Secretary: - G.Cumming, nominated by A.Waugh and seconded by A.Wheatland.

Treasurer: - P.Silva, nominated by W.Johnston and seconded by B.McCurry.

Committeeman: - J.McLean, nominated by W.Brook and seconded by R.Whitehead.

Committeeman: - W.Brook nominated by J.McLean and seconded by R.Whitehead.

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

Auditor: - The following verbal nomination was received: -

Auditor: - J.Churchward nominated by P.Silva and seconded by A.Ratcliffe.

There being no other nomination, the nominee was declared appointed to the position.

General Business: - The attention of the meeting was drawn to the circumstances of the SRSNSW that could see the SRSNSW being dissolved. The SRSV Committee is currently waiting on a formal approach from the SRSNSW with a view to a merger or absorption.

The Archives is in need of free standing shelving for installation when the second room is complete. Can anybody assist?

Meeting closed @ 21:07 hrs.

The Annual General Meeting was followed by the March 2002 Ordinary Meeting.

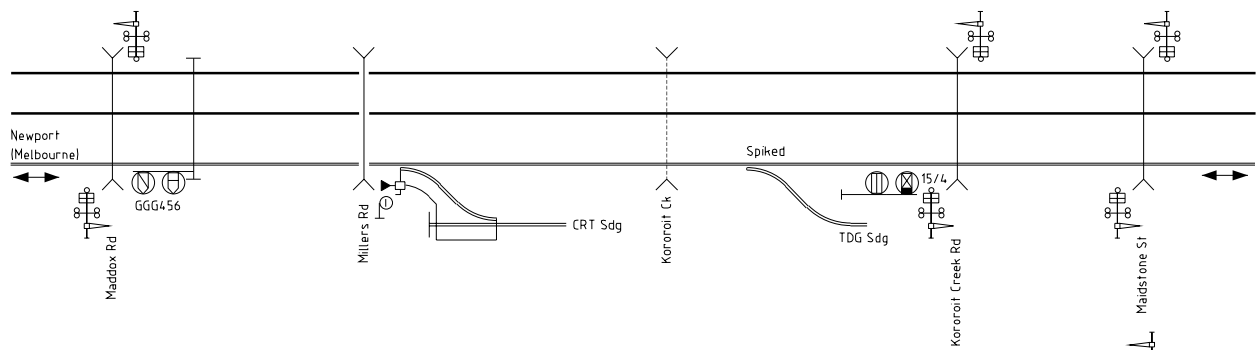
## SIGNALLING ALTERATIONS

*The following alterations were published in WN 3/03 to WN 8/03 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.*

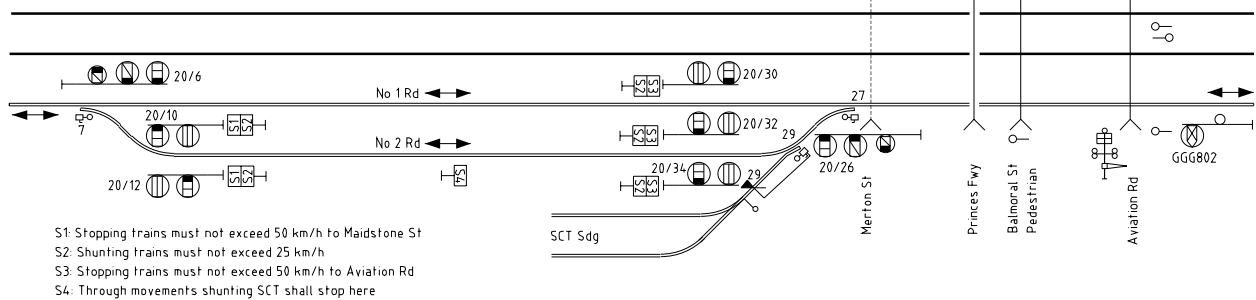
- 19.01.2003 **Jolimont** (SW 502/03, WN 5/03)  
On Sunday, 19.1., Up Home JLI187 was converted to LED heads. The pneumatic trains stops at signals JLI094, JLI186, JLI187, and JLI196 were replaced by JAE electric types train stops.
- 23.01.2003 **Fairfield - Alphington** (TS 4/03, WN 4/03)  
On Thursday, 23.1., Automatic S285 was altered to a reverse stagger.
- 23.01.2003 **Hartwell - Burwood** (TS 4/03, WN 4/03)  
On Thursday, 23.1., Automatic LA397 was altered to a reverse stagger.
- 26.01.2003 **Jolimont** (SW 503/03, WN 5/03)  
On Sunday, 26.1., circuit alterations were carried out to prevent Home JLI187 from clearing for moves towards Home 199 (Clifton Hill Loop) when the Underground Loop control is set for the clockwise direction. The point mechanisms on Points 086 and 087 were replaced.
- 28.01.2003 **North Melbourne** (SW 8/03, WN 3/03)  
Points 410 and 413 were renewed.
- 03.02.2003 **Spencer Street** (SW 11/03, WN 4/03)  
From Monday, 3.2., Crossover 249 between Platform 2 and No 2A Road was relocated 60 metres in the Down direction as Stage 1 of the Spencer Street redevelopment. Homes 270, 272 and 274 and the Guards indicator for Home 274 were relocated to suit. Track circuit 5T, 249T, 272T, 229T, and 230T were renewed.
- (04.02.2003) **South Geelong - Warrnambool** (SW 1005/03, WN 5/03)  
When Warrnambool Freight Trains 9219, 9220, and 9320 are not required to shunt Waurm Ponds it will not be necessary to issue the train with a corridor Master Key. Local switch movements to South Geelong Racecourse or Waurm Ponds and works trains or Track Machines requiring to shunt Terang will still need to be issued with a corridor Master Key.
- (04.02.2003) **Caulfield** (SW 16/03, WN 5/03)  
Diagram 33/02 replaced 7/95 as in service.
- 04.02.2003 **Kyabram** (TS 1025/03, WN 6/03)  
From Tuesday, 4.2., Scoones Siding was booked out. The rail was removed beyond the railway boundary.
- 06.02.2003 **Newport - Laverton Loop - Manor Loop (Standard Gauge)** (ARTC 77 03, WN 7/03)  
On Thursday, 6.2., at 1800 the Section Authority System between Newport and Manor Loop was replaced by the CTC system on the sections Newport - Laverton Loop - Manor Loop. The CTC is worked by the Section Authority Train Controller, who now also works the points and signals between Tottenham Loop and Newport.  
Movements from Tottenham that will proceed beyond Manor Loop will change to 1200 mode upon departing Tottenham Loop and must advise the ARTC Train Controller when this has been done. Movements not proceeding beyond Manor Loop must remain in 600 mode. Movements from Manor Loop must switch to 600 mode immediate upon receiving the 'final authority' message.  
Newport  
Home NPT707 is the Home Departure signal controlling the entrance to the single line section and 'End ABS Start CTC' boards were erected at this signal. The Commence and End Section Authority boards at Home NPT724 were abolished and 'End CTC Start ABS' boards were provided. Repeating signal GGG456 was replaced by Automatic GGG456.  
CRT Siding  
The repeating signals were abolished. The points are worked by a ST21 point machine released by the Train Controller. Equipment and operation of the points is similar to Ararat. To prevent delays to traffic, the Driver of trains shunting at the CRT Siding must confirm with CRT that they can accept the train before departing from Tottenham or Laverton.  
TDG Siding (15.650 km)  
This siding is situated between the Kororoit Creek and Kororoit Creek Road but is not yet in service. The points are secured normal.  
Laverton Loop  
Laverton Loop was commissioned. The repeating signals GGG772 and GGG673 were abolished and the SCT Siding incorporated into the loop. Homes 15/4, 20/6, 20/10, 20/12, 20/26, 20/30, 20/32, 20/34, and Automatic GGG802 were provided. Points 7, 27, and 29 were provided.  
The verbal authority of the Train Controller is necessary to pass Home 15/4 at Stop and when it is necessary to do this the train must proceed at low speed until the boom barriers at Kororoit Creek Road are fully down.  
When eastbound or westbound trains are terminating at the SCT Siding, the Driver of the train must confirm with SCT that they can accept the train before departing from Manor or Tottenham. A time delay applies for eastbound trains; the Train Controller is unable to set the route into the SCT siding until 5

