

SOMERSAULT

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SIGNALLING RECORD SOCIETY OF VICTORIA INC



The first signalbox preserved in situ in Victoria was the 47 lever box at Sale. The line between Morwell and Sale was opened on 1 June 1877 (the line was constructed from Sale towards Melbourne, and the final section from South Yarra to Oakleigh was not opened until 2 April 1879). When the line was extended to Bairnsdale on 8 May 1888 it made a trailing junction with the Melbourne line at Sale. For the next ninety five years all passenger trains had to reverse at Sale. Goods trains had an alternative and could run via the Traralgon - Maffra - Stratford Junction line, the last section of which had been opened before the main line on 8 November 1887. The box at Sale was opened on 10 August 1888 and initially contained a 40 lever No 6 Pattern Rocker frame. A 47 lever Rocker frame was fitted on 11 May 1890 and this frame remains in the box today. The box was closed in late November 1983 when the original dead end station was replaced by a new station built on a new line that directly connected the Melbourne and Bairnsdale lines. The site of the original station was subsequently occupied by a shopping complex. The signal box, two signals, and the level crossing gates were subsequently preserved 'in situ'.

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MINUTES OF MEETING HELD FRIDAY MAY 16, 2003,

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

Present: - W.Brook, B.Cleak, G.Cleak, G.Cumming, C.Gordon, A.Gostling, G.Henderson, W.Johnston, K.Lambert, D.Langley, S.Malpass, B.McCurry, J.McLean, C.Rutledge, B.Sherry, P.Silva, R.Smith, R.Taaffe, A.Wheatland & R.Whitehead.

Apologies: - J.Black, A.Hinde, T.Murray, G.O'Flynn & A.Ratcliffe.

Visitors: - A.Hayne.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:12 hours.

Minutes of the March 2003 Meeting: - Accepted as read. J.McLean / B.Sherry. Carried.

Business Arising: - Nil.

Correspondence: - The Annual Return was sent to the Office of Business Affairs.

Payment for the U.K. Signalling Record for 2002 was sent to the S.R.S.U.K.

A letter was sent to John Yonge at Quail Books via Bob Whitehead seeking further information re the involvement of the SRSV in the distribution of the Quail Victorian rail atlas.

A letter was sent to the SRSV Auditor (Jon Churchward) seeking assistance with the implementation of the recommendations made in his report to the Annual General Meeting.

Various documents supporting the application for a new SRSV bank account were sent to J.B.Were.

A letter was received from Colliers (the agent for the Archives Room in Seymour) advising that neither they nor Victrack could supply a valuation of the property.

A letter was sent to the ARHS Victorian Division in support of the proposal to restore the Market Street Signal Bridge & offering support. S.Malpass / A.Wheatland. Carried.

Reports: - The Treasurer reported that the new SRSV account at J.B.Were had been opened & the cheque account with the CBA was now closed. The CBA term deposit would be closed when it matures next week.

Tours. Glenn Cumming outlined his plans for the proposed Signal Box Tour to be held on Monday 22 September 2003 in Geelong. Any comments or questions are to be directed to Glenn Cumming.

General Business: - Bob Taaffe reported on current projects in New South Wales. The signal box at Broken Hill closes this weekend & will be replaced by remote control from Orange. Work is underway to replace the two signal boxes at Albury with remote control from Junee. The McKenzie & Holland searchlight signals at Albury will be fitted with LED equipment as part of this project. Broadmeadow Control is to be extended again & control of Fassifern is to be transferred to Broadmeadow soon.

Colin Rutledge reported on current works in Victoria.

Some searchlight signals on the North East SG Line have been converted to LED equipment. ARTC have drawn up a proposal to extend Broadford Loop at the down end.

A private siding is to be constructed at North Shore for wood chip traffic.

Delays in signalling works on the Ararat & Bairnsdale Lines means that the possible start date for services on these lines has been pushed back to September 2003. The signalling works at Bairnsdale will see the installation of three point machines & some LED signals.

The progress of the Regional Fast Rail project was discussed.

Searchlight signals between Werribee - Little River will be converted to LED.

An additional siding with mechanical signals has been proposed for North Geelong "B" Box.

Track & signal alterations are to take place at Shepparton to allow driver only run around of passenger trains.

Bob Whitehead reported that sleeper renewal work was underway between Ballarat - Ararat.

Bob Whitehead advised the meeting of a proposal for a new siding at Barnes to serve a new grain terminal.

Andrew Wheatland described recent works at Puffing Billy. On Tuesday 6 May 2003, the connections at Belgrave to the Upper Yard were severed & relaid to allow for extensions to the Loco Workshops.

Brett Cleak reported on recent works in conjunction with the commissioning of CTC between Manor Loop - Gheringhap. For a short period, Gheringhap Loop was a CTC loop with Section Authority Working on both sides.

Design work for the upgrade of level crossings on the Ballarat Line as part of the Regional Fast Rail project is progressing.

David Langley & Colin Rutledge discussed arrangements with level crossings at Avenel & Benalla, with one crossing at Benalla operated by the test switch for Up BG passenger trains & one level crossing at Avenel still waiting for boom barriers to be commissioned even though the equipment was installed some months ago. Aerodrome Road level crossing at Avenel is to be upgraded from an open crossing to boom barriers.

Keith Lambert tabled a photograph showing the regrading works between Deep Lead - Glenorchy in the 1930's.

Keith Lambert noted that the dock at Ararat is currently being relaid.

During a recent visit, Keith Lambert noted that Lake Hume is very low & it is possible to view the original site of Huon.

David Langley reported on the installation of LED equipment in the GRS searchlight signals between Caulfield - Murrumbena.

Rod Smith & Chris Gordon reported that the East Richmond - East Camberwell resignalling project is due for completion by November 2003.

New signal masts had been sighted between Rosanna - Macleod.

Chris Gordon & Glenn Cumming reported on new for old replacement works on the Alamein & Glen Waverley Lines.

Jack McLean drew the meetings attention to an article on Bacchus March on the internet. A printout of the article was tabled.

Bob Whitehead noted that with the resignalling works for the Regional Fast Rail project, the Down Bendigo Line would become the "fast" line & the Up Bendigo Line would become the "slow" line. Both lines will be signalled for bi - directional running.

Syllabus Item: - The President introduced member Keith Lambert to present the Syllabus Item.

Continuing with the theme for this year's Syllabus Items, Keith presented a tour of all signal boxes between Ararat - Serviceton, plus some other Western Line locations, in the form of 100 slides.

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

Meeting closed @ 22:45 hours.

The next meeting will be on Friday 18 July 2003 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 14/03 to WN 27/03 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.

- 02.04.2003 **Laverton Loop** (SW 73/03, WN 14/03)
To diffuse the lights from the LED signals, filters will be provided on Homes 20/30, 20/32, and 20/34 on Wednesday, 20.4. Drivers on the broad gauge are to observe the effects of the filters in reducing the intensity of the signal lights.
- 03.04.2003 **Maryvale** (SW 1026/03, WN 14/03)
On Thursday, 3.4., the Up end points were restored to service.
- 07.04.2003 **Spencer Street** (SW 71/03 & 78/03, WN 13/03 & 14/03)
From Monday, 7.4., No 6 Track was reduced in length by 40 metres at the south (dead) end as Stage 5 of the Spencer Street redevelopment. Points 301 (No 6 Track to No 6A Track) was abolished and Points 303D (No 6A Track to No 7 Track) were secured reverse. A new Crossover 301 (No 6 Track to No 6A Track) was provided 50 metres in the Down direction from the former points. Home 300 was replaced by under-ground style signal mounted under the canopy of Platform 6. Homes 306 and 308 were relocated. Track circuits 301T, 306T, 318T, and 320T were relocated.
- (08.04.2003) **Seymour** (SW 1022/03, WN 14/03)
The procedures for working the Seymour Railway Heritage Centre (issued in 1995) have been added as Operating Procedure 103A, Section 34, Book of Rules. There has been no change to the procedures.

