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SIGNALLING RECORD SOCIETY OF VICTORIA INC

Vale upper quadrant semaphores on the broad gauge in Victoria. On 29 February the final four upper quads on the Sandringham line were replaced by LED signals. The final four included this one, Up Automatic B380 at North Brighton. Upper quadrant semaphores were introduced into Victoria on 3 October 1915 at South Yarra. They were standard practice until light signals were installed between East Richmond and Hawthorn on 15 October 1922. By this time upper quadrants stretched from Flinders Street to Inglis Street, St Kilda, Elsternwick, Caulfield (exc), East Richmond, Clifton Hill (exc), No 1 Box (via the viaduct), North Melbourne (exc) to Essendon (exc), and on the narrow gauge from Upper Fern Tree Gully to Belgrave. Curiously a number of sections were provided with upper quadrant semaphores after the introduction of light signals. These included Elsternwick to Sandringham (1926), including the semaphores just replaced, Caulfield station (1933), Tallarook - Seymour (1925) and Castlemaine - Maldon Junction (1926). Upper quadrant semaphores survive in preservation on Puffing Billy where a number protect level crossings. A number of upper quadrant Dwarf signals survive at Dandenong, and one mechanical upper quadrant dwarf at Kensington.

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Minutes of Meeting Held Friday February 20, 2004,

At the Surrey Hills Neighbourhood Centre, 1 Bedford Avenue, Surrey Hills

Present: - J.Black, A.Brook, W.Brook, B.Cleak, G.Cleak, G.Cumming, C.Gordon, W.Johnston, K.Lambert, D.Langley, S.Malpass, T.Penn, A.Ratcliffe, C.Rutledge, L.Savage, B.Sherry, P.Silva, R.Smith, F.Strik, A.Wheatland & R.Williams.

Apologies: - J.McLean, G.O'Flynn, S.Turnbull & R.Whitehead.

Visitors: - J.Gordon.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:17 hours.

David commenced the meeting by congratulating Chris Gordon on the successful completion of his studies in Bachelor of Science and Bachelor of Engineering. Chris has now commenced employment as an engineer in the rail industry and was welcomed to the world of the taxpayer.

Minutes of the November 2003 Meeting: - Accepted as published. A.Wheatland / F.Strik. Carried.

Business Arising: - Nil.

Correspondence: - A letter was sent to the Surrey Hills Neighbourhood Centre to book the meeting room for 2004.

A letter was sent to the Shire of Mitchell requesting a valuation of the rooms we lease at Seymour.

A letter was sent to Colliers requesting an update on progress with the renewal of the lease for the rooms we lease at Seymour.

An application form along with payment was sent to Civic Mutual Plus to join the community public liability insurance scheme.

A letter was received from Jardine Lloyd Thompson containing our certificate of insurance for our public liability cover.

A copy of the certificate of insurance was sent to Colliers for forwarding on to Victrack.

Subscription renewal forms have been sent to all members. S.Malpass / G.Cleak. Carried.

Reports: - Tours. Glenn Cumming advised the meeting that planning had commenced for the Regional Tour to the Eastern District later in the year.

Market Street. Bill Johnston & Peter Silva described the latest developments with this project. Dates of future work days are to be advised.

General Business: - Glenn Cumming advised that subscriptions for 2004 are now due for payment.

Rod Smith asked for an explanation of the arrangements between Jindalee - Cootamundra North following the re - signalling work in December 2003. Glenn Cumming & Tom Murray provided a detailed answer.

David Langley noted that four of the remaining Upper Quadrant signals on the Sandringham Line will be removed this weekend and the last four Upper Quadrant signals will be removed the following weekend. After the completion of this work, the only Upper Quadrant signals remaining in Victoria will be on the Puffing Billy Railway or in private collections.

Keith Lambert noted that four Upper Quadrant dwarf signals remain in service at Dandenong and one Upper Quadrant dwarf signal remains in service at Kensington.

Keith Lambert reported that the conversion of Alamein Line signals to LED had been completed and the scope of works between Burnley - East Malvern including conversion of Style "R" signals to LED was now complete.

Keith Lambert advised that re - signalling work between Burnley - Camberwell involving conversion of searchlight signals to LED would take place next weekend. The re - signalling work at Camberwell is due for completion in June & July 2004.

Keith Lambert noted that the mechanical signals on the Signal Bridge at the down end of Frankston Yard are to be converted to LED.

Keith Lambert reported that the commissioning of new signals and points for the new Platform No.8A at Spencer Street Station would take place in March & April 2004.

Keith Lambert drew attention to a recent Weekly Notice item that described the widening of a road at Narre Warren and pointed out that the road was actually narrowed in preparation for the construction of an underpass.

Keith Lambert reported that the new signalling at Bairnsdale is not yet ready for service.

Keith Lambert reported that the new log siding at North Shore is dual gauge but is not yet connected to any Standard Gauge trackwork meaning that only Broad Gauge trains can use the siding at the present time.

Keith Lambert referred to previous meetings where he tabled photographs showing the regrading works between Deep Lead - Glenorchy in the 1930's. Keith has now found an article in Bulletin from 1967 describing these works. Copies of this article were tabled along with the relevant extracts from the Weekly Notice of the period.

Colin Rutledge provided an update on signalling works on the Bairnsdale Line. The signalling at Bairnsdale has not yet been commissioned, despite what has been published in the Weekly Notice. Some of the level crossing protection equipment on the line has not been functioning properly during testing and has not yet been commissioned. Colin provided a detailed explanation of some of the faults being encountered and what action is being taken to fix them.

Colin Rutledge noted that the signalling alterations at Ararat for the passenger trains might be commissioned on 13 March while the signalling alterations at Ballarat for the Ararat Line passenger trains may be commissioned on 9 March.

Rod Smith asked about the proposed signalling alterations for the Bendigo Line. From the answers given it was noted that there would be no increase in the maximum possible headways on the line. Remote control of the new signalling has been proposed to be in Bendigo but this has not yet been confirmed.

Colin Rutledge spoke about Hernes Oak. The crossing loop was booked out of use in December 2003 when the Teknis remote control system was struck by lightning and no spares were readily available. Colin gave a detailed explanation of the Teknis remote control system and the faults that have been encountered along with the fixes put in place so far. The long term future of Hernes Oak is unknown.

Rod Smith asked about the remote control system used for Upwey. It was advised that Upwey uses a Westinghouse S2 system, having replaced a Westinghouse B4 system. As a result, the problems encountered at Hernes Oak are not occurring at Upwey.

Trevor Penn reported that an overhead dismantling train is to commence running this weekend between Pakenham - Warragul along with sleeper discharge & ballast discharge trains.

Bill Johnston reported that a recent ARTC proposal for Stockinbingal in New South Wales would result in the removal of the crossing loop leaving a simple turnout for the junction. It is assumed that sidings serving the grain silo will remain.

Glenn Cumming asked about the lifting of restrictions on follow on movements between Bungaree Loop - Ballarat. Colin Rutledge answered that cutting one track circuit into two track circuits thus providing a more reliable shunt of the track circuits concerned had rectified the problem.

Colin Rutledge answered a question about the operation of No.13 points and No.16 signal at the up end of Seymour by describing the faults in the multi core cable service this equipment. The cores of the cables failed after rodents infested the cable troughing at the up end of Seymour Yard and a lack of finance has prevented a full replacement of the affected cables. It was noted that simply leaving the covers off the troughing would eliminate the rodent problem but the cables would then perish in the direct sunlight.

A discussion took place on recent late running caused by heat related speed restrictions and derailments caused by buckled track.

A lengthy discussion took place on the subject of current level crossing protection policy. Amongst the many areas that were discussed were the ongoing problems with new level crossing protection equipment on the North East Broad Gauge Line, issues with the new Jeaumont track circuits for level crossings on the Ararat Line and a possible revision to the maximum & minimum warning times for level crossing protection equipment.

Brett Cleak described a proposal for alterations to the level crossing at Watchem that would involve providing a new signal for Down trains waiting in the crossing loop adjacent to the level crossing.

Trevor Penn tabled artwork for proposed stamps to be issued as part of the celebration for the 150the Anniversary of the first railway in Victoria.

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.

Syllabus Item: - The President introduced a two part Syllabus Item.

First up was Keith Lambert who presented some slides from his collection, all having been taken in the

past 18 months. Current scenes from various parts of Victoria and Western New South Wales were viewed in addition to some of those wonderful background skies for which Keith has become famous.

Next up was Tom Murray who presented a portion of his slide collection showing views that could be seen in the 1960's and 1970's. Trains at Meringur and buildings at Piangil were some of the highlights of this presentation.

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

Meeting closed @ 23:07 hours.

MINUTES OF ANNUAL GENERAL MEETING HELD FRIDAY MARCH 21, 2003,

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

Present: - N.Bamford, J.Black, W.Brook, B.Cleak, G.Cleak, G.Cumming, C.Gordon, W.Johnston, K.Lambert, S.Malpass, B.McCurry, J.McLean, L.Savage, B.Sherry & P.Silva.

Apologies: - K.Ashman, J.Briggs, I.Chan, J.Churchward, A.Hinde, D.Langley, T.Murray, G.O'Flynn, S.Turnbull, A.Waugh, & R.Whitehead.

In the absence of the President, the Vice - President, Mr. Bill Johnston, took the chair & opened the meeting @ 20:08 hours.

Minutes of the 2002 Annual General Meeting: - Accepted as published. G.Cleak / J.McLean. Carried.

Business Arising: - Nil.

President's Report: - In the absence of David Langley, Bill Johnston read the President's report report to the meeting.

It is with pleasure that I present the President's report for the year 2002. But as you can see, I am not in attendance as I am currently in Werris Creek or somewhere nearby, taking part in what might well be the last signal box tour in NSW. Various safety regulations following recent world events have meant that to gain official approval in NSW is to all intents and purposes impossible, and it is only with the previous good standing of the SRS combined with the inside knowledge of one of its members that the tour is going ahead at all. Also the older signalling that currently exists in NSW is expected to be completely swept away within perhaps 12-18 months. We, in Victoria, should be so lucky that we still have a little left but do not get complacent, it too only has a limited life. Thanks to the Vice President for presenting this report on my behalf and for chairing the meeting. I have, however, offered myself for re-election as President.