# Newport - Manor Loop (Standard Gauge)

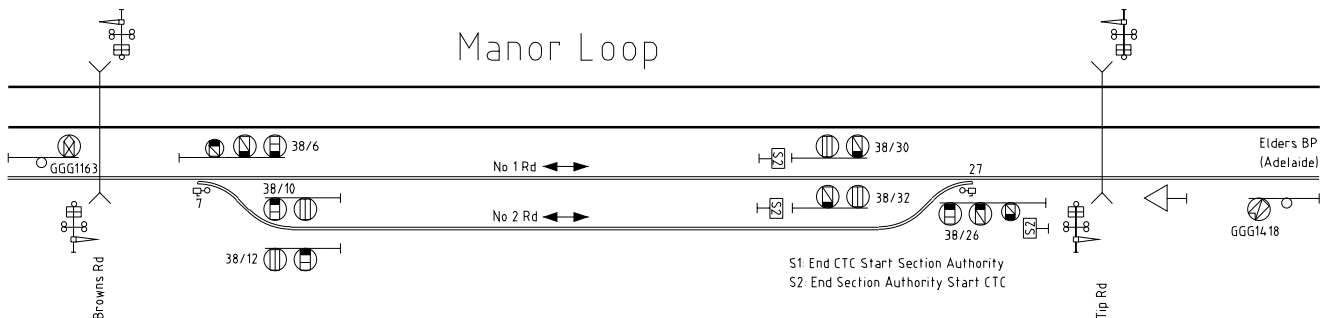
Note: Signalling details on Broad Gauge lines not shown



## Laverton Loop



## Manor Loop



minutes after the train has passed Automatic GGG802. After this delay has expired the Train Controller will be able to reverse Points 29 and clear the low speed arm of Home 20/26.

When an eastbound train is detaching loading at the SCT Siding the loading will be shunted by the SCT locomotive. Where practical the train will be signalled into the loop at Laverton. When the train is stationary the SCT locomotive can be signalled out of the siding into the Manor section. If the shunt movement is to attach to the rear of the loading and push back into the siding, the Train Controller will signal the shunt locomotive onto the rear of the train. The SCT crew must liaise with the train crew, attach to the rear of the train and detach the loading. The SCT crew is responsible for replacing the ETAS, Digitair, or End of Train Marker to the rear of the train and advising the train crew accordingly. The train crew will then advise the Train Controller who can then signal the train to depart and the shunt movement to the siding. If the shunt movement is to attach to the front of the loading and pull it into the siding, the Train Controller will signal the shunt locomotive onto the clear track. The locomotive is to come to a stand adjacent to where the loading is to be detached, detach the loading and replace the ETAS, Digitair, or End of Train Marker. The train crew will then advise the Train Controller who can signal the train to depart. The shunt locomotive will then be signalled toward Newport (subject to availability of route), then back onto the loading, then into the Manor section, and finally into the siding.

When a westbound train is attaching loading at the SCT Siding, the train must be brought to a stand at the board erected midway along the loop. The board is lettered 'Through movements shunting SCT shall stop here' and applies to both the main and loop lines. The locomotive can then be detached and the shunt carried out. The train crew must ensure that the train is in the rear of the Departure Home signal at the completion of the shunt to allow the signal to be cleared for its departure.

To prevent unnecessary operation of the level crossings, trains must not be held at either Arrival Home (20/6 or 20/26) where practical. The Maidstone St level crossing, Balmoral St pedestrian crossing, and Aviation Road level crossings are equipped with level crossing predictors and shunting moves must proceed at less than 25 km/h to prevent triggering the crossings. Appropriate signs are provided on all Departure Home signals.

### Manor Loop

The signalling at Manor Loop was converted to three position signalling. Homes 38/6, 38/10, 38/12, 38/26, 38/30, and 38/32, and Automatics GGG1163 and GGG1418 were provided. Points 7 and 27 were provided. 'End CTS Start Section Authority' boards were provided at Homes 38/30 and 38/32, and 'End Section Authority Start CTC' board at Home 38/26.

To prevent unnecessary operation of the Browns Road or Tip Road level crossings, trains must not be held at either Arrival Home (38/6 or 38/26) where practical.

Movements departing Laverton must switch to 1200 mode and contact the Train Controller to request a Section Authority for the Manor - Elders BP section. The Train Controller must not clear Homes 38/30 or 38/32 until a Section Authority has been issued and acknowledged by the Driver. The Medium Speed aspect on Home 38/32 will only apply until the entire train has cleared the points. Should it be necessary for a train to pass Homes 38/30 or 38/32 at Stop, the Train Controller will issue a Signallers Caution Order after confirming the appropriate Authority has been issued. It will not be necessary for the Driver to record the order but the Driver and Train Controller must exchange names. If the points have failed, or the point detection has failed, the Driver will be instructed to manually operate the points.

Section Authorities issued from Elders Block Point will continue to contain a 'Key Instruction' and, as far as practical, the Train Controller will signal the train through Manor Loop in accordance with the text on the Section Authority.

- 08.02.2003 **Footscray - Spotswood** (SW 20/03, WN 6/03)  
On Saturday, 8.2., the following signals had their marker lights replaced by Westinghouse 17 Dot LED marker lights: W243, W250, W255, W264, W267, W276, W281, W286, W293, W292, W297, W302, W309, W310, W319, W318, W333, W341, W340, and W348.
- 08.02.2003 **Frankston - Somerville** (SW 14/03, WN 5/03)  
From 0700 hours Saturday, 8.2., the aerial wires operating the electric staff instruments were replaced by a radio link.
- (11.02.2003) **Spencer Street** (SW 506/03, WN 6/03)  
No 1 Parcels Dock and No 2 East Parcels Dock are not wired. No 2 Parcels Dock and the lead to the City Circle Loop are wired.
- (18.02.2003) **North Melbourne** (SW 30/03, WN 7/03)  
Diagram 41/97 is to amended by renumbering Automatic KEN452 on the Up East Suburban line to be KEN456.
- (18.02.2003) **Newport** (SW 27/03, WN 7/03)  
The lead to the SteamRail Depot (Points 613U) has been booked out due to rust on the railhead.
- (18.02.2003) **Eltham** (WN 7/03)  
Short shunting is not permitted by trains or track machines. All shunting movements must be undertaken under the authority of fixed signals.  
If the single line section is unoccupied, all shunting moves into the Greensborough - Eltham section require the Train Driver or Works Supervisor to be in possession of the electric staff.  
If a train is in the single line section and is proceeding away from Eltham, shunting movements are only permitted when the train is beyond the Distant signal. The Signaller at Eltham must advise the Signaller at Greensborough of the intended movement and the Signaller at Greensborough must sleeve the Down Departure signals at Stop. If the Train Arrival signal is received at Eltham before the shunting movement is complete, the Signaller at Eltham must obtain a Staff and lock it away until the shunting has been completed.
- (18.02.2003) **Brighton Beach** (SW 29/03, WN 7/03)  
No 1 Track, the Back Platform Track, and No 7 Points are booked back into service.
- 18.02.2003 **Congupna** (TS 1041/03, WN 8/03)  
On 18.2., the Down end points were booked out due to lever condition.
- 22.02.2003 **Yarraville - Spotswood** (SW 34/03, WN 8/03)  
On Saturday, 22.2., Automatics W297, W363, and W364 were equipped with Westinghouse 17 dot LED marker lights.
- 22.02.2003 **Caulfield - Carnegie** (SW 34/03, WN 8/03)  
On Saturday, 22.2., Automatics CFD612, D387, D407, D376, D390, and D410 were equipped with Westinghouse 17 dot LED marker lights.
- 24.02.2003 **Spencer Street** (SW 13/03, WN 7/03)  
From Monday, 24.2., Points 231 (from No 2 South Road to No 2A Road) were relocated 40 metres in the Down direction as Stage 2 of the Spencer Street redevelopment. Crossover 241 (from No 2 South Road to No 2B Road) was taken out of service; Points 241U were removed and Points 241D were secured normal. Homes 230 and 236 were relocated to suit. Track circuits 272T, 231T, and 236T were altered or replaced.