- (08.04.2003) **ETAS System** (SW1025/03, WN 14/03)
Circular SW 376/95 is cancelled. The instructions for ETAS (End of Train Air System) have been added as Clause 23, Section 29, Book of Rules. The only change is the addition of the statement that the system may be used in conjunction with the Section Authority and Train Order Safeworking Systems.
- 13.04.2003 **Kensington** (SW 79/03, WN 14/03)
On Sunday, 13.4., the existing WRRS boom mechanisms at Macaulay Road will be replaced by S-40 mechanisms.
- 13.04.2003 **Maryborough** (SW 1029/03, WN 15/03)
The instructions relating to Maryborough in SW 1174/99 were revised to allow for the issue of a Through Train Order.
- 80. Maryborough**
Maryborough is an Intermediate Terminal Station. A Signaller must be in attendance 30 minutes prior to the arrival of a train from Ballarat or Dunolly, 10 minutes prior to the APIX message being received from the station in the rear, or 30 minutes prior to the arrival of a train in possession of a Train Staff.
Station limits is defined as the area within the Home signals. The Commence and End Train Order Working boards are located adjacent to Homes 2 (Ararat line) and 24 (Castlemaine line). Under no circumstances is Maryborough to be switched out for DICE operation.
When a low speed caution indication is displayed on Dwarfs 14, 16, or 18, the speed restriction will only apply until the train has cleared the points.
- Standard gauge trains*
A Down standard gauge train from Ararat must not pass the notice board at 188.800 km near Derby Road without the permission of the Signaller at Maryborough. The notice board is lettered 'Stop - trains must not proceed past this board without the permission of the signaller in charge at Maryborough'. Once the Signaller has ensured there is no conflict with broad gauge trains at Maryborough, permission may be granted for the train to pass the notice board and proceed through Maryborough.
Standard gauge trains are not permitted to stand in No 1 Platform track to cross or pass a broad gauge train. Should a broad gauge movement be offering, the standard gauge train must be held at the notice board or Home 26 (depending on direction of travel) until the broad gauge movement has been completed.
- Issue of Through Train Orders*
When permission is granted by the Manager System Safety, a Through Train Order may be issued through Maryborough whilst a Signaller is not in attendance. A Through Train Order must not be issued if the train is required to shunt at Maryborough. Only one Through Train Order may be issued as the signals will be restored to 'Stop' by the passage of the train.
The Train Controller must advise the Signaller of the need to issue a Through Train Order prior to the Signaller ceasing duty. The Signaller must clear the relevant signals and enter into the TRB that a Through Train Order is to be issued and the number of the train. When the next Signaller commences duty they must restore the signals to the normal position in the usual manner.
Should the signals fail while Maryborough is unattended, the Driver must observe Rule 8, Section 18, Book of Rules.
- 13.04.2003 **Dunolly** (SW 1030/03, WN 15/03)
The instructions relating to Dunolly in SW 1174/99 were revised to allow for the issue of a Through Train Order.
- 84. Dunolly**
Dunolly is an Attended Crossing Station when attended is by a Signaller and an Unattended Crossing Loop at other times. Dunolly must be attended by a Signaller whenever: a standard gauge train is to arrive or depart; a broad gauge movement is to be made to or from the secondary corridor (Korong Vale line) except when a Through Train Order has been issued; when broad and standard gauge trains will be at the station simultaneously; or shunting movements are to be carried out. In all these cases a Signaller must be in attendance 30 minutes prior to the arrival of the train, or, where a cross is to be effected, 30 minutes prior to the issue of the opposing Train Order.
- Standard gauge trains*
Standard gauge trains to Dunolly are limited to 20 vehicles and only one standard gauge train can work Dunolly at any one time. Down standard gauge trains are automatically routed into 'B' siding where the train must be drawn forward of 'D' points. The Train Order may be fulfilled when the train is complete clear of 'D' points. The locomotive can then be detached and unloading operations commenced. Once unloading has been completed and all vehicles stabled between 'J' and 'D' points, the locomotive is to be attached to the vehicles and they are to be drawn back until they are clear on the Down side of 'J' points. The locomotive is to be detached, run forward, and routed onto the dual gauge by the Signaller reversing 'H' points. The locomotive must proceed via the standard gauge fixed turnout and 'J' points and then back into 'B' siding where the locomotive will attach to the vehicles. The Signaller must then restore 'D' points to the normal position and withdraw the master key.
- Issue of Through Train Orders*
When permission is granted by the Manager System Safety, a Through Train Order may be issued

through Dunolly over the secondary corridor (Korong Vale line) whilst a Signaller is not in attendance. A Through Train Order must not be issued if the train is required to shunt at Dunolly.

Permission may be granted for a Through Train Order to be issued for:

- * An Up train from Inglewood to Maryborough followed by a Down train from Maryborough to Inglewood
- * A single Down train from Maryborough to Inglewood
- * Two consecutive Down trains from Maryborough to Inglewood provided the first train has received a TAILS confirmation that the train is complete at Arnold Block Point.

The Train Controller must advise the Signaller of the need to issue a Through Train Order prior to the Signaller ceasing duty. The Signaller must clear the relevant signals and enter into the TRB that a Through Train Order is to be issued and the number of the train. When the next Signaller commences duty they must restore the signals to the normal position in the usual manner.

Should the signals fail while Maryborough is unattended, the Driver must observe Rule 8, Section 18, Book of Rules.

- 14.04.2003 **Spencer Street** (SW 63/03 & 83/03, WN 14/03 & 15/03)
 From Monday, 14.4., No 7 Track was reduced in length by 35 metres at the south (dead) end as Stage 6 of the Spencer Street redevelopment. Points 303U (No 7 Track to No 6A Track) were relocated 20 metres in the Down direction and Points 303D (abolished on 7.4) were removed. Homes 302 and 304 were relocated. Track circuits 303T, 304T, 306T, and 312T were relocated.
 Home 300 (No 6 Track) was relocated 1.3 metres in the Up direction to a point opposite the insulated rail joint.
- (29.04.2003) **Laverton Loop** (SW 84/03, WN 17/03)
 The trial of the filters on Homes 20/30, 20/32, and 20/34 has been completed and the filters removed.
- 02.05.2003 **Spencer Street** (TS 24/03, WN 18/03)
 From 1000 hours Friday, 2.5., Parcels Sidings Nos 1 and 2 and the Van Dock will be booked out of service. Points 013D and 014 will be secured normal. Home 110 will be prevented from clearing to the Van Dock or Parcels Sidings. Baulks were provided on the lead to the Parcels Siding between points 023D and 017D.
- 03.05.2003 **Carnegie - Hughesdale** (SW 85/03, WN 17/03)
 On Saturday, 3.5., the marker lights on Automatics D407, D410, D417, D420, D427, D441, D442, D451, and D456 were replaced by LED units.
- 04.05.2003 **Caulfield - Murrumbeena** (SW 86/03, WN 17/03)
 On Sunday, 4.5., the signal heads on Automatics CFD612, D376, D387, D390, D397, D407, and D410 were replaced by Westinghouse tri-colour LED units. The signal heads on Up Home CFD735 were replaced with a Style L, RX8, LED units including a 90 dot LED 'C' arm.
- 05.05.2003 **Spencer Street** (SW 82/03, WN 17/03)
 Between 0930 hours Friday, 2.5., and 0600 hours Monday, 5.5., No 4A South Track was removed as Stages 7 and 8 of the Spencer Street redevelopment. Crossover 257 (No 5A South to No 4A South) was relocated in the Down direction. Crossover 255 (No 4 South to No 4A) was replaced by new Points 255 in No 4 Track. Homes 252, 256, 258, and 260 and Dwarf 262 were relocated in the Down direction. Dwarf 254 was removed. Track circuits 59T, 254T, 257T, 260T, 262T, 154T, 255T and 258T were relocated. Track feed 260TF was relocated.
- 08.05.2003 **Newport South** (SW 89/03, WN 18/03)
 On Thursday, 8.5., the incandescent '65' indicator on Post 164 was replaced by a LED unit.
- 09.05.2003 **Fernbank** (SW 1039/03, WN 19/03)
 On Saturday, 9.5., the siding was abolished (the siding had been out of use since 1994). The Up and Down main line points were removed and the associated plunger locks, signal quadrants, and Up and Down Home signals were removed. The Up two position Automatic signal remains in service.
- 11.05.2003 **Rosanna - Macleod** (SW 512/03, WN 18/03)
 On Sunday, 11.5., the masts of Down Automatics S473, S489, and 102 were renewed. The masts of Up Automatics S488 and 101 were to be renewed but were actually done subsequently. The marker lights on all these masts were replaced with LED units.
- 16.05.2003 **Belgrave** (A21/03)
 On Friday, 16.5., access was restored to the upper yard (Nos 3, 4, and 5 roads). A trailable catch point was provided in the neck of Nos 3, 4, and 5 Roads. The catch point is operated by a biased Ford Quadrant lever.
 A turnout was provided in No 3 Road and a further trackwork provided from this turnout to the Climax Shed and Wood Road. This turnout will be secured towards No 3 Road by a point clip until further notice.
- 18.05.2003 **Carnegie - Hughesdale** (SW 94/03, WN 19/03)
 On Sunday, 18.5., the signal heads on Automatics D417, D420, D427, D441, D442, D451, and D456 were replaced by Westinghouse tri-colour LED units.
- 20.05.2003 **Flinders Street** (TS 35/03, WN 19/03)
 On Tuesday, 20.5., the co-acting signal for Home 140 located on Platform 1 West was converted to a LED signal as a trial.