The year 2002 again saw six meetings held and it is pleasing to report that the society continues to have well attended meetings, well over the generally accepted 10% of active members attending. The February meeting proved that even if we do not have a syllabus item, we can still entertain ourselves with general discussion. Throughout the year it is pleasing to note that members were extremely vigilant in their recording of sightings to present to the meeting. This is the stuff of future historical researchers. The March meeting, of course, incorporated the AGM, and as is usual there was no planned syllabus item.

At the May meeting, members were treated to an informed talk by John Hearsch about the forthcoming standardization project. At the remaining three meetings for the year, members were treated to a wide variety of slides of our favourite subject. In July Keith tested our knowledge of "Where Is It", Bob Taaffe presented "Gone But Not Forgotten" in September and the annual screening of the late Stephen McLean's slides by Rod Smith was conducted at the November meeting. Thank you to all presenters for their entertainment.

Again this year the tour programme was restricted to just one where in September various locations between Broadmeadows and Seymour were visited and it was noted that a number of participants took great joy in calling in on the President to gloat as he was unable to attend due to having to work in his shop - grrr. However by all accounts a splendid day was had by all.

Somersault continues to be published six times per year and again it is pleasing to note the variety of material published for members to read. For those people who have been members for a while, Somersault is fast becoming a valuable historical reference especially the pages of diagrams of non-interlocked stations that Andrew Waugh has been compiling with the help of a few others.

The Committee has had little to discuss this year, the society seems to run itself, and what discussion that has ensued is still happening in the unlikely places of Wingrove or Whitehaven. One additional method though has been the formation of a discussion list on the Yahoo Groups for the SRSV Committee, and this has enabled some items to be aired earlier than the non-electronic days would allow.

The Archives Room has progressed yet again this past year and while not in leaps and bounds, has at least moved forward but time is the enemy of progress unfortunately - not enough to go round.

Glenn, our Secretary, has again performed above expectations and the society can be truly thankful for his efforts in keeping the minutes, attending to the correspondence and organising the tours. We are indeed lucky to have such a capable Secretary. Peter, our Treasurer, has once again managed in a very professional way to keep the societies financial affairs in order and again we are fortunate to have such a capable Treasurer. Thank you to Bill for taking the chair on occasions when I have been unable to attend or have had to leave early due to grandchildren taking priority. Now that I think about it, I wonder if there is an omen in the fact that both grandchildren arrived (or should have) on SRS meeting nights? To Jack and Wilf thanks for being part of the Committee of the SRSV and adding your "two bobs" worth during any discussion that has occurred on the internet during the year.

However no matter how good the Committee is, a society is nothing without its members and to this end I thank all members for their support of the society during 2002.

I move this report. David Langley, President. W.Johnston / W.Brook. Carried.

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 favourable result with a surplus of income over expenses.

Peter provided detailed explanations of the financial statements & answered questions regarding the financial statements.

Peter also spoke about projected financial results & the impact of insurance on the societies finances.

P.Silva / S.Malpass. Carried.

Auditor's Report: - In the absence of The Auditor, Jon Churchward, the Auditor's Report was tabled.

The Auditor's Report contained a paragraph titled "Observation" referring to payment methods and procedures. A discussion on options to resolve this matter followed.

Moved Brian Sherry, seconded Jim Black, that the Secretary write to the Auditor & ask for suggestions to solve the problem & refer to the Committee. Carried. P.Silva / J.Black. Carried.

Moved Peter Silva, seconded Steve Malpass, that the amount of $1,200.00 be advanced to the Secretary for payment to the SRSUK. Carried.

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

One signal box tour was conducted during the year 2002.

The tour for the year was the annual Showday Tour / Cupday Tour etc, this year held on Monday 23 September 2002.

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 Broadmeadows (our first visit since re - signalling), Somerton, Donnybrook (with its increased amount of mechanical signalling equipment), Wallan (our first visit to the frame in the office), Kilmore East, Broadford & seymour.

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. All locations were successfully inspected within their normal opening hours

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 excellent 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 & David Ward at Freight Australia and Bill Uren at National Express. My thanks to all these gentlemen.

The Tours Officer always welcomes suggestions & comments regarding the conduct of SRSV tours, especially ideas for future tours.

Glenn Cumming, Tours Officer. G.Cumming / W.Brook. Carried.

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

Type	2002	2001	Movement
V	62	62	-
K	32	29	+3
N	2	2	-
KL	3	3	-
VH	5	5	-
Total	104	101	+3

Analysis of Movement

Additions: - G.Henderson (K), J.Kerley (K), F.Tybislawski (K), J.Blakebrough (V), C.Haber (V), J.McPhee (V), Y.Sos (V).

Deletions: - D.Butterworth (K), N. De Pomeroy (V), A.Kennedy (V), C.Stephens (V).

Transfers: - P.Cox (V - K), P.Fisher (V - K), S.Haby (V - K), T.Hutchins (K - V), C.French (K - V).

Glenn Cumming, Membership Officer. G.Cumming / L.Savage. Carried.

Editorial Report: - In the absence of Andrew Waugh, Glenn Cumming read the Editorial 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.

Thank you to those members who wrote articles, letters or provided information for Somersault.

Please continue to send in any material for publication in Somersault to ensure continued timely publication.

Andrew Waugh, Editor. G.Cumming / W.Brook. Carried

Archives Report: - In the absence of Bob Whitehead, Glenn Cumming read the Archives Report.

Further work was carried out to prepare the second room for Archives occupation, lining the walls etc. Painting remains to be done before construction of shelving.

Material received during the year included a donation of signalling diagrams from John Hearsch and a quantity of paperwork from the ARE for which we offer our thanks. The signalling diagrams have been partially listed.

R.Whitehead. Archivist. G.Cumming / S.Malpass. Carried.

Elections: - The meeting invited Bill Johnston to continue in the chair for the election of the new Committee.

The following written nominations were received: -

President: - D.Langley, nominated by G.Cumming and seconded by L.Savage.

Treasurer: - P.Silva, nominated by M.Drew and seconded by D.Langley.

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

The following verbal nominations were received: -

Vice President: - W.Johnston, nominated by J.McLean and seconded by S.Malpass.

Secretary: - G.Cumming, nominated by L.Savage and seconded by S.Malpass.

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

Committeeman: - W.Brook nominated by J.McLean and seconded by B.McCurry.

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 B.Sherry.

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

General Business: - Nil.

Meeting closed @ 20:47 hrs.

The Annual General Meeting was followed by the March 2003 Ordinary Meeting.

SIGNALLING ALTERATIONS

The following alterations were published in WN 01/04 to WN 06/04 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.

19.12.2003 **Seymour** (SW 1231/03, WN 1/04)

Commencing Friday, 19.12., Points 13 were booked back into service.

04.01.2004 **Werribee - Corio** (SW 294/04, WN 1/04)

On Sunday, 4.1., the East and West Lines between Werribee and Corio were closed to allow for track works associated with the rebuilding of the line for the regional fast rail project. The ATC signalling was suspended and Absolute Occupation will be in force on the two lines between Down Home Departure signals 6 & 18 at Werribee and Up Home Departure signals 8 & 20 at Corio. All access to the area will be from Corio and baulks and 'New Jersey' barriers will be placed across both lines at Werribee and flagmen will not be provided.

Homes 6 & 18 at Werribee and 8 & 20 at Corio will be fixed at Stop. Homes 22, 26, and 30 at Werribee will be prevented from displaying any aspect less restrictive than 'Low Speed Warning' for moves towards Homes 6 or 18.

Movement past Homes 8 or 20 at Corio will require a Signaller's Caution Order (issued by North Geelong A) to enter the area of Absolute Occupation. A Track Force supervisor must accompany all train movements in the area of Absolute Occupation.

Revenue trains may work between Corio and Elders IXL Siding. The Track Force supervisor must accompany each such train. The points to the Elders IXL Siding must be operated in the normal fashion as per SW 1043/03, but the points will also be secured by a point clip; the key to which will be held by the Track Force supervisor. Revenue trains may lock away in Elders IXL Siding.

06.01.2004 **Hearne's Oak - Morwell** (SW 1006/04, WN 1/04)

From Tuesday, 6.1., Hearne's Oak Loop will not be available for crossing trains. Points 13 & 21 were clipped normal. The portion of the control panel at Morwell controlling Hearne's Oak was taken out of use and a temporay panel provided to work Homes 10, 14, 18 & 22 at Hearne's Oak.

Absolute Block Working will be in force between Moe and Morwell. When signalling an Up train through the section, the Signaller must first operate Homes 14 and 22 at Hearne's Oak, sleeve Home 6 at Moe normal, and then clear the Home Departure at Morwell. When the train has departed the Signaller must sleeve Home Departure signals 38 and 40 until the train has arrived complete at Moe. The indications on the existing panel at Morwell can be used to confirm when the train had arrived at Moe. Down trains must be signalled in a similar fashion through the sections.

07.01.2004 **Seymour** (SW 1007/04, WN 1/04)

On Wednesday, 7.1., Dwarf 16 was restored to use and No 2A Road is again available for traffic.

11.01.2004 **Lyndhurst - Lyndbrook Loop** (SW 1/04, WN 1/04)

On Sunday, 11.1., the SSI and in-field equipment will be altered due to the abolition of the Dandenong - Lyndhurst level crossing (the crossing had been previously replaced by an overpass).

The controls on Down Automatic LBK 680 and Up Automatic LBK 683 situated within Lyndbrook Loop were altered so that they are approach operated when either is required to display a Medium Speed Warning aspect. Neither signal will clear until the approaching train has been proven to be travelling at Medium speed or lower.

12.01.2004 **Barnes - Moulamein** (SW 1018/04 & 1003/04, WN 1/04 & 4/04)

Commencing Monday, 12.1., this corridor was made available for traffic. SW 1065/03 is cancelled. The corridor is available for X and lighter locomotives at 30 km/h.

12.01.2004 **Shepparton - Dookie** (SW 1019/04 & 1002/04, WN 1/04 & 4/04)

Commencing Monday, 12.1., this corridor was made available for traffic and the baulks at Grahamvale Rd removed. SW 1087/03 is cancelled. The corridor is available for X and lighter locomotives at 30 km/h.

(13.01.2004) **Melton** (SW 1005/04, WN 1/04)

During the Geelong corridor closure the block hours will be temporarily altered to:

Monday - Friday ..... 0500 to clearance of Trains 8135 & 8166
Saturday & Sunday ..... Switched out

If required due to train running requirements the Senior Train Controller may arrange for Melton to be switched in prior to 0500. Drivers of affected trains must be advised that Melton has been switched in outside the published block hours.