## GHERINGHAP - MAROONA

(Continued from Somersault Vol 26 No 1)

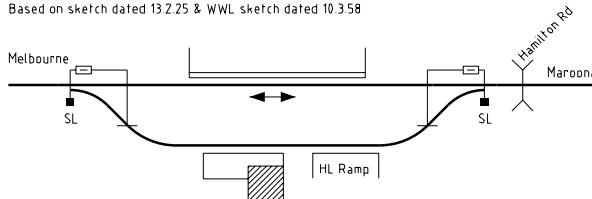
### DUVERNEY (STRATHVEAN)

(89 miles 51 chains)

- (08.05.1911) Opened by Construction Branch for goods traffic (WN 19\*)
- 08.08.1913 Opened for passengers and goods as Strathvean. Staffed by a Caretaker and supervised by SM Cressy. Points secured by Hand Locking Bar and Padlocks. Goods traffic catered for by Shelter Shed with Locker and ramped goods platform. (WN 30)
- 02.10.1913 Points at each secured by Staff locks rodded to derails. (WN 40, SLR I)
- 01.07.1914 Renamed 'Duverney' (WN 25)
- 14.01.1952 Mixed service withdrawn (McClean)
- 21.07.1952 Caretaker withdrawn. Now no one in charge (WN 30)
- 21.06.1965 Closed to all traffic (WN 22)

#### Duverney 1925

Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58



### HAMILTON HWY

(91 miles 5 chains, 146.560 km)

- 16.05.1969 Flashing lights provided (WN 21)

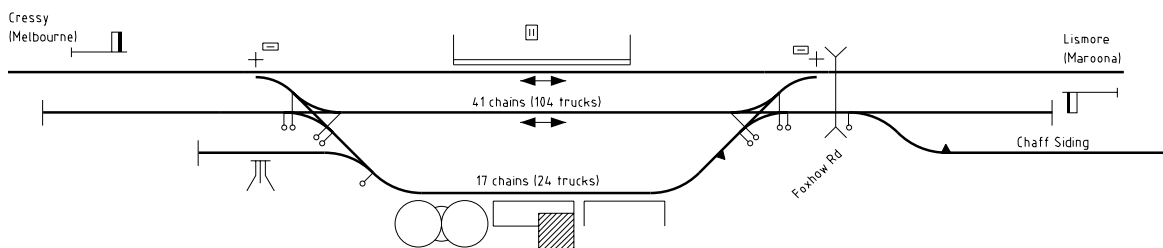
### BERRYBANK

(94 miles 42 chains, 151 km)

- (08.05.1911) Opened for goods traffic by Construction Branch (WN 19\*)
- 08.08.1913 Open for passenger and goods traffic with line. Opened as (Large) Electric Staff station with sections Cressy - Berrybank - Lismore. Up and Down Home signals and plunger locks provided according to the WN, but see next two entries. Goods traffic catered for by Goods shed and ramped goods platform. Supervises Gnarkeet. (WN 30)
- 01.10.1913 Up and Down Home signals provided (SANP)
- 02.10.1913 Up and Down end points secured by plunger locks (WN 40, SLR II)
- (27.05.1924) Staff Exchange Box provided. Will be used for 0213 Down when running (WN 22)

#### Berrybank 1925

(Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58)

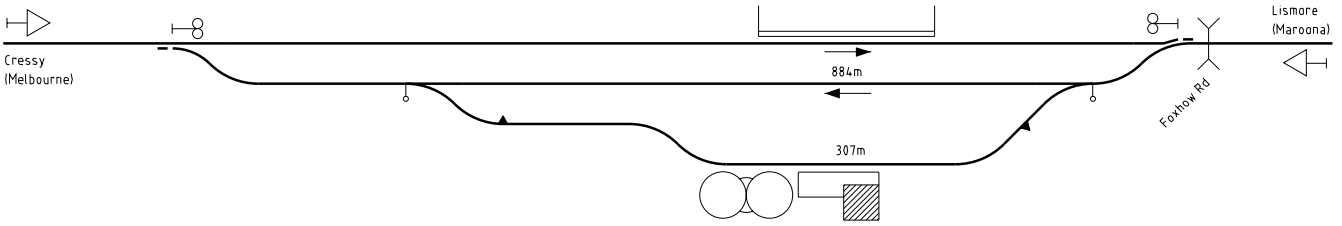


- (24.05.1927) Composite Electric Staffs provided in both Cressy and Lismore sections account time interval working. (WN 21\*)
- 15.10.1931 Staff Exchange Box in use, when required, for last Up each day and for Nos 3 or 5 Down and No 2 Up the next morning (A1765)
- (08.12.1931) Composite Staff Exchange Box provided. Two Composite Staffs provided for each section. When Composite Staff Exchange Box is in use, block section will be Cressy - Lismore. APIX or ACRE messages will not be sent or received at Berrybank and Time Interval working will not be in use. Staff Exchange Box will be in use for any train as required by Train Despatcher. (WN 8)
- 03.12.1936 Miniature Electric Staff instruments replaced Large instruments Cressy - Berrybank - Lismore. Switchout facilities provided (non interlocked, without train), long section Cressy - Lismore (WN 50\*)
- (06.06.1938) Switched in M 1100 to clearance of No 4a & 2045 to clearance of No 9 & 12; Tu, Th, F, Sa 1000 to clearance of No 4; and W 1000 to clearance of No 4a. (WTT)
- (25.05.1948) Telegraph instrument removed. Cressy to repeat messages (WN 21)
- 29.06.1951 Stationmaster (Class 8) withdrawn. ASM class 5 provided. Supervised by SM Lismore (WN 27)
- 14.01.1952 Mixed service withdrawn (McClean)
- (13.10.1958) Switched in: M-F 0930 to clearance of No 18 (WTT)
- (25.09.1961) Switched in only when arranged by Train Controller (WTT)

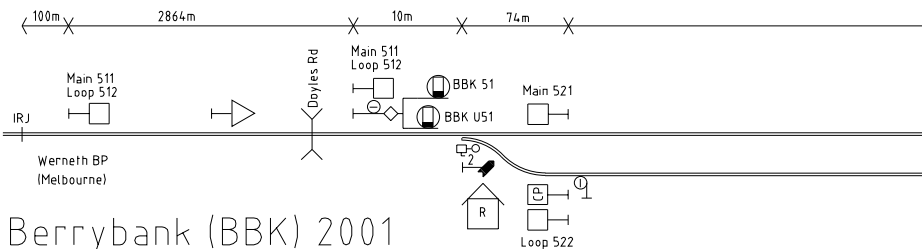
- 05.11.1965 Passenger platform renewed and reduced in length to 80' (CI)
- 26.09.1966 Home signals and plunger locks abolished account mechanical switchmen and trailable point mechanisms. Automatic Electric Staff instruments provided Cressy - Berrybank - Lismore (CI, SLR III)

### Berrybank 1966

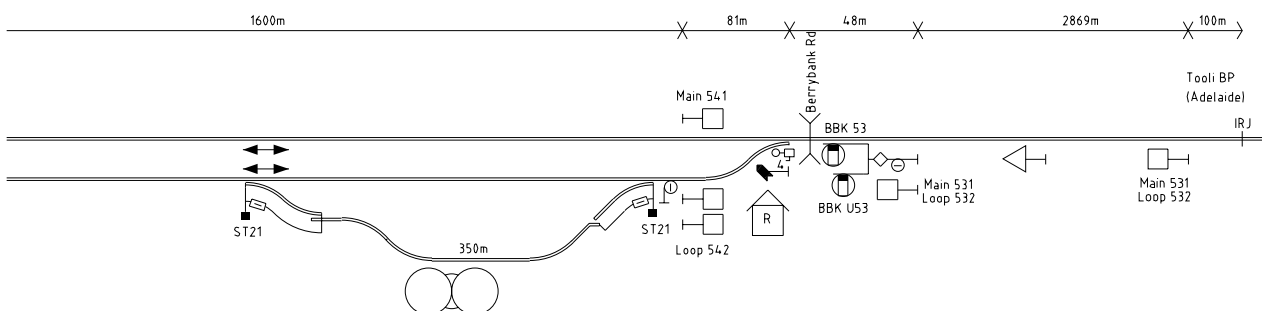
(Based on RF407 dated 2.12.66)