- 21.05.2003 **Spencer Street** (TS 41/03, WN 21/03)
On Wednesday, 21.5., the Van Dock siding (which is booked out of service) was shortened by four metres. Track circuits will be adjusted to suit.
- 21.05.2003 **Belgrave** (A23/03)
On Wednesday, 21.5., a new Locomotive Access Road was provided leading to the Locomotive Servicing Shed. This road leads from the turnout in No 3 Road provided on 16 May. A further turnout, secured normal, has been provided immediately in front of the Locomotive Servicing Shed.
The TR point is now situated at the fouling point of the Locomotive Access Road and No 3 Road. Engines are not to pass this point without the permission of the Signalman. The 'Workshop or Locomotive Depot Areas' were extended to include No 3 Road, the Locomotive Access Road, and No 3A Road as far as Old Monbulk Road. Locomotive movements may occur within these areas under the control of the Workshops Manager when there is no Signalman on duty.
The catch point situated in the neck of Nos 3, 4, and 5 Roads must be closed before any move (facing or trailing) passes over them.
- 23.05.2003 **Seymour** (TS 1110/03, WN 21/03)
The Store Road in Seymour Loco is booked out of use due to derailment damage.
- 24.05.2003 **Murrumbena** (SW 98/03, WN 21/03)
On Saturday, 24.5., the signal head on Down Automatic D441 was replaced by a LED unit.
- 01.06.2003 **Brighton Beach - Sandringham** (SW 105/03, WN 21/03)
On Sunday, 1.6., the signal heads on Home BBH909 (and co-acting signal) at Brighton Beach and Homes SHM906 and SHM916 and Dwarfs SHM912, SHM918, and SHM920 at Sandringham were replaced by tri-colour LED units.
- 02.06.2003 **Spencer Street** (SW 107/03, WN 21/03)
Between 2100 hours Friday, 30.5., and 0400 hours Monday, 2.6., Homes 302 and 310 (No 7 Track) were relocated 1 metre in the Down direction and converted to LED heads.
- 02.06.2003 **Belgrave** (A 25/03)
On Monday, 2.6., access was restored to No 2 Road of the Locomotive Workshops. This leads from the turnout in the Locomotive Access Road immediate in front of the Locomotive Servicing Shed. The turnouts leading to the other roads of the Locomotive Workshops are currently secured towards No 2 Road.
A catch point indicator was provided on the catch points in the neck of Nos 3 to 5 Roads.
The TR point in the Locomotive Access Road is at the fouling point of this road and No 3 Road and a 'Fouling Point Marker' has been provided at this point. This is in advance of the 'TR Point' marker (which was located to comply with the original clearance diagrams).
- (03.06.2003) **Corio - Elders IXL Siding** (SW 1043/03, WN 22/03)
An amendment to the Book of Rules was issued covering the operation of the siding under CTC control was issued and Circular SW 1017/03 is cancelled. The main difference to the instructions published in the last issue of Somersault is that the Driver of train locking away at Elders Siding is to contact the ARTC Train Controller directly to obtain permission to release the points instead of via the Freight Australia Train Controller.
- 08.06.2003 **Carrum** (SWP 3/03, WN 22/03)
Amend Operating Procedure 45A, Section 34, Book of Rules.
All messages sent over the post telephones at Carrum are recorded.
Whenever Homes 4 or 18 fail at Stop when Carrum is switched in, the Driver must contact the Signaller at Carrum by the post telephone stating name, grade, Home signal number, train number, originating station and destination. If the points are set and detected for the correct position for the movement, the Signaller will sleeve the point lever in the correct point and complete a Signaller's Caution Order. The details of the order will then be read to the Driver, who will not need to take down the details of the Order. The Driver and Signaller are to exchange names. If detection has failed on the points the Signaller must manually operate the points and secure them for the movement with a point clip. A caution order will then be delivered to the Driver.
Movement past a failed Dwarf signal will be by means of a verbal instruction.
- 14.06.2003 **Clayton, Westall, & Dandenong** (TW 7/03, WN 24/03)
On Saturday, 14.6., the GRS train stops at Home 22 (Westall), Automatics D625 and D634 (Clayton), and Home DNG 719 (Dandenong) were replaced by JEA train stops.
- 15.06.2003 **Werribee** (SW 1049/03, WN 23/03)
On Sunday, 15.6., the signal units and '65' indicator on Posts G1178 and GG1178 were replaced by Westinghouse LED units.
- 16.06.2003 **North Melbourne - Macaulay Stabling Sidings** (SWP 4/03, WN 23/03)
Between 0001 hours Saturday, 14.6., and 0400 hours Monday, 16.6., the connections to Nos 1 and 2 Sidings will be interlocked and worked from Metrol.
Hand points 483 providing access from No 1 Siding to No 2 Siding were converted to electro-hydraulic operation and are now numbered 480. A locking flap is provided to allow the Fleet Maintainer to secure the points. The Up end of the compound points at the neck of No 1 Siding and Nos 3 to 7 Sidings were

converted from hand operation to electro-hydraulic operation and are now numbered 491.

Dwarf NME580, which formerly controlled movements from the sidings to the main line, was abolished. New LED Dwarf signals were provided to control movements from the sidings: NME 580 (from No 1 Siding); NME 582 (from No 2 Siding); and NME 584 (from Nos 3 to 7 Sidings). A co-acting signal is provided for NME 584. Dwarf NME 491 (Shunting Neck to No 1, 2, or 3-7 Sidings) will remain.

No 1 Siding is track circuited, as is No 2 Siding up to the entry of the Fleet Maintenance Building (Light Repair Centre).

Drivers Control Panel No 2 adjacent to the Down line was abolished.

Fleeting button 431 on the Western panel at Metrol will be changed to Ground Frame Release button 011. The release allows No 2 Siding to be locked out for maintenance purposes. The 'berths' provided to allow the Signaller to insert Train Describer numbers at Dwarfs NME 491 and NME 580 will remain and additional berths provided for Dwarfs NME 582 and NME 584.

Replace Operating Procedure 8, Section 34, Book of Rules with the following:

8. Macaulay Stabling Sidings

Operation of Fleet Maintainers Panel

The Fleet Maintainer must advise the Signaller at Metrol when it is necessary to prevent the entrance of a train to No 2 Siding. The Signaller will then operate Points 480 to lie towards No 1 Siding and operate Release 011. The Fleet Maintainer must then check that the points are laying towards No 1 Siding and that the release light is illuminated on the Fleet Maintenance Panel. If the light is illuminated the selection switch must be turned to the 'Disable' position and padlocked with the Macaulay Light Repair Centre (MLRC) padlock. The Fleet Maintainer must also padlock the locking flap to secure Points 480 towards No 1 Siding.

When No 2 Siding is to be returned to operations, the Fleet Maintainer must remove the locking flap from Points 480. The MLRC padlock must then be removed from the selection switch, the switch turned to the 'Enable' position and relocked using the MLRC padlock. The Signaller, Metrol, must then be advised. The Fleet Maintainer must ensure that the 'Enable' indication is illuminated and the Signaller must ensure the indication shows that Points 480 can be operated.

If either Points 480 or 491 fail, they may be manually operated by a Field Operations Manager. The Field Operations Manager and the Signaller Metrol must liaise to ensure the points are set for the required train movement.

Macaulay Stabling Siding Security Gates

Motorised security gates are provided at the entrance to the Macaulay Stabling sidings and are operated by the Signaller Metrol. The gates are interlocked with the signals leading to and from the sidings. The position of the gates is indicated at Metrol; with the normal position being open to trains.

Should the remote operation of the gates fail, they may be operated from the local control panel by a Field Operations Manager or Signal Technician. The control panel is located in the gate cabinet which is situated inside the security compound. A 'Remote/Local' keyswitch is provided on the control panel. When operated to the 'local' position the remote control from Metrol is disabled and the gates may only be operated by the 'open' and 'close' pushbuttons on the control panel. Caution: when the fault has been repaired and the keyswitch restored to 'remote' the gates will move to the position called by Metrol. Keys to the keyswitch are held at Metrol, the Field Operations Manager, and the Signal Maintenance Technician.