18.01.2004 **Riversdale** (SW 501/04, WN 4/04)

Automatic LA313 was converted to LED heads.

18.01.2004 **North Brighton** (SW 3/04, WN 1/04)

On Sunday, 18.1., Down Automatic B387 (an upper quadrant semaphore) was replaced by a Style L LED signal with 18 dot LED marker.

19.01.2004 **Spencer Street** (SW 7/04, WN 2/04)

From Monday, 19.1., new Crossover 418 was installed betwen Nos 8 and 8A Tracks but not commissioned.

19.01.2004 **Redcliffs** (SW 1009/04, WN 2/04)

On Monday, 19.1., Nos 3 and 4 Roads were abolished together with the spur siding at the Up end of these roads. The points were secured to lie for No 2 Road. Amend Diagram 14/99 (Redcliffs - Mildura).

(20.01.2004) **Reversing of Signals (Book of Rules, Section 5, Rule 4)** (SWP 11/03, 522/03, & 1067/03, WN 2/04)

This rule is to be replaced:

4. Reversing of Signals

a) Except in the case of emergency, whenever it is intended to restore any Fixed Signal to the Stop position whilst a train movement is approaching or is stationary at the Signal, the Driver must be advised of the intention. (An 'emergency' is any situation where safety could be put at risk.)

b) This will apply where ever the Driver may observe a change in signal indications due to the restoration of a signal to Stop.

* Where two or three position automatic block signalling is used, the Driver must be advised if the train is approaching the second signal in rear of the signal to be restored to Stop [as this may drop back from Clear Normal Speed to Reduce to Medium Speed].
* Where the individual track sections are not indicated, the Driver must be advised if a train is on the approach section (indicated by the track diagram or annunciator).
* In areas operated by CTC, ATC, Electric Staff, Train Order, Section Authority, Double Line Block, or Track Block, the Driver must be advised if a train is approaching in the section irrespective of its position. This applies to the arrival and departure signals, the restoration of a Distant signal, or the restoration of a Controlled Automatic signal.

c) When advising the Driver, the Signaller or Train Controller must provide the number and location of the fixed signal and the reason for its restoration to Stop. This information must be confirmed by the Driver before the signal can be restored.

d) If direct communication with the Driver is not available, the Signaller or Train Controller may relay the information via platform staff or other compentent staff in the vicinity of the train. However, the signal must not be restored to Stop until confirmation has been received.

e) Where a Signal has been placed to the Proceed position and the movement is then detained, the Driver must advise the Signaller or Train Controller of the delay and its reason.

f) In all cases the Driver is responsible for observing all signal changes.

g) Converging Trains. When more than one train is converging at a Junction or Station, and it is not certain which train will take precedence, all Signals applicable to the movements must be held at Stop.

Continued on Page 35

Switching Out Armstrong

On 5 April 1938 the Chairman of the Railways' Betterment and Publicity Board wrote to the General Superintendent of Transportation regarding Suggestion 37721. The suggestion ran [1]:

> **That the staff exchange boxes at Great Western and Armstrong be withdrawn.**
>
> I wish to offer the following suggestion for your consideration.
>
> That the Staff Exchange boxes at Great Western and Armstrong be withdrawn and instead switching instruments be placed in the section Ararat to Great Western.
>
> It is doubtful if Staff Exchange Boxes at these stations effect any savings as the time take to stop a goods train with a full load and the time take by the Fireman and Guard to change the staffs would probably be more costly than keeping a man on at these places.
>
> Should this suggestion be adopted, overtime and Sunday time at Armstrong would be abolished and I consider the saving to the department would be about £150 per annum.

The file that discusses this suggestion [1] contains much interesting information about how decisions on safeworking equipment were made, especially concerning the economics of Electric Staff working.

The situation and traffic

Armstrong and Great Western were the two intermediate Electric Staff stations on the Western line between Ararat and Stawell.

The section lengths were Ararat - Armstrong (5.5 miles) Armstrong - Great Western (5.25 miles) and Great Western - Stawell (8.25 miles). The line fell from Ararat (1028 feet above sea level) to Stawell (761 feet), but there were significant climbs and falls between Stawell and Great Western before a sustained climb started at Great Western through Armstrong to nearly Ararat. On the Up the section times for Goods trains were an equal 28 minutes for all three sections.

The timetable for these sections as at 6 June 1938 is shown below. As can be seen the line was not busy, although there would be numerous special trains running during the wheat season. There would seem to be plenty of scope for switching out Armstrong, particularly as many trains did not run daily.

The only train that ran every day (including Sunday) were Nos 16 and 29, the Up and Down Overland respectively.

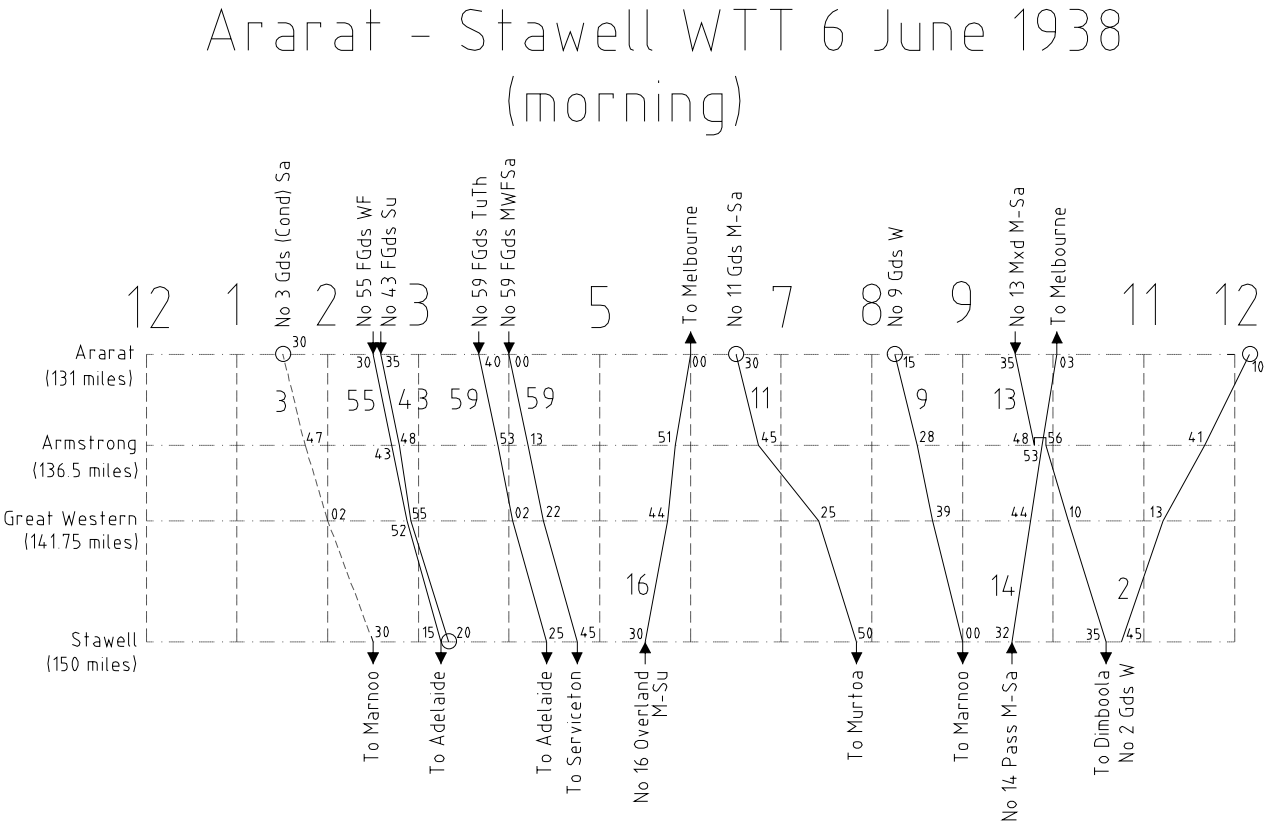
A number of trains ran six days a week. Chief among these were the passengers to and from Dimboola: No 14 Pass, No 17 Pass, No 24 Pass, and No 23/25 Pass. Next in importance were the Fast Goods, generally to/from Adelaide: No 59, No 22, and No 28. Finally there were the lowly Goods: No 11, No 13 (actually a Mixed), No 30.

There were also a number of trains that ran only a couple of days a week. These included the Marnoo Goods: Nos 9 (Wed) and 18 (Mon, Thu), and conditional Nos 3 and No 30a (Sat). There were also a number of fast goods: No 55 (Wed, Fri) to Adelaide; No 43 (Sun) that only ran to Stawell; No 22 (Mon) ex Adelaide; and No 26 (Wed, Fri) ex Adelaide. Finally, again there were a number goods trains: No 2 (Wed) ex Dimboola, No 19 (Sat) to Stawell, No 4 (Mon, Tues, Thur) ex Dimboola, and No 34 (Sat) ex Murtoa.

Of course, the timetable was only a guide as to what would happen. In reality the trains could (and did) run late, and one of the concerns from the Geelong District Superintendent was the effect of the long section when goods trains were running late.

To work this traffic, both Armstrong and Great Western were staffed by two men each. Armstrong had two Signal Porters, or Assistant Station Masters, supervised by Ararat. Great Western had a Station Master who was assisted by a Porter or Assistant Station Master.

One man at each station covered the morning trains, and



the second the afternoon and evening trains. The actual shifts are not known, but an examination of the timetable suggests the hours. Considering Armstrong on Monday, for example, the early turn man would book on prior to 3.40 am to give the staff for No 59 Fast Goods. He could go off duty around 10.10 am after No 13 Mixed cleared Great Western. The afternoon turn man would book on prior to 1.42 pm for the passage of No 17 Pass and book off around 1107 after the Overland cleared Great Western. The early turn man would have a shift of around 5 1/2 hours (excluding the meal break), while the late turn man would have a shift of around 8 1/2 hours (excluding the meal break). The actual hours would vary from day to day, and actually more than 88 hours was required each week (i.e. two full time positions). The excess was paid as overtime or covered by relief men from Ararat.

So there would seem to be plenty of scope for switching instruments at Armstrong, and possibly Great Western.

The staff

In evaluating this proposal there was a strict chain of command and communication always, officially at least, followed the chain.