- 27.09.1966 ASM (class 5) replaced by Caretaker (class 5) (WN 44)
- 17.08.1967 Caretaker withdrawn. Now no one in charge (WN 36)
- (12.09.1978) Supervised by SM Westmere instead of Lismore (WN 37)
- c1988 Electric Staff: Cressy - Berrybank (Automatic B Pattern Miniature Electric Staff with battery instruments & earth return), Berrybank - Lismore (Automatic A Pattern Miniature Electric Staff with battery instruments & earth return) (Staff List)
- 13.11.1988 Train Order Working replaced Automatic Electric Staff Working. Loop spiked out of service, but WTT still lists Berrybank as a Train Order location. (WN 46)
- (06.08.1989) By this date no longer listed as a Train Order location (since 2.4.89) (MTP)
- 23.05.1995 Line reopened as standard gauge. Opened as Train Staff and Ticket station; section Gheringhap - Berrybank - Maroona. Points worked by dual control point machines which will be manually operated. Arrival home signals are provided but are fixed at stop and all trains will be hand signalled past them. Location Boards are provided 2000 metres outside the home signals. Trains may shunt on the main line inside the location boards without the staff. (WN 21\*)
- (21.12.1995) Between 12.12 and 21.12 VP5PSW operation of the points and signals was commissioned. A keyswitch was provided at each end of the loop. The Signaller will operate the switch to 'Main' or 'Loop' position for 10 seconds. The points will run and the arrival home will clear. The points will automatically restore to normal after passage of the train. The same procedure will be followed to reverse the points for a departure from the loop. Voice announcement equipment was commissioned. This will announce that the train is in clear over the local radio. Staff Exchange platform provided. (WN 1\*)
- 05.06.1996 Section Authority Working replaced Train Staff and Ticket Wingeel - Werneth Block Point - Berrybank - Tooli Block Point - Vite Vite. Loop continued to be operated by a signaller. ETAS provided. (WN 23\*)
- 23.06.1996 Signaller withdrawn. The loop is now operated by automatic approach call. An approaching train will be automatically signalled into the main track. A train for the loop must come to a stand at the home signal. The route to the main track must be cancelled and the route to the loop called. The points are not trailable; if they are not set correctly for departure the points must be called to the correct position. (WN 26\* & 45\*)
- 02.12.1996 Grain Siding brought into use. The points are worked from non-trailable point machines rodded to catch points and secured by miniature ST21 Master Key Locks. (WN 49\*)
- 11.03.1997 Electronic Location Marker provided on the location board at the Up end. These consist of two flashing amber lights which are activated by the approaching train's headlights (WN 10\*)
- 07.07.1998 Electronic Location Marker removed. (WN 27\*)
- 01.03.2001 DICE operation of loop commissioned. Drivers may now call the route into the loop as they approach. (VS95/0411)



### Berrybank (BBK) 2001

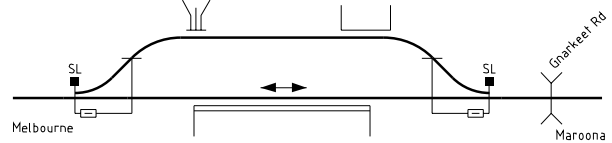


**GNARKEET**  
(99 miles 13 chains)

- (27.11.1911) Opened for goods traffic by Construction Branch (WN 48\*)
- 08.08.1913 Open for passenger and goods traffic with line. Caretaker provided supervised by SM Berrybank. Points secured by Hand Locking Bar and Padlock. Shelter shed with locker and ramped goods platform provided. (WN 30)
- 02.10.1913 Points at each secured by Staff locks rodded to derails. (WN 40)
- 29.06.1951 Supervised by SM Lismore (WN 27)
- 14.01.1952 Mixed service withdrawn (McClean)
- 14.05.1952 Caretaker withdrawn. Now no one in charge (WN 16)
- 27.08.1958 Open for livestock traffic and goods in truck loads only (WN 28)
- 21.06.1965 Closed to all traffic (WN 22)
- ???.?.1968 Staff locks removed (SLR III)

**Gnarkeet 1925**

(Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58)

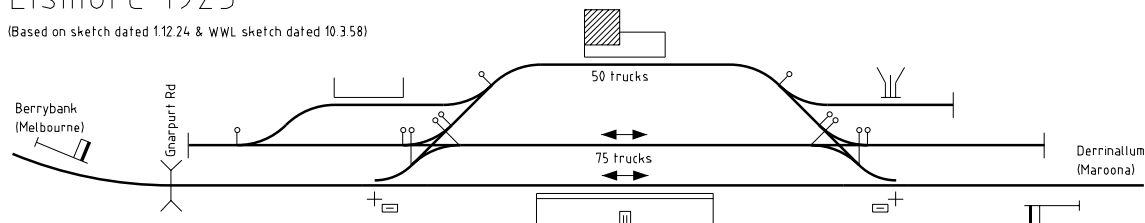


**LISMORE**  
(103 miles 19 chains, 166 km)

- (13.11.1911) Opened for goods traffic by Construction Branch (WN 46\*)
- 08.08.1913 Open for passenger and goods traffic with line. Opened as (Large) Electric Staff station with sections Berrybank - Lismore - Derrinallum. Main line points plunger locked and Up and Down Home signals provided according to WN, but see next entry. Goods traffic catered for by Goods shed and ramped goods platform. (WN 30)
- 01.10.1913 Main line points plunger locked. Up and Down Home signals provided. (SLR I, SANP)

**Lismore 1925**

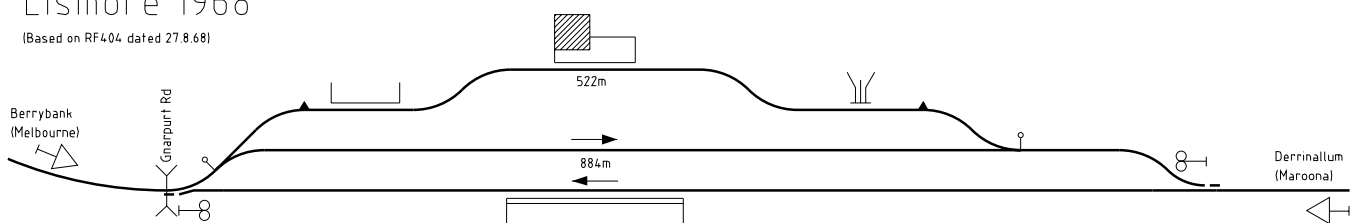
(Based on sketch dated 1.12.24 & WWL sketch dated 10.3.58)



- (24.05.1927) Composite Electric Staffs provided in both Berrybank and Derrinallum sections account time interval working. (WN 21\*)
- 03.12.1936 Miniature Electric Staff instruments replaced Large instruments Berrybank - Lismore. Switchout facilities provided at Berrybank, when switched out section will be Cressy - Lismore (WN 50\*)
- (11.04.1939) Level crossing (PCR) with cattle pits opened on the Down side of Lismore at 104 miles 40 chains 30 links (WN 18)
- (25.05.1948) Telegraph instrument removed. Cressy to repeat messages (WN 21)
- 29.06.1951 Supervises Berrybank and Gnarkeet account SM Berrybank withdrawn. (WN 27)
- 14.01.1952 Mixed service withdrawn (McClean)
- 04.05.1954 Staff Exchange Box provided. Used for last Up or Down train, or for an Up or Down train scheduled to run after Signalman has finished duty (WN 18)
- 03.07.1955 Supervises Derrinallum, Vite Vite, and Pura Pura account SM Derrinallum withdrawn (WN 28)
- (15.05.1956) 6 ton hand operated derrick crane provided. Telegraph instrument withdrawn (again!). (WN 20)
- 26.09.1966 Automatic Electric Staff instruments provided Berrybank - Lismore (CI)
- 05.06.1968 Automatic Electric Staff instruments provided for Lismore - Derrinallum section (WN 34)
- 27.08.1968 Home signals and plunger locks replaced by trailable points and location boards. Loop extended at Down end to 2900 feet (WN 36, SLR III)