In the event of a power failure at Macaulay Stabling Siding, the Signal Maintenance technician must attend to manually operate the gates under the direction of the Signaller Metrol.

20.06.2003 **Deer Park West (Boral Siding)** (TS 1128/03, WN 26/03)

Commencing Saturday, 20.6., this siding is booked out due to track condition and Points 9 have been clipped normal.

21.06.2003 **Hillside** (SW 1052/03, WN 25/03)

On Sunday, 21.6., the main line and siding were exchanged and the main line is once again the straight line. The Down end points were abolished. The lie of the Up end points was reversed and the rodded derail was abolished. The Up end points were rodded to the catch points in the siding which were unspiked.

22.06.2003 **Jewell, Moreland, Fawkner** (SW 127/03, WN 24/03)

On Sunday, 22.6., the signal heads on Automatics C260 (Jewell), COB434 (Moreland), and COB483 (Fawkner) were lowered.

22.06.2003 **Caulfield - Frankston** (SW 128/03, WN 25/03)

From Sunday, 22.6., a PC based Train Number Transmitter will be trialled at Caulfield, Cheltenham, Mordialloc, and Frankston.

25.06.2003 **Burnley (Stabling Sidings)** (SW 518/03, WN 26/03)

On Wednesday, 25.6, Dwarfs BLY 385, BLY 387, and BLY 389 will be replaced by tri-colour LED units mounted 1.5 metres above rail level.

27.06.2003 **Spencer Street** (SW 136/03, WN 26/03)

On Friday, 27.6., the approach release of the low speed aspects on Homes 258 (No 5 Track) and 260 (No 4 Track) will be altered to allow these signals to clear earlier.

GHERINGHAP - MAROONA

(Continued from Somersault Vol 26 No 2)

ERRATUM

My thanks to Brett for adding this information about Inverleigh and Wingeel.

INVERLEIGH

28.05.2002 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 823/02)



Inverleigh 2002

(Based on VS01/0261 dated 29/6/01)

WINGEEL

07.03.2001 DICE operation of loop commissioned. Drivers may now call the route into the loop as they approach. (VS95/0411)

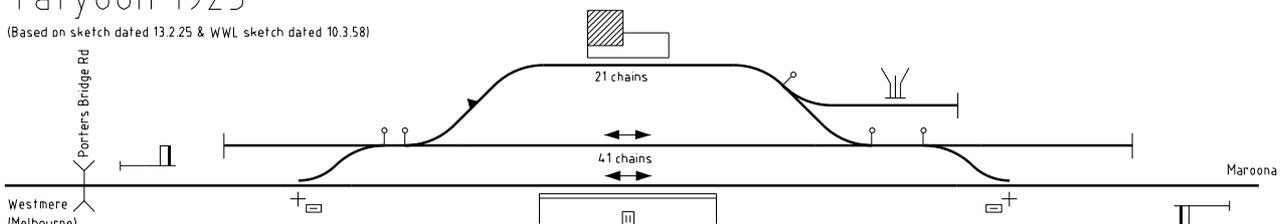
TATYOON

(144 miles 13 chains, 232 km)

- (08.04.1912) Opened for goods traffic by Construction Branch (WN 15*)
- 08.08.1913 Open for passenger and goods traffic with line. Opened as staff station working Train Staff and Ticket with sections Westmere - Tatyoon (No 1 Pattern) and Tatyoon - Maroona (No 2 Pattern). Up and Down Home signals provided. Main line points secured by Hand Locking Bar and Padlock. Goods traffic catered for by Goods shed and ramped goods platform. (WN 30)
- 02.09.1913 Train Staff and Ticket Westmere - Tatyoon - Maroona replaced by Electric Staff (WN 35, SR)
- 01.10.1913 Up and Down end points secured by plunger locks. Up and Down Home signal provided. (WN 40, SLR I, SANP)
- (12.07.1921) Staff Exchange Box provided (WN 28*)

Tatyoon 1925

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

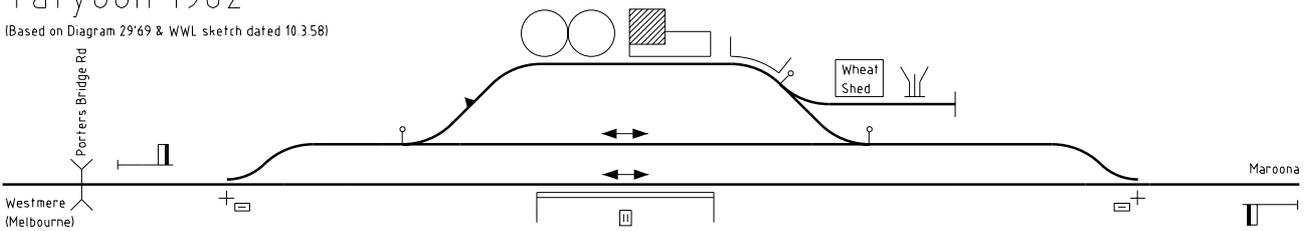


- (24.05.1927) Composite Electric Staffs provided in both Westmere and Maroona sections account time interval working. (WN 21*)
- 19.08.1931 Stationmaster (Class 9) withdrawn. Now staffed by Operating Porters in Charge supervised by SM Westmere (WN 33)
- (08.12.1931) Composite Staff Exchange Box provided. Two Composite Staffs provided for each section. When Composite Staff Exchange Box is in use, block section will be Westmere - Tatyoon. APIX or ACRE messages will not be sent or received at Tatyoon 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. Staff Exchange Box removed (WN 50*)
- (17.01.1939) Telegraph instrument removed (WN 3)

(30.06.1942) Staff Exchange Box provided. May be use for an Up or Down train to run after the Signalman has finished for the day (WN 26)

Tatyoan 1962

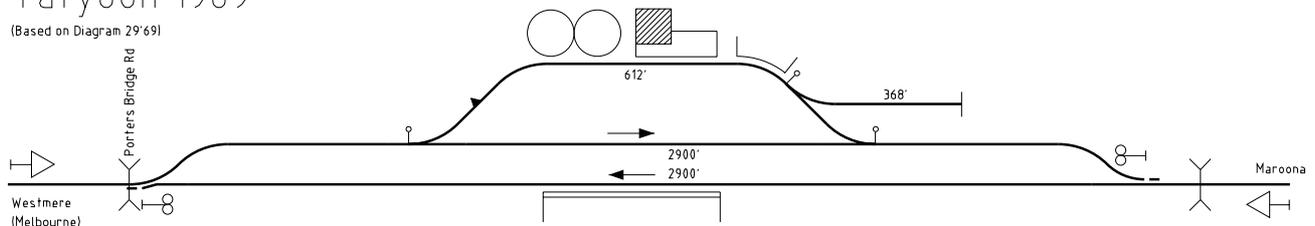
(Based on Diagram 29'69 & WWL sketch dated 10.3.58)