At the Top was the General Superintendent of Transportation who was the head of the Transportation Branch and responsible for everything in the branch. The correspondence, however, is handled by the Assistant General Superintendent in Head Office.

The Assistant General Superintendent corresponded with the District Superintendent at Geelong who was responsible for the Ararat - Serviceton line. In practice, the day to day running of the lines west of Ararat was delegated to an Assistant District Superintendent located at Ararat. Also reporting to the District Superintended was the District Block and Signal Inspector.

The initial evaluation

The Acting Assistant General Superintendent forwarded the suggestion to the District Superintendent at Geelong on 11 April for early investigation and report. In forwarding the suggestion, the memo misread the suggestion as proposing to switch out both Armstrong and Great Western. It also specifically drew attention to the special block working instructions for Up trains approaching Ararat and Down trains approaching Stawell.

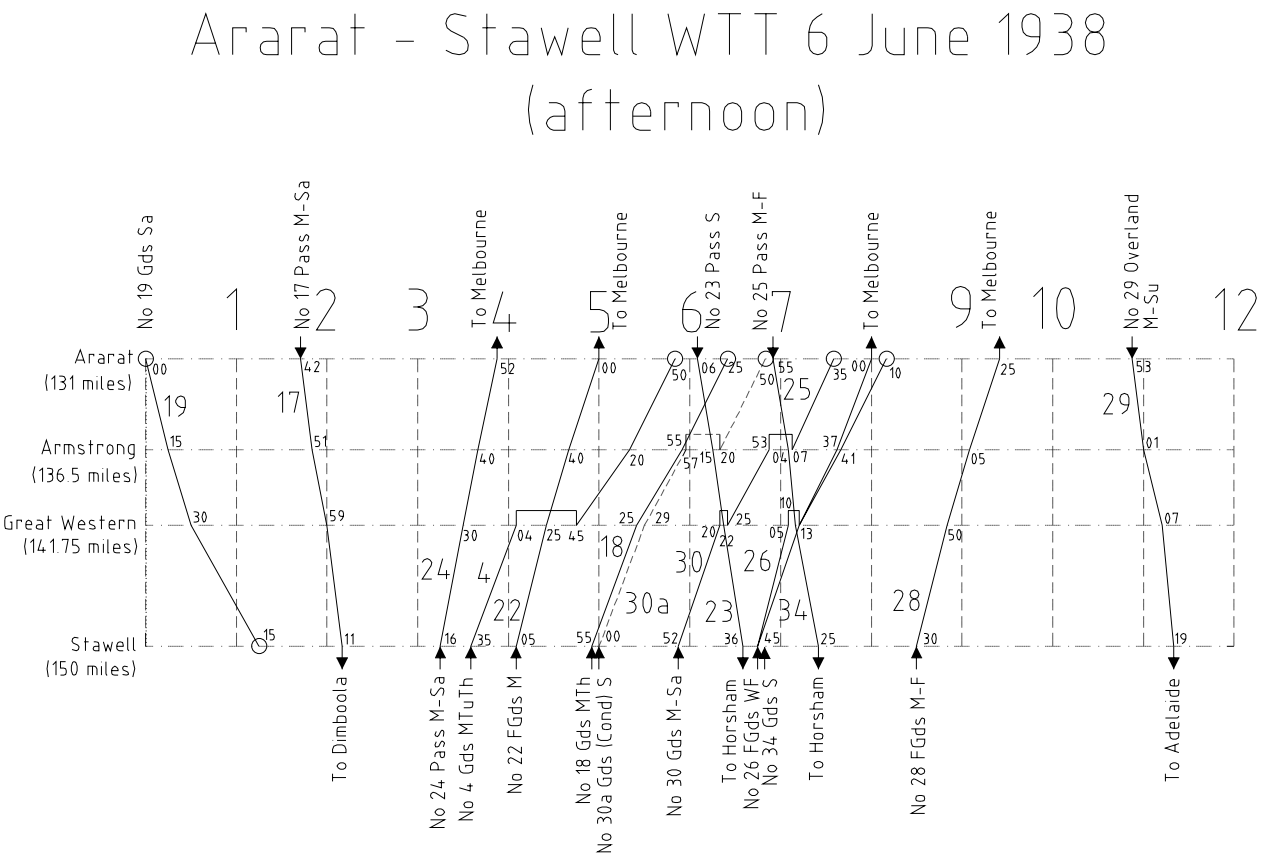
The District Superintendent passed the request on to his Block and Signal Inspector (Mr Harding) and the Acting Assistant District Superintendent at Ararat (Mr R.S. Hosking).

The Block and Signal Inspector responded on 9 May:

> Owing to the very heavy grades between Ararat and Stawell, and the long running time for Up goods trains on these Sections, and the important trains that are dealt with, I do not consider that the switching out of Armstrong would be economical from a train running point of view.
>
> Delays now occur and the position would be greatly aggravated if the suggestion was put into effect, and the saving in the time of the Station Staff would be more than off-set by the delay and reactions on the trains and their time-keeping. Delay might also occur at Ararat, owing to the special instruction in the General Appendix.
>
> The Staff Exchange Boxes are also un-economical for Up trains unless the saving in overtime is very great.

Hosking responded on 16 May in much the same vein:

> The provision of switching instruments at these stations would be of little value and would not justify the expense of installation. The only trains that would be assured of operation under these conditions would be No 29 on Sundays [the Down Overland] and the first down goods on Monday mornings when this train is say a 1 am or 2 am, but for later trains it would not be advisable.
>
> The section Stawell - Ararat 19 miles of hilly country with goods schedule of three sections of 28 minutes each (84 minutes), it is doubtful if the opportunity would arise at other than times mentioned for



the section to be clear to switch out or in without grave risk of delay to trains.

I do not favor the adoption of the suggestion.

In making this recommendation, Hosking appears to be considering switching out both Armstrong and Great Western. The switching instruments used by the VR required both stations to be switched in and out together in this case. This, of course, severely limitted the opportunity to switch in or out as the long section had to be vacant for this to occur.

The District Superintendent, in addition to forwarding these two reports, also penned the following memo on 19 May 1938:

> The staff at these two stations consists of two men working opposite shifts, and with the reduction of hours to 44 per week considerable overtime is being incurred, although as much as possible is worked off by sending relief from Ararat to both stations.
>
> With a view to curtailing overtime staff exchange boxes are used at both stations when the conditions are suitable in between shifts in order to reduce the overtime as much as possible.
>
> In view of the fact that the traffic during the busy season would be two way traffic I do not feel that the saving would be sufficient to justify the cost of installing switching instruments at these two locations.
>
> The cost of doing so is not known, but it is assumed to be large, as two sations adjoing would requre to be equipped.
>
> For these reasons I do not consider that the cost of further investigation would be justified.

Following these reports the General Superintendent endorsed the following note on the original suggestion on 25 May 1938 and returned it to the Chairman of the Betterment Board:

> The District Superintendent considers that the savings which might be effected would not be sufficient to justify the cost of installing switching facilities at Armstrong and Great Western.
>
> If papers are returned I will arrange for a return to be kept showing what savings would be effected together with any adverse effect on train operation if long section working were in operation.

As a consequence of this endorsement, on 4 June the Assistent General Superintendent requested that the Train Despatcher at Ararat keep a return for one month showing the staff savings if switching instruments had been provided at both Armstrongs and Great Western. The return was also to show the number of goods trains stalling and dividing in section and the possibility of serious delays.

The Senior Train Despatcher at Ararat duly compiled an exhaustive list showing the trains that could have been worked through the long section Ararat - Stawell during June 1938. The statement listed 42 trains; generally running early in the morning or late in the evening. The most commonly represented trains were the Up and Down Overland (No 16 and 29) which could have run through the long section on 8 times, and the No 59 Down Fast Goods Ararat - Dimboola, also 8 times. In the first two weeks of June the Staff Exchange Boxes were used just three times; twice for Down trains and once for Up trains. There was no report of trains stalling and dividing in the month.

The Stationmaster at Great Western and the Clerk at Ararat (Armstrong was supervised by Ararat) were then asked to quantify the staff savings if the trains on the Despatcher's list had been worked through on the long section.

The SM at Great Western responded somewhat cryptically on 13 July:

> The amount of £21/2/4, being the difference amount paid SM & ASM & the pay for 26 days SM & ASM. Mr O'Haire when acting District [Superintendent?] Geelong spoke of this suggestion & another thing is [Irvine's?] siding but the idea of Mr O'Haire was SM & Porter stationed here on day shift.

The Clerk at Ararat responded succintly for Armstrong on 21 July:

> Allowing for a 2 man roster the saving for month of June would have been Sundays £4-2-9, weekdays £13-1-1, a totel of £17-3-10.

The Assistant District Superintendent at Ararat then forwarded the list of trains to the District Superintent together with the estimated monthly staff saving (£38-6-2). In his covering note he concluded:

> However, it should be noted that although a saving is set out as above, this would, under actual working conditions, have been considerably less. Many of the trains listed would not have been worked over the long section due to the uncertainty of crossing such trains as No 59 [Down Fast Goods to Adelaide] and No 16 [Up Overland], No 28 [Up Fast Goods ex Adelaide], and No 29 [Down Overland].
>
> In addition, the many cases of stalling in this section require consideration as under such circumstances if the staff at those stations was not available for putting away the forward portion of the load, the result would possibly be heavy delays to all main line traffic including Express, Passenger and Interstate fast goods trains.
>
> The saving would probably be only slight whilst the risk of serious blocks would be great. The cost of installing the instruments and maintenance of them must also be conserable.
>
> I do not recommend the adoption of the suggestion.

The Acting District Superintendent at Geelong then penned a long memo to the Assistant General Superintendent on 28 July 1938:

> Herewith please find list of the trains which, during the month of June, ran between Ararat and Stawell and were not required to cross at either Armstrong or Great Western, and could, for this reason, have been worked on the through staff had same been available.
>
> This indicates the saving would have been £38 if it could have been forseen sufficiently early, i.e. - previous day, that these trains would have run as they did.
>
> Under the Arbitration Court Award staff hours at stations cannot be altered without at least 8 hours notice, and this would considerably reduce the amount of savings to be effected by the installation of the proposed switching instruments.
>
> In addition to the reasons set out in my memo of 19/5/38, there is also to be taken into account the very serious delays which would be occasioned by Up trains stalling and having to be divided and portion of the load placed in the nearest siding. For the month of June the number of stallings between these points was 5. These sections are particularly difficult for fully laden Up Goods trains, and it is unusual for Goods trains to come over this section unless they are fully loaded.