**Lismore 1968**

(Based on RF404 dated 27.8.68)



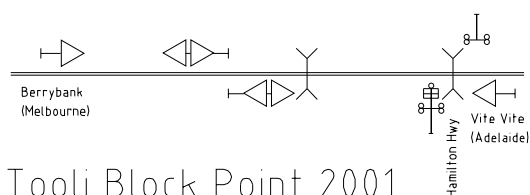
- (12.09.1978) Stationmaster withdrawn. Now no one in charge. Supervised by SM Westmere (WN 37)
- 14.07.1986 Staff lock replaced the Hand Locking Bar and Padlock on Up end points leading to No 3 Road (WN 27, SLR III)
- c1988 Electric Staff: Berrybank - Lismore (Automatic A Pattern Miniature Electric Staff with battery instruments & earth return), Lismore - Derrinallum (Automatic B Pattern Miniature Electric Staff with battery instruments & metallic return) (Staff List)
- 13.11.1988 Train Order Working replaced Automatic Electric Staff Working. Sections Berrybank - Lismore - Derrinallum, but Berrybank and Derrinallum loops spiked out of use. Electric Train Detection provided (WN 46)
- (06.08.1989) By this date Berrybank and Derrinallum no longer listed as Train Order locations. Sections now Cressy - Lismore - Pura Pura (since 2.4.89) (MTP)
- 01.01.1995 Closed for gauge conversion. Line in use as a works siding. (WN 1)

**CAMPERDOWN -LISMORE RD**  
(167.934 km)

- 30.03.1996 Flashing lights provided (WN 14\*)

**TOOLI BLOCK POINT**  
(173 km)

- 05.05.1996 Established in Berrybank - Vite Vite section account introduction of Section Authority Working (WN 23\*)
- 07.07.1998 New type block point signs provided (WN 27\*)

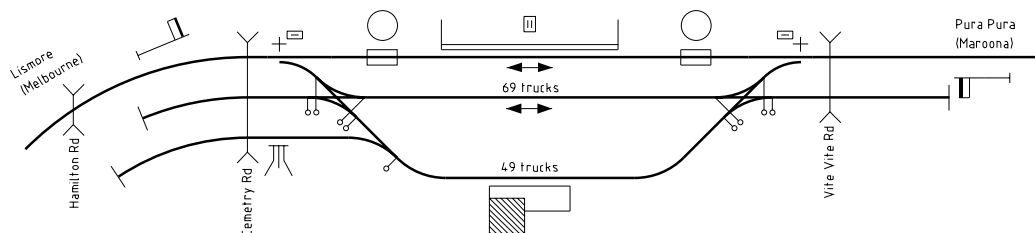


**DERRINALLUM**  
(109 miles 41 chains, 176 km)

- (05.02.1912) Opened for goods traffic by Construction Branch (WN 6\*)
- 08.08.1913 Open for passenger and goods traffic with line. Opened as (large) Electric Staff station with sections Lismore - Derrinallum - Pura Pura. Up and Down Home signals and plunger locks provided according to WN, but see next entry. Goods traffic catered for by Goods shed and ramped goods platform. Supervises Vite Vite. (WN 30)
- 01.10.1913 Two plunger locks provided. Up and Down Home signals provided. (SLR I, SANP)
- (19.11.1917) Staff Exchange Box provided. (WN 47\*)

Derrinallum 1925

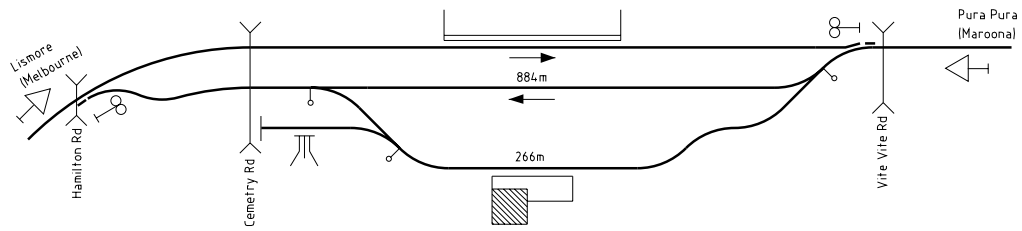
(Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58)



- (24.05.1927) Composite Electric Staffs provided in both Lismore and Pura Pura sections account time interval working. (WN 21\*)
- 03.12.1936 Large Electric Staff instruments replaced by miniature instruments. Staff Exchange Box removed (WN 50\*)
- 10.11.1939 Now supervises Pura Pura and Nerrin Nerrin account withdrawal of SM Pura Pura (WN 46)
- (25.05.1948) Telegraph instrument removed. Westmere to repeat messages (WN 21)
- 14.01.1952 Mixed service withdrawn (McClean)
- (21.12.1954) Notice Board lettered '70 vehs' provided 1810 feet on the Up side of the centre of the platform to indicate to Drivers of Up trains where to stop with Guard's van at platform (WN 51)
- 03.07.1955 Stationmaster (Class 8) withdrawn. ASM provided. Supervised by SM Lismore (WN 28)
- 15.12.1966 Automatic Electric Staff instruments were provided for Derrinallum - Pura Pura section (WN 1)
- 05.06.1968 Trailable loop provided. Loop extended at Up end to provide 2900 feet in clear. Home signals and plunger locks were replaced by trailable points and location boards. Automatic Electric Staff instruments were provided for the Lismore - Derrinallum section (WN 24, SLR III)
- 22.05.1969 Flashing lights provided at Hamilton Hwy (108 miles 76 chains, 175.342 km) at Up end of yard. Push buttons to control operation of the lights during shunting moves are provided at the Up end points and on the Up side of the level crossing. An approach section indicator and board lettered '20 mph to level crossing' is provided 800 feet from level crossing (WN 22)
- (27.06.1978) Now no one in charge. ASM(?) withdrawn (WN 26)
- (12.09.1978) Supervised by SM Westmere instead of Lismore (WN 37)

### Derrinallum 1968

(Based on RF398 dated 5.6.68)



- 14.07.1986 Staff lock replaced the Hand Locking Bar and Padlock on Down end points leading to No 3 Road (WN 27, SLR III)
- (1986) By this date the dead end serving the stock race had been removed and a scotch block provided. (SD 10/86)
- c1988 Electric Staff: Lismore - Derrinallum (Automatic B Pattern Miniature Electric Staff with battery instruments & metallic return), Derrinallum - Pura Pura (Automatic A Pattern Miniature Electric Staff with battery instruments & metallic return) (Staff List)
- 13.11.1988 Train Order Working replaced Automatic Electric Staff Working. Loop spiked out of service, but still listed as a train order location in subsequent MTPs. (WN 46)
- (06.08.1989) By this date no longer listed as a Train Order location (since 2.4.89) (MTP)

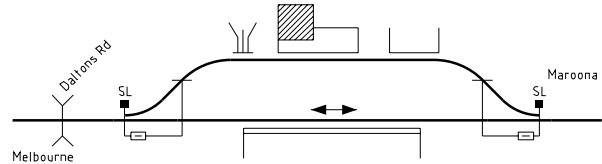
### VITE VITE

(115 miles 11 chains, 185 km)

- (30.09.1912) Opened for goods traffic by Construction Branch (WN 40\*)
- 08.08.1913 Open for passenger and goods traffic with line. Caretaker provided supervised by SM Derrinallum. Points secured by Hand Locking Bar and Padlock. Goods Shed and ramped goods platform provided. (WN 30)
- 01.10.1913 Points at each secured by Staff locks rodded to derails. (WN 40, SLR I)
- (13.12.1927) New level crossing (PCR) provided at 117 miles 75 chains (WN 50\*)
- 14.01.1952 Mixed service withdrawn (McClean)
- 23.09.1957 Caretaker withdrawn. Now no one in charge (WN 38)
- (25.05.1965) Passenger platform (250') abolished. Closed for general goods traffic (WN 21)
- 21.08.1986 Siding abolished. Staff locks removed and points spiked normal (WN 33, SLR III)