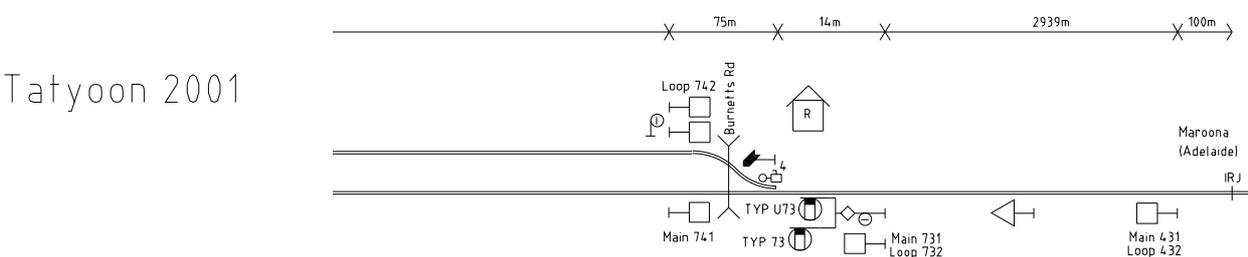
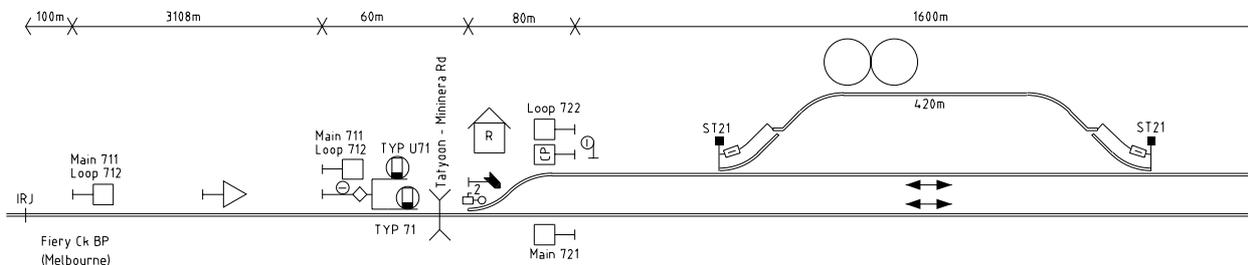
- (25.09.1945) Composite Staff Exchange Box removed. (WN 39)
- 14.01.1952 Mixed service withdrawn (McClean)
- 04.10.1962 Up Home relocated 318 yards further out (WN 42)
- 25.10.1962 Crossing loop extended. Up end plunger locked points moved 80 feet further out. Down end plunger locked points moved 840 feet out (WN 45)
- (25.05.1965) Composite Staff Exchange Box provided. When in use block section will be Westmere - Tatyoan. APIX or ACRE messages will not be sent or received at Tatyoan (WN 21)
- 30.08.1967 Crossing loop extended to 2900 feet. Trailable points replaced plunger locks. Location boards replaced to Home signals. Automatic Electric Staff instruments provided Westmere - Tatyoan - Maroona. (WN 36, SLR III)

Tatyoan 1969

(Based on Diagram 29'69)



- 31.08.1967 ASM (Class 5, 2 positions) withdrawn. Caretaker (Class 4) provided (WN 46)
- 12.06.1974 The Up end points to No 3 Road were equipped with WSA lever (in lieu of a CCW lever) and secured by a Staff lock (WN 25, SLR III)
- (27.06.1978) Caretaker withdrawn. Now no one in charge. (WN 26)
- c1988 Electric Staff: Westmere - Tatyoan (Automatic A Pattern Miniature Electric Staff with battery instruments & earth return), Tatyoan - Maroona (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 Westmere - Tatyoan - Maroona, but note Westmere loop spiked out of use. Effective sections Pura Pura - Tatyoan - Maroona. Electric Train Detection provided (WN 46)
- 01.01.1995 Closed for gauge conversion. Line in use as a works siding. (WN 1)
- 23.05.1995 Line reopened as standard gauge. Points at each end of loop are spiked and padlocked. (WN 21*)
- 01.10.1995 Opened as Train Staff and Ticket station; section Vite Vite - Tatyoan - Maroona. Points worked by dual control



Tatyoan 2001

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 40*)

- (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 Vite Vite - Fiery Creek Block Point - Tatyoon - Maroona. 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*)
- 27.02.2001 DICE operation of loop commissioned. Drivers may now call the route into the loop as they approach. (VS95/0383)

SIGNALLING ALTERATIONS

(Continued from Page 61)

- 27.06.2003 **Belgrave** (A27/03)
On Friday, 27.6., access to Nos 1 and 3 Roads of the Locomotive Workshops was restored. The points in the lead are fitted with WSA levers. The points providing access to the future outer storage road remain secured towards No 1 Road of the Workshops.
The WSA lever on the points to the Locomotive Access Road were replaced by a CCW lever weighted to normally lie for No 3 Road.
- 29.06.2003 **Brighton Beach** (SW 131/03, WN 25/03)
On Sunday, 29.6., Automatics BBH 901 and BBH 902, Home BBH 904, and Dwarfs BBH 905, and BBH 912 were fitted with tri-colour LED heads.
- 30.06.2003 **Sale** (SW 1058/03, WN 26/03)
Commencing Monday, 30.6., Driver in Charge conditions will apply for the arrival of Train 8431.
- 06.07.2003 **Brighton Beach - Hampton** (SW 137/03, WN 26/03)
On Sunday, 6.7., Up Automatic B498 (on the Down side of the New Street gates) was relocated 45 metres in the Down direction to improve sighting of the signal. Amend Diagram 27/88.
- (08.07.2003) **Newport** (SW 1066/03, WN 27/03)
Signalling diagram 03/03 replaced 25/02. The main alteration was the conversion of Up Repeating GGG456 to an Automatic signal.
- (08.07.2003) **Paisley - Werribee** (SW 1066/03, WN 27/03)
Signalling diagram 19/03 replaced 23/01. The main alteration was the provision of Laverton Loop and CTC between Newport and Gheringhap.
- (08.07.2003) **North Shore - North Geelong - Fyansford** (SW 1066/03, WN 27/03)
Signalling diagram 02/03 replaced 16/02. The main alteration was the removal of the Section Authority Boards at Thompson Road due to the provision of CTC between Newport and Gheringhap.
- (08.07.2003) **Gheringhap** (SW 1066/03, WN 27/03)
Signalling diagram 04/03 replaced 10/96. The main alteration was the provision of full signalling on the standard gauge due to the provision of CTC between Newport and Gheringhap.
- (08.07.2003) **Maroona - Ararat** (SW 1066/03, WN 27/03)
Signalling diagram 18/03 replaced 06/00 (Maroona) and signalling diagram 16/03 replaced 06/02 (Ararat). The main alteration was the provision of full signalling due to the provision of CTC between Maroona and Pyrenees Loop.
- 09.07.2003 **Spencer Street** (SW 146/03, WN 27/03)
On Wednesday, 9.7., Home 312 was altered display a permanent Low Speed Caution aspect during the absolute occupation of No 7 South Track.
- 10.07.2003 **Spencer Street** (SW 138/03 & 143/03, WN 26/03 & 27/03)
On Thursday, 10.7., Home 536 will be relocated 800mm closer to the line to allow for piling work.
No 8 South Track will be booked out of service (this may have occurred on Friday, 11.7.). Baulks will be provided at the entrance to No 8 South Track on the Up side of Points 436D. It will continue to be possible to set a route from Home 536 towards No 8 South Track and vice versa.
- 13.07.2003 **Hampton** (TW 9/03, WN 27/03)
On Sunday, 13.7., a new mast will be provided for the replacement of Automatic B542.

THE MARKET STREET SIGNALBRIDGE

The signal gantries on the western approach to Flinders Street are some of the most picturesque I have seen outside the confines of the old North Eastern Railway, in England. There are no route indicators, and instead an arm [is provided] for every possible route. And when I add that the line making its way round from Spencer Street is quadruple-tracked; that the line from Port Melbourne and St. Kilda that crosses the Yarra River is also quadruple, and that between them they lead into fourteen platforms it can well be imagined that there are quite a lot of semaphores in this area! The gantry carrying the home signals from the Spencer Street direction has nine posts for main signals and two for subsidiaries [...]. To anyone interested in the history of signalling Flinders Street is a most fascinating period piece - but I hasten to emphasise once again, a plant that is coping punctually with an enormous traffic. [Railways of Australia, O.S. Nock, Adam & Charles Black, 1971, p 126]

Rusting away in the grass at the ARHS Railway Museum at Newport is the dismantled components of one of the signal gantries that captivated O.S. Nock on his visit to Victoria in 1969. The Market Street signalbridge was situated on the viaduct at the western end of Flinders Street station. Worked from Flinders Street A box, the signals on the bridge governed movements from the viaduct into Flinders Street for seventy three years, from 1916 to 1989.

Flinders Street was initially the terminus of the short line to Sandridge (Port Melbourne) which opened in 1854. The line to St Kilda was added in 1857. Both of these lines crossed the Yarra River immediately west of Flinders Street station. A connection with Spencer Street station was not opened until December 1879. This was a street level line along the south side of Flinders Street and was only used for goods traffic.

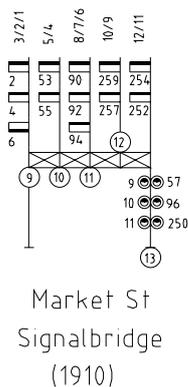
Construction of a two track viaduct to link Flinders Street and Spencer Street stations commenced in late 1888. The viaduct was opened on 23 November 1891 as a single line for goods traffic only. Double track was brought into use on 20 December 1891, still for good traffic only. The viaduct was not used for passenger traffic until 17 December 1894. It is probable that the depression of the early 1890s delayed the necessary rearrangements of Flinders Street and the provision of the suburban platforms at Spencer Street. In preparation for the use of the viaduct for passenger traffic, Viaduct Junction box (20 levers) was commissioned on 10 October 1894, a new Flinders Street West box (148 levers) on 28 October 1894 and a new Flinders Street East box (90 levers) on 25 November 1894.