For the month of June, the percentage of actual to authorised load was 97% on the Up.

I am not aware of the costs of providing switching instruments at two adjoing stations, but I am aware that they are heavy.

Some years ago Pirron Yallock and Pomborneit, two adjoining stations, were switched out and the resulting savings was one man who worked half time at each place. Owing to the alterations brought about by the effluxion of time we are not getting the benefits from this installation which we anticipated, and notwithstanding the use of switching instruments wherever possible (the man has not been replaced) we have been paying an average of 31 hours overtime at each station per period over the past six months, and further have had to hold No 70 at Camperdown to cross 47 on innumerable occasions, when the cross could have been made at Pomborneit, in order to get these stations out and to avoid working excessive hours at the two stations mentioned.

In the light of our experience on this section I am not at all favorable to consideration being given to the installation of switching instruments at the two stations under review.

Switching out on Sunday

After this memo, the Assistant General Superintendent acknowledged that the switching out of both Armstrong and Great Western during the week could not be considered. However, he noted that there appeared to be scope for switching out Armstrong and/or Great Western from late Saturday night or early Sunday morning until Monday morning and requested that this option be investigated.

The memos went back down the chain and, eventually, the Clerk at Ararat was asked to quantify the saving had Armstrong had been switched out from 6.30 pm Saturday, after arrival of No 23 Down Pass] at Great Western around 6.25 pm, until 6.30 am Monday prior to departure of No 11 (Roadside Goods) from Ararat.

The Clerk responded on 22 August that the saving for June 1938 would have been £7/5/4 (£3/2/7 for Saturday evening and Monday morning, and £4/2/9 for Sunday). The Assistant District Superintendent concluded in his memo to the District Superintendent that "The cost of installing the switching instruments and the greater risk of delay to traffic from the longer section thus provided seems too great a debit to off set against a saving of £7 per month."

The Acting District Superintendent duly reported back to the Assistant General Superintendent on 2 September 1938:

> Armstrong could be switched out after No 23 on Saturday until prior to the departure of No 11 on Monday. I would not, however, recommend Great Western be switched out also during this time.
>
> A return has been compiled showing that for the month of June a saving in Sunday time would have been effected to the extent of £7 had switching instruments been available at Armstrong.
>
> No reduction in staff, however, could be made and any late running would probably affect the times shown above.

The Assistant General Superintendent promptly responded by asking what was the objection to switching out Great Western, and, if it had been switched out for the same period, what would have been the savings. Down the chain the memos flowed and Stationmaster Quinlan at Great Western drafted the following memo about the staffing costs during June 1938:

> Saturday night:
> SM 10/1 ASM 16/6 £1/6/7
> Sunday
> SM £1/15/1 ASM £2/4/8 £3/19/9
> Monday morning:
> SM 13/1 ASM 9/11 £1/3/0
> £6/9/4
>
> Saturday night roster is 5.0 pm to 10.40 pm off + there was additional Express on one Sunday which [allowed?] ASM 3 1/4 hrs.

The Assistant District Superintendent, Ararat, wrote to the District Superintendent on 17 September:

> If Great Western had been switched out after arrival of No 30 at Ararat about 7.15 pm and switched in Monday at 6.30 am the saving would have been £6-9-4 for June 1938.
>
> If No 43 (6.10 pm Geelong) [Fast Goods to Stawell] was running late at any time it would cause extensive delay to this train or to No 16 Express [Up Overland] if both Armstrong and Great Western were switched out. To switch both stations out, it would be necessary to do this after arrival of No 30 [Goods at 7.35 pm] at Ararat instead of the time previously set for switching out Armstrong only.

Note that the Assistant District Superintendent was concerned that a Fast Goods train scheduled to arrive at Stawell at 3.20 am would delay the Overland which was not due to leave Stawell until 5.30 am. This concern was echoed by the District Superintendent who wrote to the Assistant General Superintendent on 21 September 1938:

> I have a very strong objection to the switching out of Great Western on Saturday night. This is due to the fact that No 43 [Fast Goods] is due at Stawell at 3.20 am. This train takes the loading leaving [Melbourne] 3.25 pm previous day and there is insufficient margin between arrival of this train at Stawell and the departure of No 16 [at 5.30 am].
>
> On the Saturday night No 29 [Down Overland] could be run through Great Western if switching instruments were provided, but the same objection applies on Monday morning as on Sunday morning.
>
> It would not be advisable to run a Goods train, for example, No 59 [Down Fast Goods], with no crossing other than Stawell to cross No 16 [Up Overland].

The Assistant General Superintendent then asked the Superintendent of Train Services to check the actual train working over a period, bypassing the District. The Superintendent of Train Services responded on 8 December 1938:

> A record is attached showing the actual arrival times at Stawell of Nos 43 [Fast Goods to Stawell] and 59 [Fast Goods to Adelaide] on Sunday and Monday mornings respectively since 25 September.
>
> On 3 occassions it will be noted that No 43 on the Sunday morning did actually cross No 16 Express [Up Overland] at Great Western.
>
> If both Armstrong and Great Western had not been available for crossing purposes No 43 would have been held at Ararat until about 6.5 am to cross No 16 and have reached Stawell about 40 [minutes] later than actually the case on the dates mentioned. On the assumption [that] this might occur 8 or 10 times a year it alone does not seem to me a convincing argument against switching out Great Western in addition to Armstrong, because, if the net saving in respect of staffing Great Wester be approximately

£78 per annum there would still be a saving even if 10 hours standing time at Ararat to No 43 at 35/- per hour be debited.

I am however not aware what the installation at Great Western would cost [Interest + standing time would leave small saving which might be lost if additional staff required at Great Western]. I am inclined to the broad view that the provision of switching instruments at Great Western is a doubtful economical proposition.

It appears that the decision was made after this that it would be feasible to switch out Armstrong, but not Great Western, and it might be economic to do so. However, in order to actually make a decision it was necessary to find out how much it would cost to equip Armstrong with switching instruments.

On 13 December the General Superintendent requested the Acting Chief Engineer of the Way and Works Branch for an estimate of the cost of switching out Armstrong. The Acting Signal and Telegraph Engineer eventually responded on 17 April 1939 that the estimated cost was £850 (£50 Working Expenses and £800 Capital).

I am not sure of the interest rate the railways were paying in 1939, but assuming a 5% interest rate, this would mean an annual interest bill on the investment of £40. Since the annual saving in staff costs was estimated to be nearly £80, this left a handy saving. Of course, this economic analysis was very crude since it would not always be possible to switch Armstrong out on Saturday evening/Sunday/Monday morning. On the other hand, it might also be possible to increase the saving by switching out Armstrong at other times.

This estimate of the cost of switching instruments was forwarded to the Acting District Superintendent at Geelong for his views. The Acting District Superintendent responded on 1 May 1939:

In view of the approximate saving of £80 per annum, I recommend the provision of switching instruments at Armstrong.

Perhaps it would not surprise the reader to know that the response of the Assistant General Superintendent to this was a request that a return be prepared showing the actual saving over six months if Armstrong was switched out after the departure of No 23 [Down Pass] on Saturdays until prior to departure of No 11 [Down Roadside Goods] on Mondays. Naturally, matters rested for six months while the return was prepared.

On 5 December 1939 the clerk at Ararat prepared a return showing that from 1 June 1939 to 30 November 1939 switching out Armstrong would have resulted in a saving of 450 3/4 hours of staff time costing £47/12/10; nearly 25% better than the earlier estimate.

The return gave a number of interesting figures. The late turn on Saturday night would have shortened between 5 and 5.5 hours. The early turn on Monday morning would have been shortened betwee 2.75 and 3.25 hours. The early morning Sunday turn was mostly around 6 hours long - for two scheduled trains - but was quite variable. The late turn on Sunday was exactly 3:16 long each weekend; presumably this was the minimum time staff could be booked on. The regular men at Armstrong were paid 15/8 per day, however 151 hours (roughly one third) had actually been covered by relief men from Ararat at the lower pay of 15/2 per day.

The District Superintendent noted that the six months saving of £47-12-10 bore out the statement made on 1 May. The General Superintendent himself responded to the District Superintendent requiring details of how the savings were calculated. After the calculations were supplied they were forwarded to the Staff Officer to check; a process which took until the 8 January 1940. On 10 January, the General Superintendent endorsed the following on the original suggestion:

Further investigations disclose that by the provision of switching instruments at Armstrong an annual saving of approximately £95 will be effected. The estimated cost of providing switching instruments is £850.

In view of the savings to be effected it is recommended that authority be obtained for the provision of the switching facilities.

The provision of switching instruments at Great Western is not recommended.

The file was returned to the Chairman of the Betterment Board who forwarded it to the Secretary on 22 January 1940 recommending implementation of the suggestion. The recommendation was approved on 6 February 1940. The file was then referred to the General Superintendent and Chief Civil Engineer on 21 February for action. The Chief Civil Engineer asked the Signal & Telegraph Engineer on 4 March 1940 when the work could be carried out. The S&T Office Engineer was then asked whether the estimated cost held good. The S&T Office Engineer responded on 2 July 1940:

The original estimate [of £850] will not hold good as the available data at the time the estimate was compiled has since been found to be inaccurate.

The locality has now been visited and a revised estimate prepared as follows:- Maintenance £78, Capital £993, Total £1071.

This is approximately a 25% increase in the original estimated cost. Unfortunately, the file gives no indication as to why the cost had increased so dramatically. Of course, the Second World War had started by this time, but if the cost increase had simply been due to inflation surely this would have been noted. The S&T Engineer forwarded the revised estimate to the Chief Civil Engineer with the annotation that the work could be carried out within 6 months.

The Chief Civil Engineer forwarded the file to the Secretary noting the increased cost and requesting a direction as to whether to proceed with the work "in view of the unsatisfactory financial position". In late August 1940 the Commissioners decided to postpone making a decision until 1 July 1941.

In September 1941 the General Superintendent minuted that:

Whilst the carrying out of this work is desirable, it is understood that no provision has been made for the necessary funds in the revised allocation of capital funds for this financial year and in the circumstances I have no objection to the work pending until such time as funs can be made available for the purpose.

The Secretary noted this and postponed a decision until 1 July 1942. By 1942 the whole situation had been changed due to the extraordinary military traffic.