### Vite Vite 1921

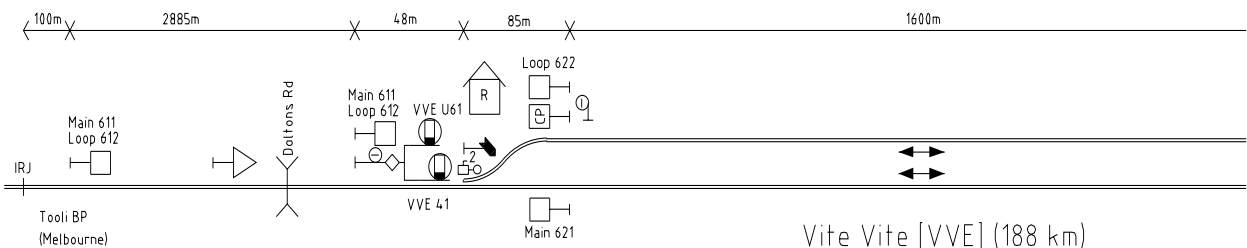
(Based on F1067 dated 7.4.21 & WVL sketch dated 10.2.58)



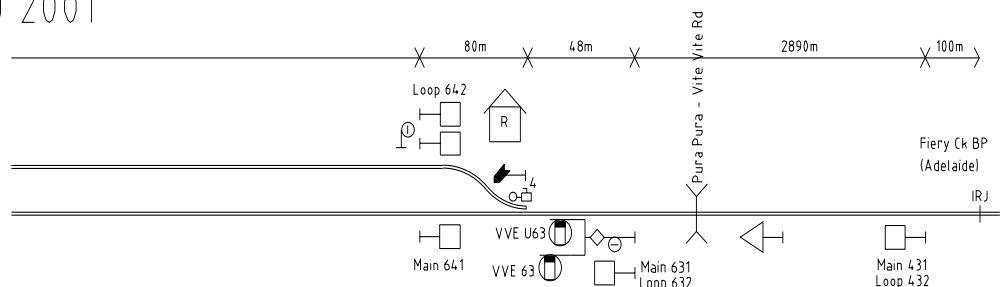
### VITE VITE LOOP

(188 km)

- 23.05.1995 Line reopened as standard gauge. New loop provided on the Down side of the former station. Points at each end of loop are spiked and padlocked. (WN 21\*)
- 30.06.1995 Opened as Train Staff and Ticket station; section Berrybank - Vite Vite - Maroona. Loop is 1600 metres in length. Safeworking cabin at the Up end the loop. Points worked by dual control point machines which will



### Vite Vite (VVE) 2001



be manually operated. Arrival home signals are provided but are fixed at stop and all trains will be hand signalled past them. Location Boards are provided 2000 metres outside the home signals. Trains may shunt on the main line inside the location boards without the staff. (WN 26\*)

- (21.12.1995) Between 12.12 and 21.12 VP5PSW operation of the points and signals was commissioned. A keyswitch was provided at each end of the loop. The Signaller will operate the switch to 'Main' or 'Loop' position for 10 seconds. The points will run and the arrival home will clear. The points will automatically restore to normal after passage of the train. The same procedure will be followed to reverse the points for a departure from the loop. Voice announcement equipment was commissioned. This will announce that the train is in clear over the local radio. Staff Exchange platform provided. (WN 1\*)
- 05.06.1996 Section Authority Working replaced Train Staff and Ticket Berrybank - Tooli Block Point - Vite Vite - Fiery Creek Block Point - Tatyoon. Loop continued to be operated by a signaller. ETAS provided. (WN 23\*)
- 23.06.1996 Signaller withdrawn. The loop is now operated by automatic approach call. An approaching train will be automatically signalled into the main track. A train for the loop must come to a stand at the home signal. The route to the main track must be cancelled and the route to the loop called. The points are not trailable; if they are not set correctly for departure the points must be called to the correct position. (WN 26\* & 45\*)
- 02.2001 DICE operation of loop commissioned. Drivers may now call the route into the loop as they approach. (Per Comm)

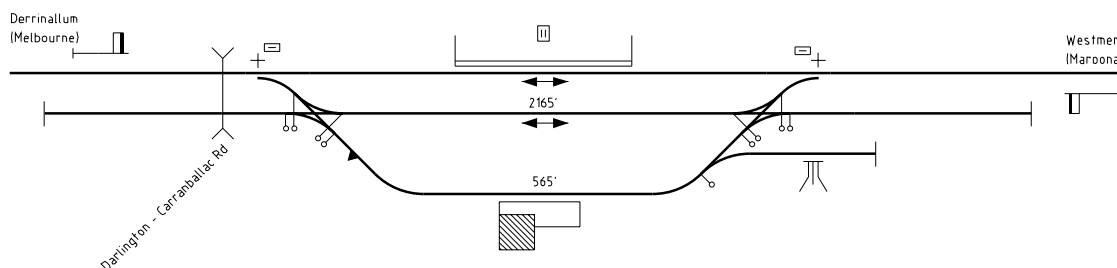
### PURA PURA

(121 miles 48 chains, 196 km)

- 08.08.1913 Open for passenger and goods traffic with line. Opened as (large) Electric Staff station with sections Derrinallum - Pura Pura - Westmere. Main line points secured by Hand Locking Bar and Padlock. Goods traffic catered for by Goods shed and ramped goods platform. Supervises Nerrin Nerrin. (WN 30)
- 01.10.1913 Up and Down end points secured by plunger locks. Up and Down Home signals provided. (WN 40, SLR I, SANP)
- (19.11.1917) Staff Exchange Box provided (WN 47\*)

#### Pura Pura 1925

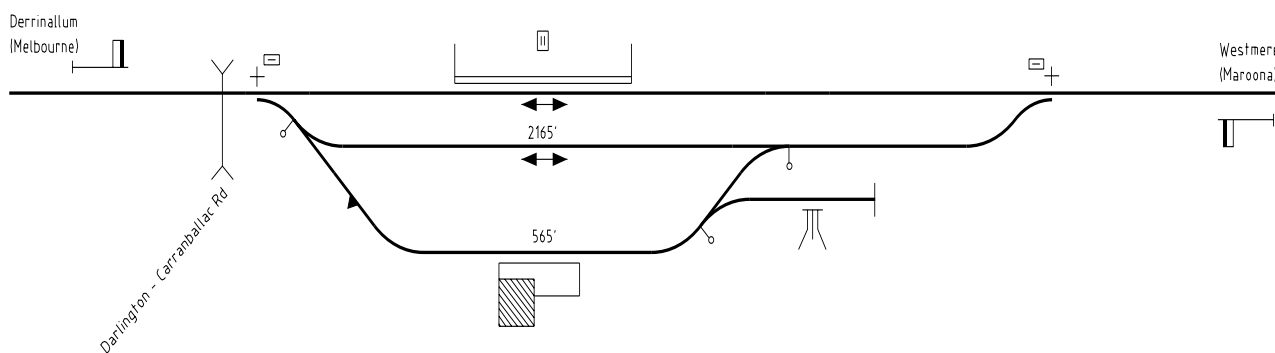
(Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58)



- (24.05.1927) Composite Electric Staffs provided in both Derrinallum and Westmere sections account time interval working. (WN 21\*)
- (08.12.1931) Composite Staff Exchange Box provided. Two Composite Staffs provided for each section. When Composite Staff Exchange Box is in use, block section will be Derrinallum - Westmere. APIX or ACRE messages will not be sent or received at Pura Pura and Time Interval working will not be in use. Staff Exchange Box will be in use for any train as required by Train Despatcher. (WN 8)
- 03.12.1936 Large Electric Staff instruments replaced by Miniature instruments on both Derrinallum and Westmere sections. Staff Exchange Box removed (WN 50\*)
- 09.01.1938 Stationmaster withdrawn. Now worked by Porter in Charge (WN 37\*)
- 10.11.1939 Stationmaster withdrawn. Now worked by Porter in Charge supervised by SM Derrinallum (WN 46)
- 26.08.1943 Up Home relocated 325 yards further out (WN 35)
- 31.08.1943 Crossing loop extended at Down end. Buffer stops removed from end of Down end dead end extension and track connected to main line as new Down end plunger locked points. Original Down end points removed. Up end dead end extension of No 2 Road removed. (WN 40)