At this time it does not appear that a signalbridge was provided at the throat of the yard leading from the viaduct. A list of signals at Flinders Street is contained in the 1898 General Appendix which shows that movements from the General was governed by a two doll bracket Post 69 with four arms and a disc.

The first Market Street signalbridge

During the first decade of the twentieth century the current Flinders Street station was built and the station rearranged to the layout which was in use for nearly three quarters of a century (and is still recognisable today)

On 17 September 1905 a new Flinders Street A box - with 260 levers - was provided to work the rearranged layout at the western end of the station. In preparation for this a contract was let for the construction and erection of Numbers 2 & 3 signalbridges at Flinders Street A. Number 2 signalbridge was situated at the end of the viaduct and controlled movements into the station. The contract was let to Goldsmith and Mate for £387.1.3 and was gazetted on 14 June 1905. It is very likely that this signalbridge was a steel truss.



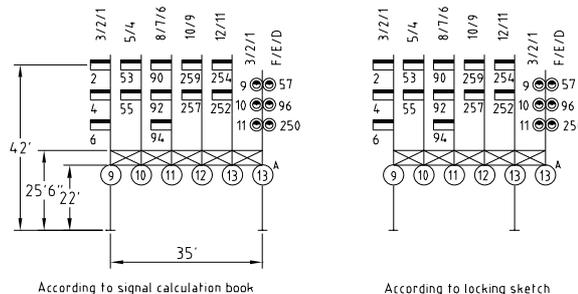
The arrangement of arms on the new signalbridge in 1910 (after completion of the station and commissioning of Nos 1 and 2 Roads) is shown in the figure. The arms on Posts 9 to 13 applied for running movements from Spencer Street to the station roads at Flinders Street. The discs on the leg of the bridge applied to set back moves from the line to Spencer Street. One interesting point is the arrangement of the arms on the dolls. One arm is, of course, provided for each road in Flinders Street station and the arms have been arranged on the dolls according to the number of roads between each island platform. For example, there are three roads between platforms 1 and 2 and three arms on Post 9 for these roads. There are two roads between platforms 2 and 3 and two arms on Post 10 for these roads. This mnemonic arrangement of arms was repeated on the two subsequent Market Street signalbridges.

The second Market Street signalbridge

Work on providing four tracks between Flinders Street and Spencer Street was commenced around 1913/4. It appears that the new South Viaduct was brought into use on 9 May 1915 to carry the double line from Spencer Street and the original viaduct (now the North Viaduct) was taken out of use. A new Market Street signalbridge was provided at this time.

A copy of the calculation book for this period has survived and shows a set of calculations for this bridge dated 29 December 1914. A sketch of the bridge in the calculations shows that the clear span of the signal bridge was 35 feet, the lower boom of the truss was at 22 feet (probably above rail level), the upper boom was at 25 feet 6 inches, and the topmost arms were 42 feet above rail level. This bridge was likely to have been constructed by the Signal Shops at Newport.

The arrangements of the arms on the new signalbridge was identical to the 1905 bridge, except that setback discs has been relocated to a doll (Post 13A) on the bridge. The diagram in the locking sketch suggests that Post 13A was situated outboard of the righthand leg of the signalbridge.



Market St Signalbridge (1914)

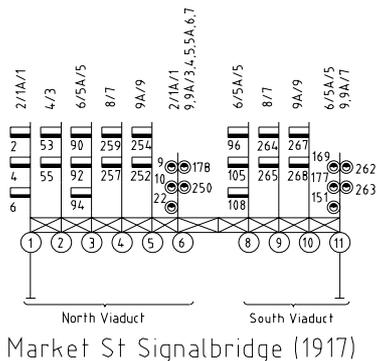
The third Market Street signalbridge

The second Market Street signalbridge had a short life, being replaced after just over two and one half years later.

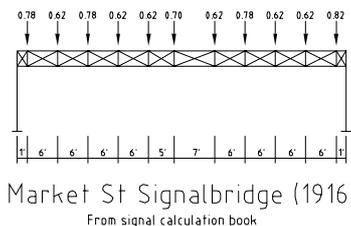
The third bridge was required for the completion of the four tracks between Flinders Street and Spencer Street when

the North Viaduct was brought back into use on 2 December 1917 (the frame at Flinders Street A was concurrently extended to 280 levers).

The new bridge spanned all four tracks and is shown in the diagram below. The signals for the 'original' tracks (now back on the North Viaduct) are unchanged except for the loss of one disc from Post 6. The signals for the new tracks (South Viaduct) are laid out in a similar fashion to those on the original signalbridges. At this time it was not possible to go from the South Viaduct to Number 4 and 5 Roads, however provision was clearly made for these moves as shown by the missing Post 7. (In fact, this post was likely to have been present at this time, just not shown on the diagram.) Once again, the Signal Shops were likely to have been responsible for the construction of the bridge.



A sketch in the calculation book dated 14 July 1916 shows that the clear span of this signalbridge was 61 feet and that the dolls were at 6 foot centres, except for the Posts 6 and 11 (carrying the set back discs) which were five feet from the main arms. Note that this sketch shows the doll which will become Post 7. The sketch also lists the weights of the dolls and fittings. The three arm dolls weigh 0.78 tons and the two arm dolls 0.62 tons. Post 6 (setback discs from the North Viaduct) has five discs and weighs 0.70 tons. Post 11 (setback discs from the South Viaduct) is always shown as carrying five discs in the diagrams. However photos show that it was fitted with a bracket for a sixth disc (above the top-most righthand disc). The weight of the doll was consequently shown to be 0.82 tons and this was the heaviest single doll on the bridge.

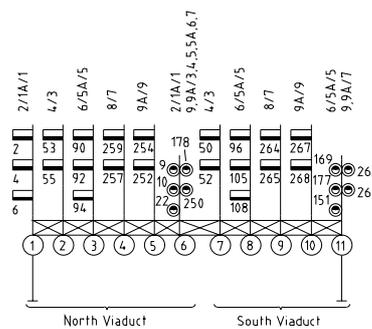


Changes to the signalbridge

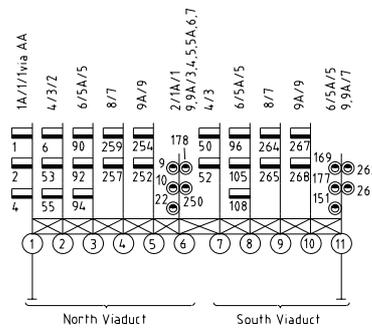
It appears that the trackwork at the western end of Flinders Street was renewed in the early twenties and the opportunity was taken to provide additional connections to allow greater flexibility. One connection allowed moves from the South Viaduct to No 4 and 5 Roads and the second connection was a direct link between the North Viaduct and No 1 Road via 'AA'.

The connection to No 4 and 5 Roads was provided on 3 February 1924. The result of this alteration was the provision of the missing Post 7 on the Market Street footbridge. As described earlier, provision for this doll had probably been made when the bridge was erected in 1917.

The direct connection to No 1 Road was a far more drawn out affair; possibly because provision had not been made



for this change. The connection is first shown on Diagram 3/23 but is shown as 'spiked'. It continued to be shown on subsequent diagrams, but was not brought into use until 18 September 1938. An additional arm was required on the Market Street bridge for this additional connection. Unfortunately there was no room for the additional arm on Post 1 and so an additional arm was provided on Post 2 and the application of the original five arms on Posts 1 and 2 were altered. This ruined the original mnemonic arrangement of arms.



It is interesting that after this addition, there were no recorded alterations at Flinders Street A for nearly thirty years.

The end

When O.S. Nock visited Victoria in 1969 he noted that the signalling at Flinders Street was 'due for replacement', however, it lasted for another decade. The cause of the resignalling was the provision of the underground loop and the specific cause of resignalling Flinders Street A was the provision of an additional two track viaduct between Flinders Street and Spencer Street known as the 'Suburban' viaduct.

The new viaduct was brought into service on 9 December 1978 and the connections to Nos 9, 10, 11, and 12 Roads were rearranged. From this date it was no longer possible to access these roads from the North or South Viaducts. Consequently the arms were removed from Posts 4, 5, 9 and 10. One disc was also removed from Post 11.