(To be contined)

SHEPPARTON - KATAMATITE

(Continued from Somersault Vol 27 No 1)

DOOKIE

01.10.1888 Line opened Shepparton - Dookie. Worked by Train Staff & Ticket Shepparton - Dookie. Open for passengers & light goods. Has railway telegraph and carriage dock. No turntable. (VR62, CI, WTT, A1364)

(11.08.1890) By this date had sheep and cattle race. (WTT)

c1890 Shepparton - Dookie section worked by No 6 Pattern Staff (Black boxes), subsequently changed to No 3 Pattern Staff (Blue boxes) (Staff Register)

19.12.1892 Katamatite line taken over by Victorian Railways (Chronological Index, VR62 has 22.11)

(21.05.1894) By this date Dookie - Katamatite section worked by Staff (WTT)

(15.12.1896) By this date all trains must carry Staff on both Shepparton and Katamatite sections (WTT)

(01.07.1899) Has two home signals (Signals and Non-interlocked Places Register)

05.01.1909 Dookie - Katamatite Staff replaced by No 2 Pattern Lock Staff but doesn't lock points (Staff Register)

23.11.1909 Three sets of main line points secured by plunger locks. Third set is probably a Dock. Shepparaton - Dookie Staff replaced by No 1 Pattern Lock Staff. A Pattern Annett Key attached to Dookie - Katamatite Staff. Around this time Master Key provided for Shepparton - Dookie section and loose Annett Key for Dookie - Katamatite section. (SLR 1, WN 48, Staff Register)

(??.12.1909) By this date the turntable had been provided. By May 1916 the Dookie turntable was listed as 50' long. (WTT)

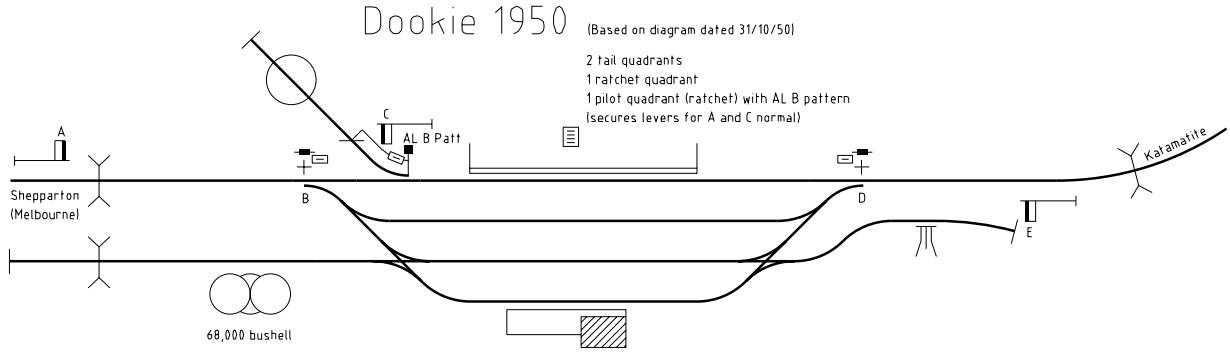
24.03.1915 Points to the Loco Siding and Derail block in siding have been rodded together. Points secured by a B Pattern Annett Lock, with duplicate locks provided on Up and Down Home signal levers. (WN 13, A1089/15, SLR 2)

12.07.1917 Up Departure Home provided to protect points to Loco Sdg (SANP)

(30.11.1937) Staff Exchange Box provided. Will be used for No 6 Up Passenger Mail Motor on Saturdays (WN 48, AGST 11/317/2, A2039/37)

13.06.1945 Memo from AGST to S&T Engineer. SM Dookie required to be on duty Sat afternoon to despatch No 8 Up RM (dep 1654) as next Down train worked under Guard in Charge conditions and Up and Down signals cannot be placed to proceed at same time. Proposed to abolish AL on quads of Up Arr Home A, and quads B & C. Provide pilot quadrant equipped with B pattern Annett Lock and crossbar to hold quadrants B & C normal. Similar arrangements provided recently at Huntly. (Safeworking Book)

22.04.1948 Pilot lever provided to secure quadrants working Up Departure and Down Arrival Homes normal. Pilot lever equipped with Annett Lock B Pattern. Withdrawal of the key secures pilot lever (and signal levers) normal. Chain and padlock provided to secure pilot lever and signal quadrants reverse when station in unattended. (WN 18, AGST 17/226/1, A433/48 amended)



28.02.1953 Passenger service beyond Dookie withdrawn (information from Bob Whitehead)

29.04.1953 Last passenger train (DRC) ran on this day (WTT)

(22.11.1960) Turntable out of use until further notice (WN 47)

29.08.1963 Down Home relocated to the right hand side of track and 20 feet from running edge (WN 38, ACTM 21/441/1, A1209)

14.11.1963 Up end plunger locked points relocated 127 yards further out (WN 47, ACTM 21/483/3, A1661/63)

21.11.1963 Up Departure Home was relocated 290 yards further out and on the left hand side of the track. The pilot quadrant was altered to lock the quadrant for the Up Arrival Home (WN 49, ACTM 21/485/6, A1694/63)

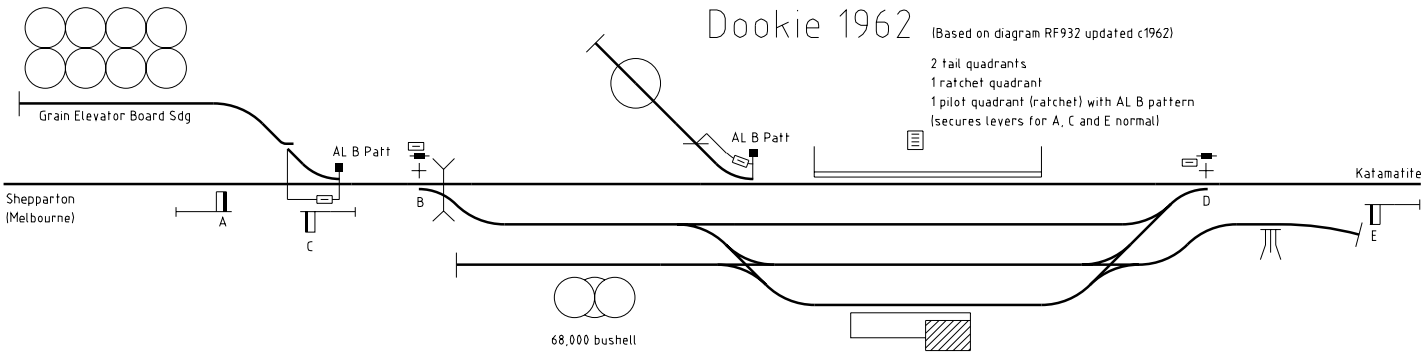
29.11.1963 Dead end siding provided for Grain Elevators Board at the Up end of Dookie. Siding is 1125 feet long. Points are secured by an Annett lock and rodded to catch points in the siding. Siding open for inwards and outwards goods in truck loads. (WN 50, SLR 3 has 27.11., ACTM 21/490/4, A1783/63)

(24.01.1967) Loco Road removed (WN 4, ACTM 22/496/5)

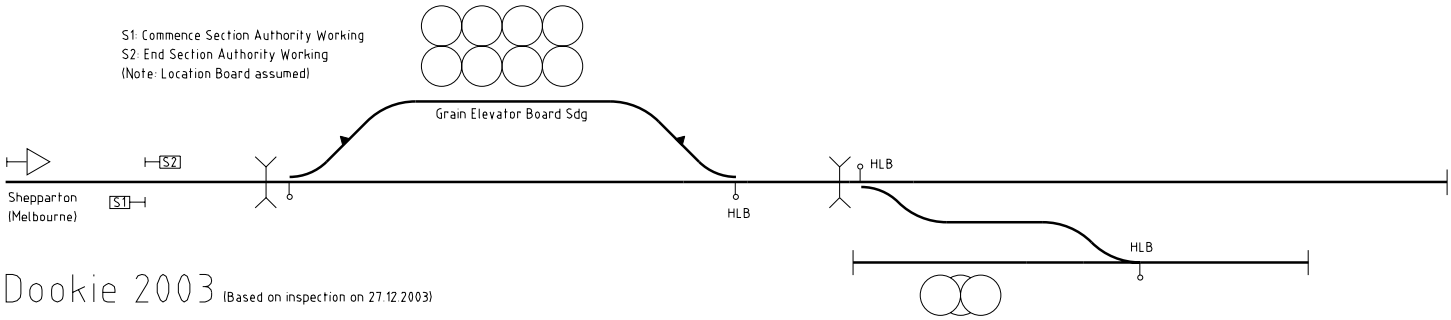
01.04.1975 Stationmaster withdrawn. Worked under Caretaker conditions ('O') supervised by Shepparton. (WN 14)

(22.04.1975) Provided trains are not to cross, Guards will be responsible for Staff & Ticket Working at Dookie (WN 16, A619)

01.07.1977 Plunger locks, Annett locks, and Home signals removed. Main line points (including GEB siding) were provided with WSa levers and were secured by hand locking bars and padlocks. Scotch blocks were provided at each end of No 2 Road and in GEB siding. A qualified signaller must be placed in charge if it is necessary to cross. Speed is limited to 15 mph over the main line points (WN 28, SLR 3)



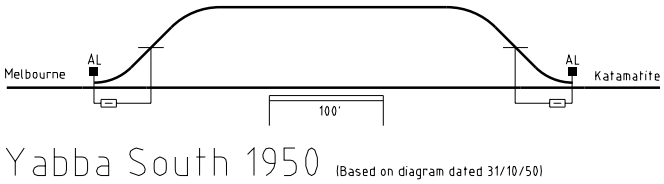
04.07.1978 Last regularly scheduled goods train ran (WTT)
(13.03.1979) Caretaker withdrawn. Now no-one-in-charge (WN 11)
24.03.1981 Closed as Staff station. New section Shepparton - Katamatite (WN 13)
(13.01.1987) Line between Dookie and Katamatite formally closed. (WN 1)
(15.12.1987) GEB sub terminal siding extended at Up end to form a loop siding. Siding length now 765 metres (formerly 692 metres), but capacity remains at 22 VHGY waggons. No 2 Road was removed, together with the Down end connection to No 3 Road. No 1 Road now a dead end with 475 metres clear, and No 3 Road a dead end with 190 metres clear standing. Station silo can load 7 VHGY waggons. Siding points now secured by hand



locking bars and padlocks. Rodded derails replaced by hand operated Hayes derails. (WN 49)
02.07.1989 Train Order Working replaced Staff and Ticket Working Shepparton - Dookie. Commence and End Train Order Boards were provided. (WN 26)
13.09.2003 Line out of use beyond Grahamvale Rd (185.377 km) on the Down side of the Shell Oil Sidings (RNV Oct 03)