#### Pura Pura 1958

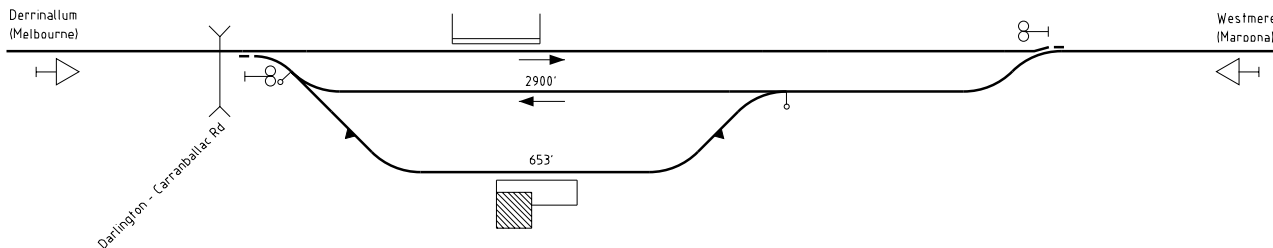
(Based on WWL sketch dated 10.3.58)



- (13.02.1945) Staff Exchange Box provided. May be used for an Up or Down train scheduled to run after the Signalman has finished duty (WN 7)
- (25.09.1945) Composite Staff Exchange Box removed. (WN 39)
- 14.01.1952 Mixed service withdrawn (McClean)
- 03.07.1955 Supervised by SM Lismore account SM Derrinallum withdrawn (WN 28)
- 12.01.1960 Alterations to wire lead account passenger platform reduced to 100' long (CI)
- 15.12.1966 Trailable loop provided. Loop extended by 120 feet at the Up end and 1160 feet at the Down end to give 2900 feet clear. Home signals and plunger locks were replaced by trailable points and location boards. Automatic Electric Staff instruments were provided Derrinallum - Pura Pura - Westmere. (WN 1, SLR III)

### Pura Pura 1968

(Based on RF397 dated 15.12.66)



- 27.02.1967 ASM replaced by Caretake (WN 10\*)
- 12.07.1967 Caretaker withdrawn. Now no one in charge (WN 28)
- (12.09.1978) Supervised by SM Westmere instead of Lismore (WN 37)
- (1986) By this date the Down end connection to No 3 Road had been removed. (SD 10/86)
- c1988 Electric Staff: Derrinallum - Pura Pura (Automatic A Pattern Miniature Electric Staff with battery instruments & metallic return), Pura Pura - Westmere (Automatic B Pattern Miniature Electric Staff with battery instruments & earth return) (Staff List)
- 13.11.1988 Train Order Working replaced Automatic Electric Staff Working. Sections Derrinallum - Pura Pura - Westmere, but note Derrinallum and Westmere loops spiked out of use. Electric Train Detection provided (WN 46)
- (02.04.1989) By this date Derrinallum no longer shown as a Train Order location. Section now Lismore - Pura Pura (since 6.8.89) (MTP)
- (1990) By this date No 3 Road had been removed (SD 12/90)
- 01.01.1995 Closed for gauge conversion. Not reopened with standard gauge. (WN 1)

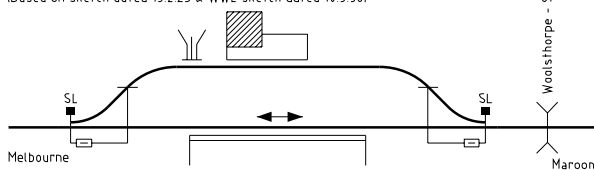
### NERRIN NERRIN

(127 miles 57 chains, 204 km)

- 08.08.1913 Open for passenger and goods traffic with line. Caretaker provided supervised by SM Pura Pura. Points secured by Hand Locking Bar and Padlock. Goods Shed and ramped goods platform provided. (WN 30)
- 01.10.1913 Points at each secured by Staff locks rodded to derails. (WN 40, SLR I)
- 10.11.1939 Now supervised by SM Derrinallum account withdrawal of SM Pura Pura (WN 46)
- (16.04.1963) Caretaker withdrawn. Now no one in charge (WN 16)
- (1990) By this date siding not shown on signalling diagram. Shown on diagram in 1986. However, listed in MTP until issue of (27.9.94) (SD 108/86, 12/90 & MTP)
- 30.03.1996 Flashing lights provided at Woolthorpe - Streatham Rd (204.221 km) (WN 14\*)

### Nerrin Nerrin 1925

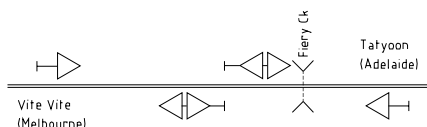
(Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58)



### FIERY CREEK BLOCK POINT

(208 km)

- 05.05.1996 Established in Vite Vite - Tatyoon section account introduction of Section Authority Working (WN 23\*)
- 24.05.1998 New type block point signs provided (WN 21\*)



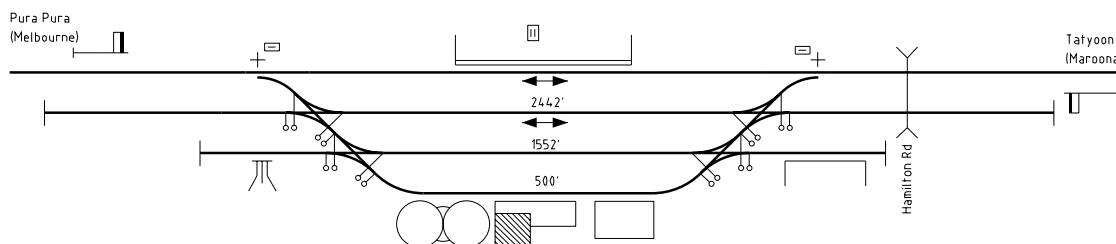
### Fiery Creek Block Point 2001

**WESTMERE**  
(132 miles 33 chains, 213 km)

- (03.03.1913) Renamed from Parupa to Westmere while line still under construction (WN 9)
- 08.08.1913 Open for passenger and goods traffic with line. Opened as staff station with section Pura Pura - Westmere worked by Large Electric Staff and Westmere - Tatyoon worked by Train Staff and Ticket (No 1 Pattern). Up and Down Home signals provided, but see later entry. Main line points secured by Hand Locking Bar and Padlock. Goods traffic catered for by Goods shed and ramped goods platform. Supervises Mininera. (WN 30)
- 02.09.1913 Train Staff and Ticket Westmere - Tatyoon replaced by Electric Staff (WN 35, SR)
- 01.10.1913 Up and Down end points secured by plunger locks. Up and Down Home signals provided. (WN 40, SLR I, SANP)
- (19.11.1917) Staff Exchange Box provided (WN 47\*)

**Westmere 1925**

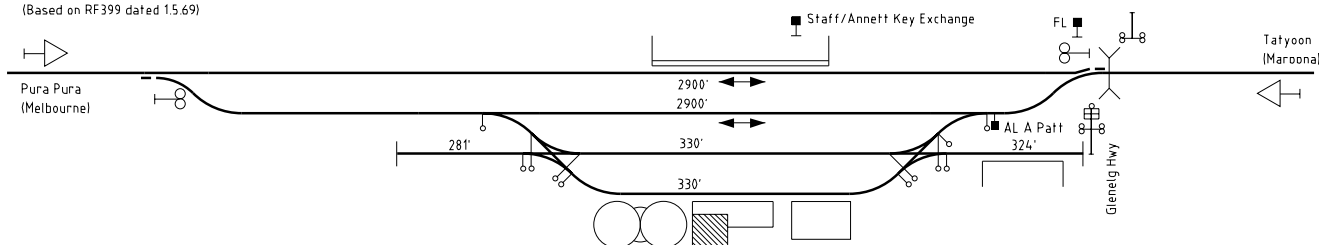
(Based on sketch dated 13.2.25 & WWL sketch dated 10.3.58)