The trackwork was further altered on 2 January 1979 and Post 11 was abolished.

Finally, on 27 October 1979 the mechanical signalling at Flinders Street A was abolished and power signalling provided. The Market Street signalbridge was abolished, although it was replaced by a new signalbridge with four three position home signals.

TRARALGON - BAIRNSDALE

(April 2003)

The following diagrams are of an inspection of the Bairnsdale line beyond Traralgon in late April 2003. Work was just commencing on the rehabilitation of the line for passenger trains; track gangs were working on the Up side of Stratford and in Bairnsdale yard.

The story of the final days of services on the Bairnsdale line is complex and the following has been put together from reports in Rail News Victoria.

Passenger services were withdrawn between Sale and Bairnsdale with the introduction of the new timetable on 22 August 1993, although the last train actually ran the previous Friday, 20 August. The Saturday train was cancelled after local residents hi-jacked the last Down on Friday. The final freight to Bairnsdale ran on 30 September 1994 after Caltex switched to road haulage of fuel. T.409 collected nearly all of the remaining wagons in Bairnsdale yard on 19 October 1994 and the line was mothballed.

Freight services resumed to Hillside for log traffic on 5 June 1995, but ceased again in January 1996 when the company concerned failed to obtain an export license for wood chips. The Sale to Bairnsdale line was then reclassified to minimal maintenance status in early February 1996.

The line to Hillside was reopened on the 8 November 1999 for log traffic. Due to the condition of the Avon River bridge at Stratford trains were worked by the RTL road/

rail 'locomotive'. The first run to Hillside appears to have occurred on 4 November, but regular operation did not commence around 29 November. After the Avon River bridge was repaired, locomotive hauled trains commenced on 31 January 2000. On the same day Staff working was re-introduced with the section Sale - Bairnsdale (the line was previously worked under siding conditions).

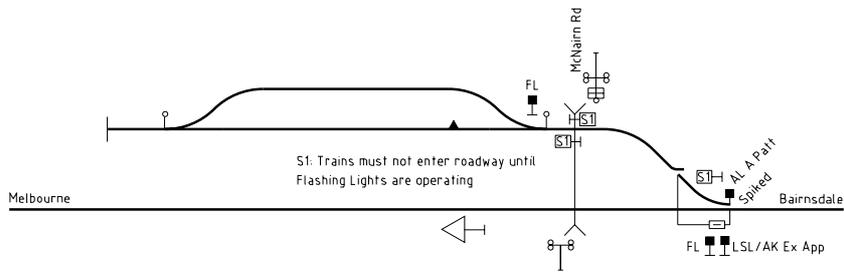
The line between Hillside and Bosworth Road, on the outskirts of Bairnsdale, was formally restored to traffic on 9 June 2000, but the first train ran on 27 June. The baulk was initially on the immediate Down side of Bosworth Road, but was subsequently relocated to Forge Creek Road.

The line beyond Bairnsdale to Orbost was closed in 1987; the last train ran on 21 August 1987. The short spur from Stratford Junction to Maffra was booked out of use on 9 March 1995. I should point out that the former Stratford Junction was not inspected in April 2003.

Current proposals appear to be that Sale and Bairnsdale yards will be unaltered (although certain sidings at Bairnsdale will be spiked out of use). Stratford will be unchanged, and the sidings will remain spiked out of use. Fernbank and Hillside will be abolished. The points and connections from Hillside will be used to construct a new siding at Bosworth Road to replace the loading of timber trains on the main line.

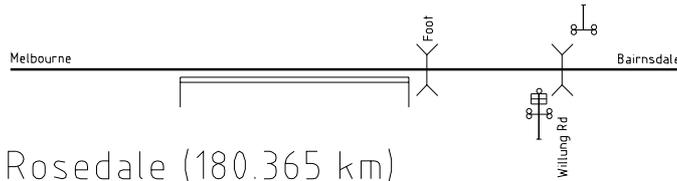
Hillside siding looking Up from the level crossing on 26 April 2003. In 1995, the siding and the main line were swapped to allow logs to be loaded on the former main line. The points in the foreground can be seen to be set for the diverging move, and if the reproduction allows, the former catch points (spiked shut) can be seen in the erstwhile siding and the rodded derail in the new siding. The log loading area is to the right; this was out of use and empty of logs at the time of the visit. On 21 June 2003 siding and main line were restored to their original configuration. At the same time, these points were abolished and the siding became a dead end accessible only from the Up end. With the re-opening of the line to passenger traffic, it is believed that Hillside siding will be abolished. The points and signalling equipment will be relocated to Bairnsdale to form a new siding for log traffic at Bosworth Road.





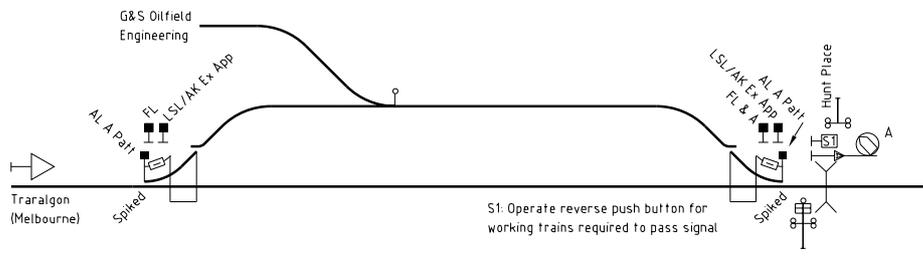
Traralgon Cement Sdg (160.500 km)

(Source: Inspection 27.04.2003)



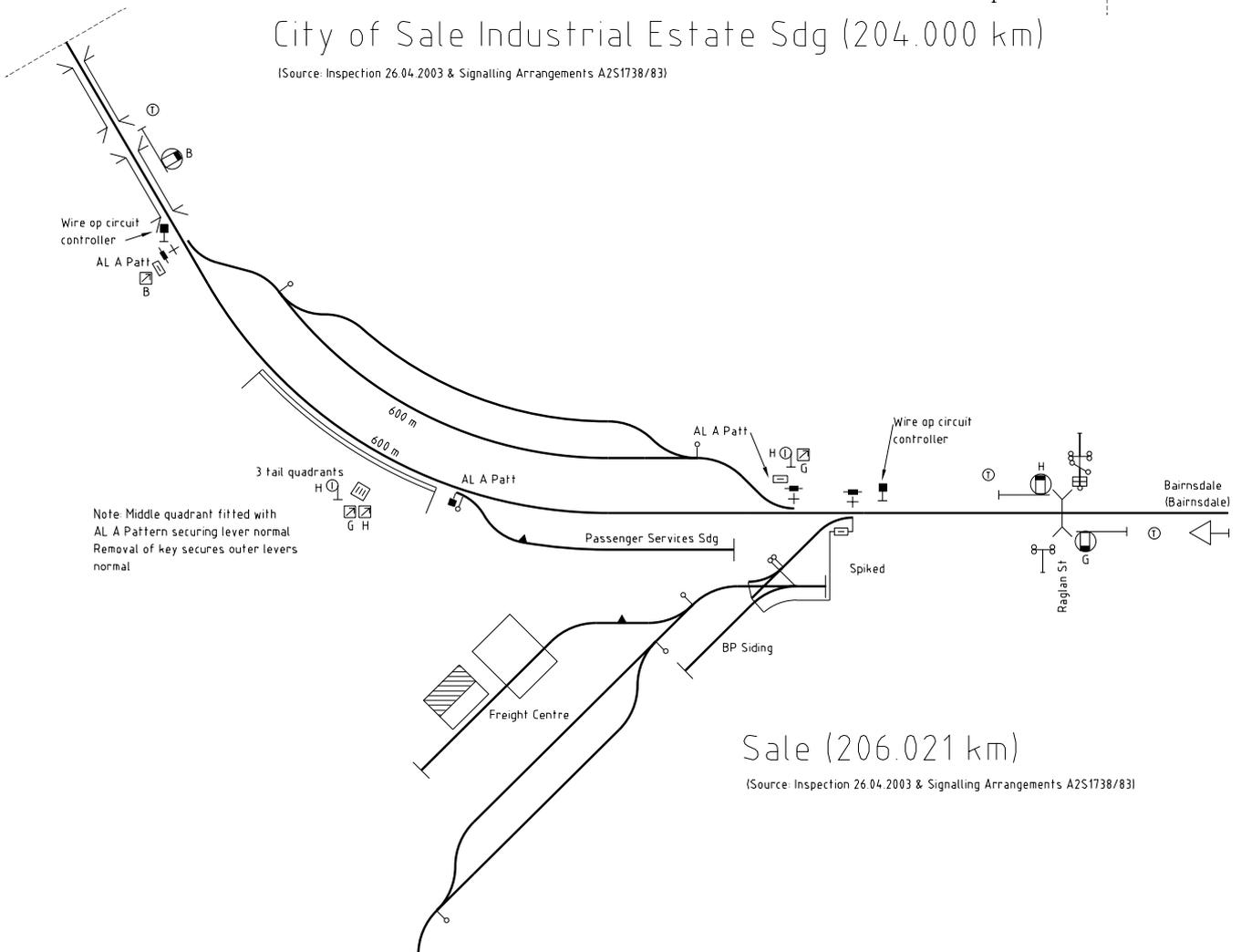
Rosedale (180.365 km)