YABBA SOUTH

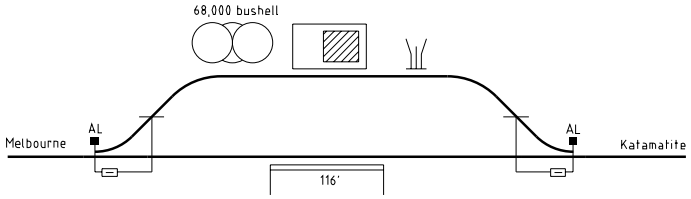
(11.08.1890) Open for passengers and light goods. Has water (only station on line, including Katamatite) (WTT)
19.12.1892 Katamatite line taken over by Victorian Railways (CI, VR62 has 22.11, C202/92)
23.11.1909 Annett locks provided on main line points. Key attached to Train Staff for the section. No rodded rollout protection provided. (SLR 1, WN 48)
12.07.1917 Two Derails provided (SLR 3)



15.12.1927 Level crossing at 135 miles 21 chains closed (WN 3)
29.04.1953 Last passenger train (DRC) ran on this day (WTT)
(08.02.1966) Passenger platform removed (WN 6*)
11.04.1961 Commissioners approve of retention of siding facilities, subject to review on 1.4.62. (Memo from CTM to ACTM, Supt Train Services & Supt of Freight Operations)
30.08.1967 Siding removed. Annett locks and rodded derails removed (WN 37, SLR 3, A1306/67)
(18.03.1969) Formally closed. (WN 11)
20.08.1984 White diamond board provided at 132 miles + 50 metres (previously Yabba South) and Up goods trains may be divided at the board. Driver must be in possession of Train Staff. Loco to be brought to a stand at board when Guard will divide train and secure rear portion. After sunset or in foggy weather a red light must be left on the leading vehicle of the rear portion. Two detonators must be placed 200 metres from the rear portion. Loco to return from Dookie with Guard. (WN 34, A 729)

YABBA NORTH

(11.08.1890) Open for passengers and light goods. (WTT)
13.05.1890 Dookie - Katamatite Tramway opened (CI)
19.12.1892 Katamatite line taken over by Victorian Railways (CI, VR62 has 22.11, C202/92)
(16.12.1901) Woman placed in charge. Supervised by Dookie (WN 25)
23.11.1909 Annett locks provided on main line points. Key attached to Train Staff for the section. No rodded rollout protection provided. (SLR 1, WN 48)
12.07.1917 Two Derails provided (SLR 3)
(20.07.1937) May open as an Intermediate Telephone Block Post in Dookie - Katamatite section. (WN 29, AGST 11/233/1)

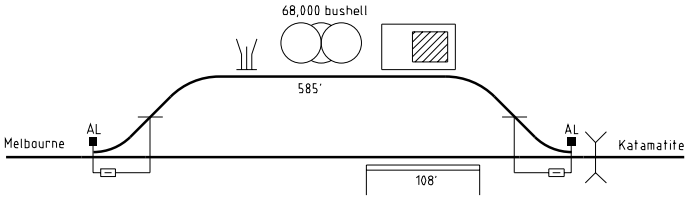


Yabba North 1950 (Based on diagram dated 31/10/50)

28.02.1953 Passenger service beyond Dookie withdrawn (information from Bob Whitehead)
01.05.1967 Caretaker withdrawn. Now no-one-in-charge. (WN 16, 67/919)
(27.04.1971) Passenger platform (150 feet) removed (WN 17)
23.11.1977 Annett locks removed from main line points. Points worked by WSa levers and secured by hand locking bars and padlocks. Speed limit of 15 mph passing over points (WN 48, SLR 3, A 1259/77)
(13.01.1987) Line between Dookie and Katamatite formally closed. Station closed. (WN 1)

YOUAMATITE

(11.08.1890) Open for passengers and light goods. (WTT)
13.05.1890 Dookie - Katamatite Tramway opened (CI)
19.12.1892 Katamatite line taken over by Victorian Railways (CI, VR62 has 22.11, C202/92)
23.11.1909 Annett locks provided on main line points. Key attached to Train Staff for the section. No rodded rollout protection provided. (SLR 1, WN 48)
12.07.1917 Two Derails provided (SLR 3)
01.04.1927 Caretaker withdrawn. Now no-one-in-charge (WN 12*)
08.12.1940 Caretaker Class 5 (Rent free) provided. Supervised by SM Katamatite (WN 9)

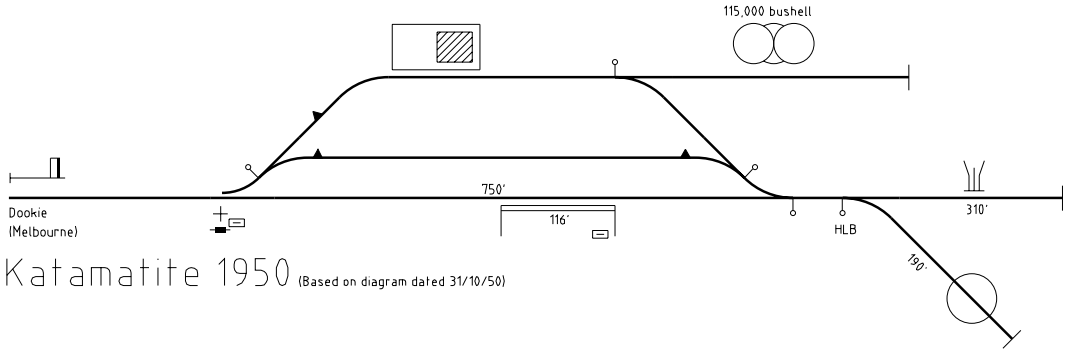


Youanmite 1950 (Based on diagram dated 31/10/50)

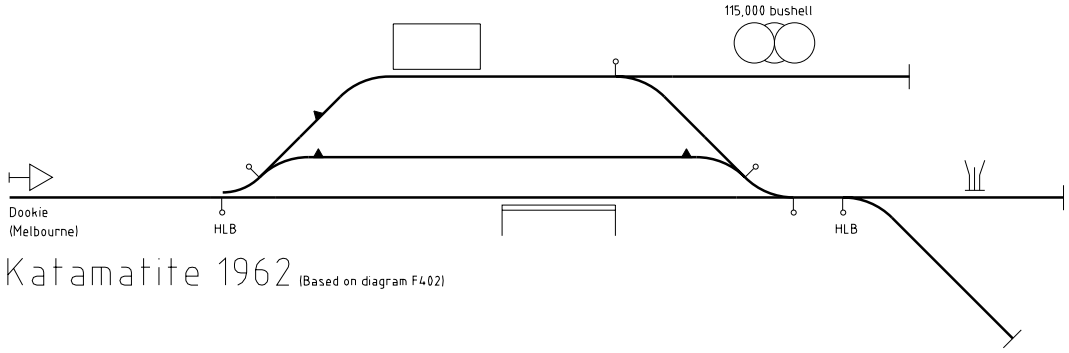
28.02.1953 Passenger service beyond Dookie withdrawn (information from Bob Whitehead)
01.12.1958 Caretaker withdrawn. Now no-one-in-charge. Supervised by SM Dookie (WN 47, 58/11947)
04.07.1978 Last regularly scheduled goods train ran (WTT)
(13.01.1987) Line between Dookie and Katamatite formally closed. Station closed. (WN 1)

KATAMATITE

13.05.1890 Dookie - Katamatite Tramway opened. (CI)
(11.08.1890) Open for passengers and light goods. (WTT)
19.12.1892 Katamatite line taken over by Victorian Railways (Chronological Index, VR62 has 22.11)
(21.05.1894) By this date Dookie - Katamatite section worked by Staff (WTT)
(15.12.1896) By this date all trains must carry Staff on both Shepparton and Katamatite sections (WTT)
05.01.1909 Dookie - Katamatite Staff replaced by Lock Staff but doesn't lock points (Staff Register)
23.11.1909 A Pattern Annett Key attached to Staff (Staff Register)
10.05.1912 Down Home provided 200 yards from the facing points. Up end facing points secured by plunger lock. (WN 20, SLR 1, SANP, A1585)
(16.02.1914) 53 foot turntable provided (WN 7, A520)
??.12.1930 Permission granted to trail 6 wheel louvre van behind guards van of No 8 Katatmatite - Shepparton (WN 51)
01.08.1941 Stationmaster Class 8 withdrawn. Now Porter in charge (WN 32, 41/9908)
(26.93.1946) Turntable disc abolished (WN 13, A231, AGST 16/349/3 & 16/353/3)



(12.08.1952) Passenger service to be withdrawn (WN 33*, cancelled by WN 36* on (2.9))
28.02.1953 Passenger service beyond Dookie withdrawn (information from Bob Whitehead)
07.09.1955 ASM Class 4 withdrawn. Now worked by Caretaker Class 2 (WN 36, 55/7066)
04.12.1962 Plunger lock and Down Home abolished. Main line points secured by hand locking bar and padlock. Location Board was provided 440 yards from facing points (WN 50, SLR 3, A1476, ACTM 21/343/4)



(26.03.1968) Passenger platform removed. (WN 13, 65/1474)
01.04.1975 Caretaker withdrawn. Now no-one-in-charge supervised by Shepparton. (WN 14)
04.07.1978 Last regularly scheduled goods train ran (WTT)
24.03.1981 Dookie closed as Staff station. New Staff and Ticket section Shepparton - Katamatite (WN 13)
(13.01.1987) Line between Dookie and Katamatite formally closed. Station closed. (WN 1)

Letters to the Editor

Philip G. Miller writes:

Whilst perusing Somersault Volume 26, 2003, a number of items raised I can reply to.

1. January 2003, Volume 26, No 1, p3

Train Control Graphs and Docking Sheets are stored at Metrol for between 4 months (Connex) and 2 years (M>Train), depending on space, prior to storage for 7 years like TR Books.

I also recall visiting the closed Seymour District Control Office during the Train Orders Working Party where old NE District Graphs were kept.