- (24.05.1927) Composite Electric Staffs provided in both Pura Pura and Tatyoon sections account time interval working. (WN 21\*)
- 19.08.1931 Now supervises Tatyoon (WN 33)
- 03.12.1936 Large Electric Staff instruments replaced by Miniature instruments. Staff Exchange Box removed (WN 50\*)
- 14.01.1952 Mixed service withdrawn (McClean)
- (15.05.1956) Telegraph instrument removed (WN 20)
- 13.09.1962 Down Home relocated 250 yards further out (WN 39)
- 25.09.1962 Crossing loop extended. Down end plunger locked points relocated 75 yards further out and Up end plunger locked points relocated 333 yards further out. Dead end extension of No 2 Road at Down end was abolished (WN 41)

**Westmere 1969**

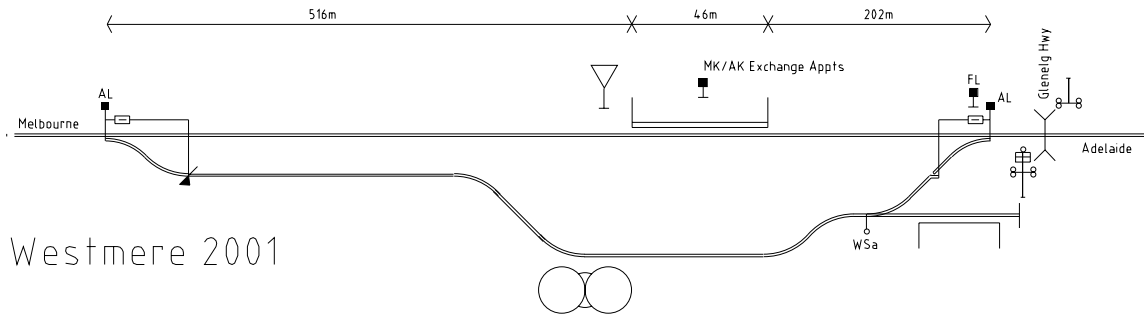
(Based on RF399 dated 15.69)



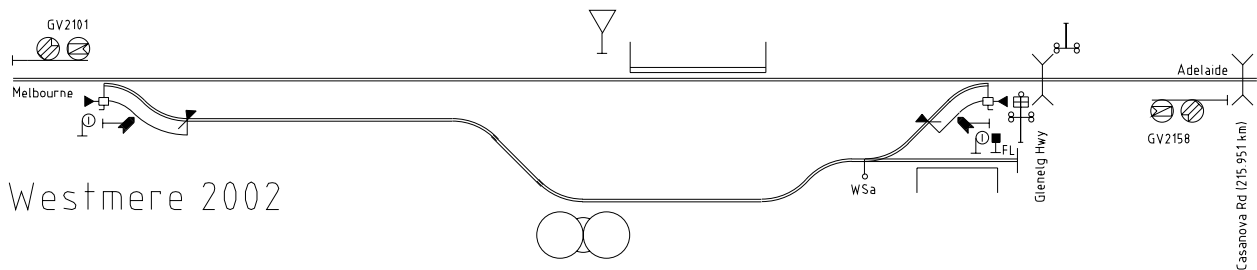
- 15.12.1966 Automatic Electric Staff instruments were provided Pura Pura - Westmere (WN 1)
- 30.08.1967 Automatic Electric Staff instruments provided Westmere - Tatyoon (WN 36)
- 19.10.1967 Crossing loop extended 1000 feet at the Up end to provide a crossing loop 2900 feet. Plunger locks and Home signals replaced by trailable points and location boards (WN 44, SLR III)
- 01.05.1969 Flashing lights provided at Glenelg Hwy (132 miles 46 chains, 213.099 km) at Down end of yard. Annett lock provided to secure point lever on Down end trailable points. Staff/Annett Key Exchange Apparatus provided on platform. (WN 19\*)
- 11.06.1974 Down end points to No 3 Road provided with an Annett Lock and WSa lever in lieu of a CCW. (WN 25, SLR III, CI has 28.3)
- 28.07.1974 Staff instruments relocated within building (CI)
- (12.09.1978) SM now supervises all remaining stations on line account withdrawal of SM at Lismore (WN 37)
- (1986) By this date the two double compounds in No 3 Road had been replaced by two simple turnouts (SD 10/86)
- 22.12.1987 The Annett Locked points at the Down end were rodged to the points in Nos 3 Road to form a crossover. Small point lever replaced WSa lever. The scotch blocks at the Down end of Nos 3 and 4 Roads were removed (WN 1)
- c1988 Electric Staff: Pura Pura - Westmere (Automatic B Pattern Miniature Electric Staff with battery instruments & earth return), Westmere - Tatyoon (Automatic A Pattern Miniature Electric Staff with battery instruments & earth return), (Staff List)
- 13.11.1988 Train Order Working replaced Automatic Electric Staff Working. Loop spiked out of service but still shown as Train Order location as late as MTP of 2.12.90. (WN 46, MTP)
- (1990) By this date not shown on the signalling diagram (SD 12/90)



- 14.12.1990 Trailable point machines replaced by Annett Locks. Nos 2 and 3 Roads together with the dead end extension were removed. Flashing light approaches to Glenelg Hwy lengthened to accommodate 100 km/h through running. (WN 1)
- 23.05.1995 Line reopened as standard gauge. Station opened as an intermediate siding in the Berrybank - Maroona staff section. Points rodde to derails and crowders and secured by Annett Locks. Annett Key secured in a Staff/Annett Key Exchange Apparatus located on the platform. (WN 21\*)



- 19.03.2002 Points secured by electric locks and Up and Down Repeating signals provided. Existing Annett Locks and Master/Annett Key Exchange Apparatus removed. Points now worked by ST21 point machines with a point indicator that shows a green arrow when points are set and locked for the main line and two red circles otherwise. The points are released by the Train Controller; the release is accepted by means of a V5PSW keyswitch. (TN 436/02)



**ROSSBRIDGE - STREATHAM RD**  
(219.287 km)

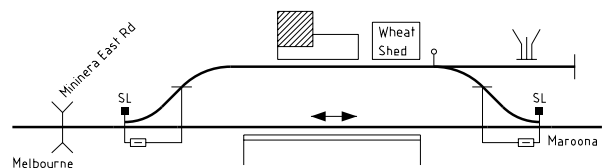
- 30.03.1996 Flashing lights provided (WN 14\*)

**MININERA**  
(138 miles 48 chains, 223 km)

- (30.09.1912) Opened for goods traffic by Construction Branch (WN 40\*)
- 08.08.1913 Open for passenger and goods traffic with line. Caretaker provided supervised by SM Westmere. Points secured by Hand Locking Bar and Padlock. Shelter Shed (without locker) and ramped goods platform provided. (WN 30)
- 01.10.1913 Points at each secured by Staff locks rodde to derails. (WN 40, SLR I)
- (13.03.1916) Dead end siding (450 feet long) provided at the Down end and is available for general grain and livestock traffic. Goods platform extended and 30'x15' goods shed provided. (WN 11)
- 14.01.1952 Mixed service withdrawn (McClean)
- (15.04.1969) Now no one in charge (WN 15)
- (05.06.1979) Up end points relocated 120 metres further out and dead end extension abolished. WSa lever and scotch block replaced the small point lever and rodde derail (WN 23)
- (1990) By this date siding not shown on signalling diagram. Shown on diagram in 1986. However, listed in MTP until issue of (27.9.94) (SD 108/86, 12/90 & MTP)

**Mininera 1925**

(Based on sketch dated 13.2.25 & WWL sketch dated 10.2.58)



I'd like to thank Brett Cleak for providing additional information.

(To be continued)