(Source: Inspection 25.04.2003)



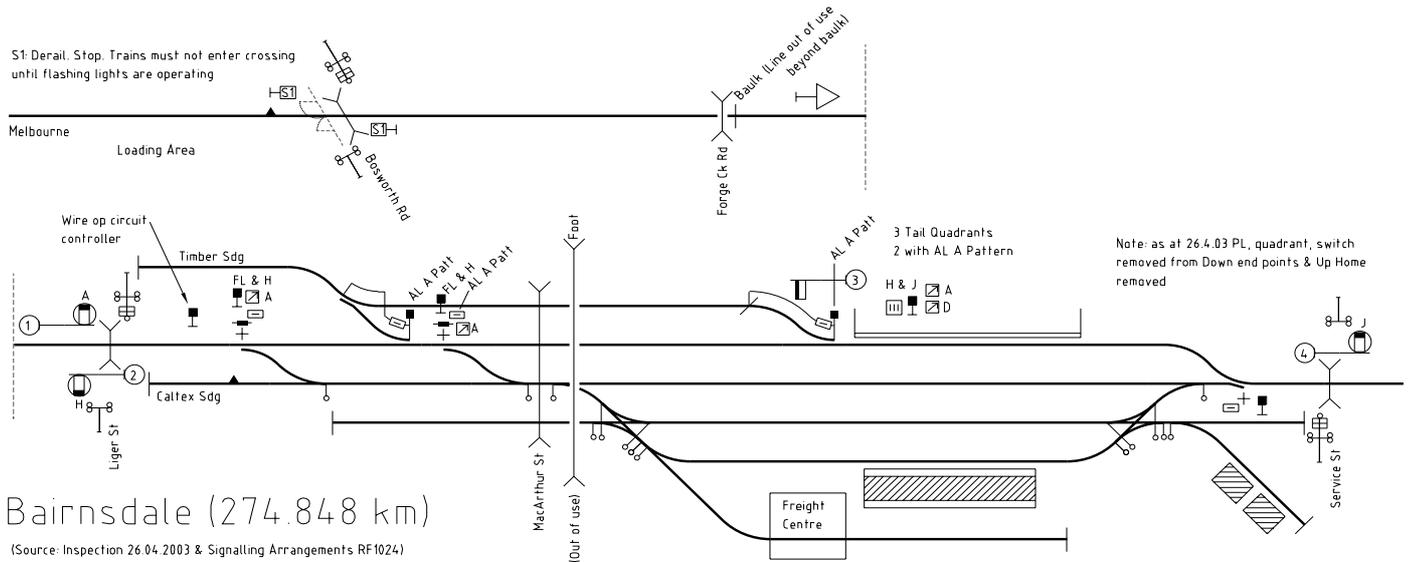
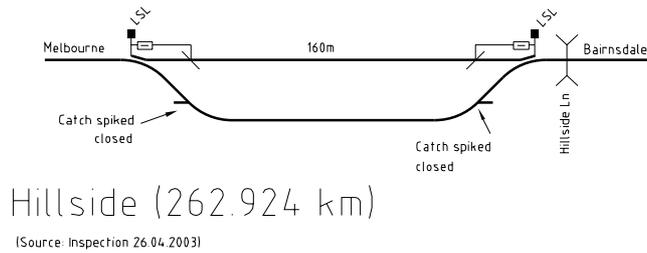
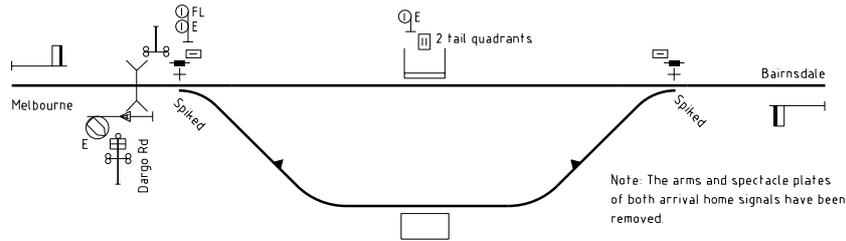
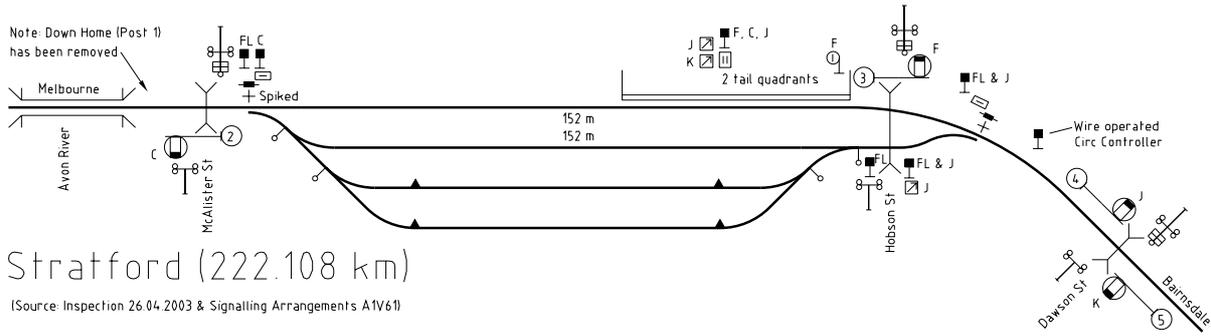
City of Sale Industrial Estate Sdg (204.000 km)

(Source: Inspection 26.04.2003 & Signalling Arrangements A2S1738/83)



Sale (206.021 km)

(Source: Inspection 26.04.2003 & Signalling Arrangements A2S1738/83)





Two views of Bairnsdale yard on 26 March 1993 from the McArthur Street footbridge. The upper view looks in the Up direction and the lower view in the Down direction. The signalling arrangements are standard for Victorian non interlocked and non trailable crossing stations. The two sets of points facing for trains arriving into Bairnsdale are secured by plunger locks, while the single set of points facing for trains departing from Bairnsdale are secured by an A pattern Annett lock. To the right of the main line can be seen the Timber Siding, this siding (together with the Annett locked points) were provided in 1952. The line to the left of the main line originally served the stockyards. The outermost plunger locked points were provided in 1965 to give an extended crossing loop. The dead end at the far end of the loop forms the Caltex Siding and a oil wagon can be seen unloading. Further freight traffic can be seen in the form of a bogie wagon full of briquettes in the dead end extension of No 3 Road. In the lower view, Locomotive H1 is standing in the Car Siding on the left of the photo. This siding was provided in 1925. The points are secured by an A pattern lock and protected by the Up Home signal at the immediate end of the platform. Further oil tanks can be seen in Nos 3 and 4 Roads, a louvre van at the goods shed, and the afternoon pass in the platform. At the far end of the yard the Orbost line was still intact to form a shunting neck. The signalling was still in situ at this time including the plunger locking, flashing lights, Up mechanical Home signal and Down light signal.





When Fernbank was closed as an electric staff station on 1 December 1986 the mechanical Home signals were secured at proceed, and the Up Home protecting the level crossing 'converted' to an Automatic signal. Sometime after this, the siding was spiked out of use and the arms and spectacle plates were removed from the Up and Down arrival Home signals. The Up light signal (protecting the level crossing) remained in use to ensure the correct warning time at the flashing lights. The upper photo looks towards Melbourne. The lower photo shows the detail of the scotch block at the Up end of the siding at Fernbank; scotch blocks are extremely rare these days. The siding at Fernbank was abolished on the 9 May 2003 and all signalling equipment removed except for the automatic signal.