Unless otherwise required the Graphs and Docking Sheets are pulped after 7 years. Currently Metrol generates 6 Connex and 12 M>Train graphs for a total of 18 graph sheets per day (each sheet equals 5 1/2 A4 pages), which equals 126 sheets per week or 6,552 sheets per year. And 18 Connex and 24 M>Train Docking Sheets for a total of 42 A3 pages per day, which equals 294 pages per week or 15,288 pages per year!

2. According to 'The Age' Special Supplement 1854 - 2004 (Monday, 26 January 2004), p27, Associate Professor Robert Lee, Senior Lecturer in History at the University of Western Sydney is writing a history of Victoria's railways which is due to be published in September 2004. (Some people may consider it a sacrilege for a mere Sydneysider to write about our superior Railway!)

3. March 2003, Volume 26, No 2, p21.

The Metrol TMF Project was terminated in August 2003 due to the realization that Bombardier could not deliver the specification within an agreeable timeframe. The Project Software Development was a multi-national effort covering Denmark, Sweden, Russia, and Australia and the underlying system that was to be expanded into the Train Management Facility (TMF) was found, over time, to be unsuitable to the task.

There was an expectation that approximately 85% of the existing manual workload could be automated with a possibility of a 50% reduction in the Metrol staffing level.

It was envisaged that with the Train Controller making a transposal on the Electronic Docking Sheet the system would alter the preferred routing of the train, update the Passenger Information Display System (PIDS) platform displays, and the effects of the moves would also be displayed on an electronic graph.

The reality was that the software was unable to meet the demands placed on it. Additionally the Automatic Routing Protocols at junctions was complicated by multiple routes, short signal overlaps and widely differing traction curves.

4. Connex Xtrapolis trains are not permitted to use Clifton Hill No 1A (Centre) Road due to restricted downward vision which may result in the train fouling the line at its' rear.

5. The Clifton Hill Centre Road Dwards 113 (1A to Victoria Park) and 118 (1A to Rushall or Westgarth) were wired as Home Signals as they were intended to be Post mounted. However as the clearances were found to be insufficient,

ground level Dwarf signals were substituted. As a result it is possible to get a Normal or Medium Speed aspect if a through route via 1A is signalled. Therefore to prevent a possible misreading of the Home Arrival aspect, the departure signal out of 1A Road is not set until the train has passed the Home Arrival signal, in which case a Low Speed Warning aspect (red over red over yellow) shall be displayed on the Home Arrival signal.

6. During a recent occupation at Clifton Hill (Friday 5.12.03 APLT to Monday 8.12.03 per O438/03) No 21 Points (Hurstbridge Line to Clifton Hill) were replaced, as was the electro-pneumatic point motor. As these points are located below the Heidelberg Road overbridge, the electro-pneumatic point machine could be hand operated (using an internal handle within the machine) with the operator being clear of the running lines. The point rodding ran underneath the Down and Up Epping Lines. The replacement electric point machine was located adjacent to the Up Hurstbridge line and necessitated a hole being cut out of the overbridge foundation plinth. This also meant that the hand operator of the replacement electric point machine was both fouling the Up line and was not visible to Up trains, which necessitated two look-out flagmen for protection. Additionally the manual point operating handle for the replacement electric point motor had to be retrieved from the Locking Room.

Therefore any point failures under the overbridge can not only be attended to by Signal Maintenance Fitters who have two flagmen. It is envisaged that a further occupation will be authorised to install a replacement electro-pneumatic point machine and rodding so that the previous operating instructions can be restored.

Brian Coleman writes that he is continuing his research into the history and times of the Victorian Railways Block & Signal Inspectors and requires further information on the following people who were former Block and Signal Inspectors:

* Mark F. Baynes (born 1889)
* Thomas F. Beary (1862)
* George Bowden (1849)
* Alexander Burns (1864)
* Thomas B. Cook (1860)
* Thomas Edwards (1871)
* John Evans (1866)
* Edward M. Hoare (1869)
* John Jackson (1849)
* John Jordan (1885)
* Hugh Lynch (1860)
* Alexander Mathieson (1854)
* Daniel McFarlane (1849)
* John McGie (?)
* John Z. Mullins (1868)
* Alfred W. Murfitt (1871)
* John T. Nolan (1869)
* Cyril Owen (1903)
* John Patrick (1861)
* John Richmond (1849)
* James Rudd (1837)

Family and friends are requested to contact Brian at PO Box 503, Boronia, 3155, VIC, if they can assist.

SIGNALLING ALTERATIONS

(Continued from Page 24)

When the Signaller has ascertained which train is to proceed first, the relevant Signal must be placed at Proceed.

21.01.2004 **Broadmeadows - Donnybrook** (SW 11/04, WN 1/04)

Commencing at 0200 hours Wednesday, 21.1., M>Train will assume responsibility for the broad gauge main line and signalling between Broadmeadows and the Down side of Donnybrook (35.700 km) to facilitate the commencement of the Craigieburn Electrification Project later this year.

Train operation over the line will continue to be the responsibility of Centrol, and Freight Australia will provide the Signallers at Somerton and Donnybrook. The sidings at Somerton will remain under the control of Freight Australia.

(27.01.2004) **Bungaree Loop** (SW 1013/04, WN 3/04)

An additional ETAS Clearance Point Indicator was provided adjacent to Up Home 12 in No 2 Road to facilitate follow-on movements from Ballarat. A follow-on movement may be permitted once the Driver of the first train has confirmed using ETAS that the train has arrived complete within No 2 Road, and the Signaller at Ballarat has confirmed that the train is clear of the Down end points by observing the indications on the panel.

Absolute Block Working (as per SW 1069/03) between Ballarat and Bungaree Loop remains in force.

The existing Clearance Point Indicator on the rear of the Down Arrival Clearing Board will remain.

Amend Diagram 42/96 (Ballan to Warrenheip Loop).

(27.01.2004) **Lyndbrook Loop - Cranbourne** (SW 16/04, WN 5/04)

Signalling Diagram 1/04 replaced 49/97.

27.01.2004 **Werribee - Corio** (WN 1/04)

On Tuesday, 27.1., the West Line between Werribee and Corio was recommissioned for limited freight service (in fact, the Absolute Occupation was not released until later than this). The ATC signalling was restored to use on the West Line. The East Line will remain out of use and all intermediate crossovers leading to the East Line will be clipped. The points leading to No 3 Road at Lara will also be clipped normal.

Prior to an Up train departing from Corio on the West Line, the Train Controller must arrange with the Signallers at Werribee and Lara for the signals to be operated for the train. The Train Controller must also confirm that an opposing movement has not been permitted to approach Home 18 at Werribee. The Train Controller may then give permission for the train to depart from Corio. Absolute Block Working will

apply between Corio and Werribee and so a follow-on movement will not be permitted to depart from Corio until the preceding train has arrived complete at Werribee. Once the train has entered the section the Signaller at North Geelong A must sleeve the lever applying to the single line until the train has arrived complete at Werribee.

Movement of Down trains is to be controlled in a similar fashion.

Trains operating to or from the Elders IXL siding will be signalled in accordance with SW 1043/03. When travelling to the siding a route must be set from Corio through to Werribee (as described above). When the train is locked away in the Elders IXL siding the Train Controller will instruct the signallers at Werribee (for Little River) and Lara to return the signals to Stop. When travelling from the siding the Train Controller must ensure that Down Home Departure 36 at Lara is sleeved normal. This sleeve is to be removed after the train arrives at Corio.

The signals between Werribee and Corio will be converted to LED heads during the closure.

27.01.2004 **Bungaree Loop - Ballarat** (SW 1014/04, WN 4/04)

Commencing Tuesday, 27.1., the Absolute Block Working in the Up direction between Ballarat and Bungaree Loop is cancelled. SW 1069/03 is cancelled.

31.01.2004 **Riversdale** (SW 501/04, WN 4/04)

From Monday, 2.2., Up Home signals 10, 11, and U11 and Down Home signals 12, 15, and U15 were converted to LED heads. A co-acting signal was provided for Up Home 11. Diagram 5/04 (Riversdale - Alamein) replaced 29/03.

02.02.2004 **Westall** (SW 010/04, WN 4/04)

From Monday, 2.2., Siding D was abolished. Points 19 leading from the Up line to Siding D were removed. Down Dwarf 18 and Up Dwarf 20, applying to and from Siding D, were removed. Up Home 22 was converted a controlled automatic and equipped with a LED marker light.

Diagram 3/04 (Westall - Yarraman) replaced 9/98.

(03.02.2004) **Train Order System Rules (Book of Rules Section 18)** (SW 1017/04, WN 4/04)

Clause 5a (When Trains Travel in the Same direction) is amended (the amendments are shown in italics):

The Train Controller must not issue a Train Order for a second train to proceed until it is reported *that the first train has arrived complete and in clear at the Attended Crossing Station, Intermediate Terminal Station, or Train Order Terminal Station in advance.*

Where the location in advance is a Block Point, Intermediate Train Order Station or Unattended Crossing Loop, the Train Controller must not issue a Train Order for a second train to proceed until it is reported that the first train has departed the Block Point, Intermediate Train Order Station or Unattended Crossing Loop in advance and is complete in the next single line section.

Clause 26 (Arrival of Trains at *Attended Crossing Stations & Loops*) is amended:

The Train Controller must not issue a Train Order to permit the departure of a train unitl it is confirmed that the previous train has arived complete and in clear at the *Attended Crossing Station or Train Order Terminal Station in advance.*

The Train Controller can be advised by [...]

Where the location in advance is a Block Point, Intermediate Train Order Station or Unattended Crossing Loop, the Train Controller must not issue a Train Order for a second train to proceed until it is reported that the first train has departed the Block Point, Intermediate Train Order Station or Unattended Crossing Loop in advance and is complete in the next single line section.

(03.02.2004) **Box Hill** (SW 502/04, WN 4/04)

The panel will be switched in:

Monday - Friday ..... 0600 to 1100 and 1400 to 1900.
Saturday & Sunday ..... Closed

05.02.2004 **North Geelong B** (SW 1022/04, WN 4/04)

On Thursday, 5.2., the Down Distant on Post 4 (at North Geelong A) was relocated 1.3 metres lower on the post. The bridge facing on the Princess Highway was painted to improve the sighting of the arms on Post 4.

11.02.2004 **Werribee - Corio** (WN 1/04)

On Wednesday, 11.2., the East Line was due to be restored to use. The ATC system was restored and all signal heads were converted to LED.