

# SOMERSAULT

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SIGNALLING RECORD SOCIETY OF VICTORIA INC



This photo shows the panel at Ashburton in February 1993. The panel works the local station, including the end of double track, the connection to a car stabling siding (no longer in use) and the single line to Alamein. The panel can be switched out and when this occurs, the interlocking operates automatically. The panel is a desk console that was apparently constructed inhouse by the Victorian Railways. The telephone handset on the left of the panel appears to be for the signal post phones, with the selector keys immediately adjacent to it on the right, while the handset at the right hand end is probably the control phone to Metrol. Between the two handsets are the eight switches that work the simple layout at Ashburton. The five lower switches work the signals and are, of course, coloured red. The single square button underneath lever 8 works the low speed light on the Home signal. No other lever has this button as none have low speed indications as they were two position signals when this photo was taken. Two of the three upper switches are coloured black and work the points. The final switch is coloured light blue and is the switchout lever. In front of the panel is the train register and, clipped to the side, is a row of lever sleeves. A history of Ashburton can be found in this issue of Somersault.

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## MINUTES OF MEETING HELD FRIDAY NOVEMBER 19 2004, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - J.Black, W.Brook, B.Cleak, G.Cumming, C.Gordon, J.Gordon, A.Gostling, K.Lambert, D.Langley, S.Malpass, B.McCurry, J.McLean, T.Penn, B.Sherry, P.Silva, R.Smith, F.Strik, A.Wheatland, R.Whitehead & R.Williams.

Apologies: - G.Cleak, W.Johnston, T.Murray, L.Savage & C.Wurr.

Visitors: - Rob Emerson.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:15 hours.

Minutes of the September 2004 Meeting: - Accepted as read. F.Strik / R.Smith. Carried.

Business Arising: - Nil.

Correspondence: - A number of thank you faxes and letters had been sent following the signal box tour. A letter had been sent to the Surrey Hills Neighbourhood Centre with the room bookings for 2005. G.O'Flynn / R.Williams. Carried.

Reports: - Tours. Glenn Cumming reported that the recent tour had operated successfully and thanked everybody who participated.

Peter Silva reported on progress with the Market Street Signal Bridge. The last two or three dolls remain to be stripped. A future meeting will be held to determine a scope of activities & works for 2005.

General Business: - Glenn Cumming advised the meeting that our usual meeting room would be unavailable on Friday 18 March 2005 and asked for suggestions. After some discussion, it was agreed that the meeting be held on Friday 11 March 2005.

Glenn Cumming reminded the meeting that he would be stepping down from the position of Syllabus Items Organiser at the Annual General Meeting in March 2005 and that the Committee was seeking expressions of interest in the position from members.

Keith Lambert reported on the slewing of tracks at Craigieburn to allow for the construction of the new freeway.

Keith Lambert described a proposal for a third platform and altered stabling sidings at Pakenham.

Keith Lambert tabled more copies of interesting pictures that he found on an internet website.

Bob Whitehead provided additional details on the works at Craigieburn including the relocation of the aerial pole line.

Andrew Wheatland described a proposal to upgrade the Down Line between Broadmeadows - Craigieburn with all traffic being worked single line on the Up Line between Broadmeadows - Donnybrook. It is believed that this work will commence in April 2005.

Rod Smith advised that testing of the new Platform No.1 at Spencer Street was expected to commence tomorrow.

Rod Smith mentioned the derailment of the Tilt Train in Queensland and noted that the ATP was not operative and two drivers were manning the train. A lengthy discussion ensued.

Frank Strik asked about the new siding at Diggers Rest. An explanation of the reasons for this siding was provided.

Frank Strik spoke about safeworking arrangements on the Stony Point Line. The points at Hastings have been removed, but are there any plans to alter the safeworking? It was noted that there is a proposal to close Somerville as a staff station.

Jim Black asked about the Freezing Works at Champion Road, Newport and this led to a discussion regarding the sidings in the Freezing Works. It was noted that the Freezing Works were established in the late 1880's and for many years the signal box was known as Freezing Works Siding.

A discussion of the arrangements at Angliss Siding at Footscray followed.

Keith Lambert reported that Werribee trains will terminate at Footscray after 22:00 hours on account of the works at Spencer Street.

Brett Cleak advised that the overpass at Narre Warren was now in service.

Rod Smith asked when the Wig Wag at Lakeside was placed into service. The answer given was 22 December 2003.

Andrew Wheatland reported on the installation of a lever lock on the lever operating a crossover at Belgrave NG following the derailment of a trolley.

Andrew Wheatland also reported on the provision of a Guard's indicator for the Automatic Signal at Belgrave.

Rod Smith noted a recent item in the Weekly Notice preventing the issue of "cross and proceed" train orders on the Freight Australia network.

**Syllabus Item:** - The President introduced member Roderick B. Smith to present the Syllabus Item.

Rod presented the annual screening of slides from the collection of the late Stephen McLean, this year dating from 1979.

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

Meeting closed @ 22:15 hours.

The next meeting will be on Friday 18 February 2005 at the Surrey Hills Neighbourhood Centre, 1 Bedford Street, Surrey Hills, commencing at 20:00 hours (8.00pm).

## MINUTES OF MEETING HELD FRIDAY FEBRUARY 18, 2005, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

**Present:** - N.Bamford, W.Brook, B.Cleak, G.Cumming, C.Gordon, J.Gordon, A.Gostling, W.Johnston, K.Lambert, D.Langley, S.Malpass, A.McLean, J.McLean, T.Murray, T.Penn, P.Silva, R.Smith, A.Wheatland, R.Whitehead & R.Williams.

**Apologies:** - R.Cropley, G.Henderson, G.O'Flynn & C.Rutledge..

**Visitors:** - Vance Findlay.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:05 hours.

**Minutes of the November 2004 Meeting:** - Accepted as read. R.Williams / R.Whitehead. Carried.

**Business Arising:** - Jack McLean asked how far through the Stephen McLean slide collection had we progressed. Rod Smith answered that a quarter of the collection had been viewed.

**Correspondence:** - Membership letters had been sent to Wayne Bastin and Eric Sibly. W.Johnston / S.Malpass. Carried.

**Reports:** - Tours. Glenn Cumming asked for suggestions for tours for this year. Locations suggested included the new Geelong, Spencer Street No.1 Box, Metrol & West Tower. Possible dates were also discussed.

**General Business:** - Glenn Cumming reminded the meeting that the next meeting would be held on Friday 11 March 2005 in conjunction with the Annual General Meeting.

Glenn Cumming explained the reasons behind the delayed publication of Somersault. More contributions are required to ensure the continued success of Somersault.

Glenn Cumming advised the meeting that Andrew Waugh's recent article on Armstrong will be published in a future issue of Australian Rail History and photographs are required to illustrate the article. If you can assist, please contact the Secretary.

David Langley mentioned a recent incident at Murchison East involving the cross of a passenger train & a goods train and the poor reporting of the event by a local newspaper.

David Langley reported on a recent collision involving the XPT at Moonee Creek Ponds Junction. Discussion of this collision and the infrastructure at the location followed. Rod Smith noted that passengers were held on the train for approximately 2 hours.

Vance Findlay passed on a message from Brian Coleman that the new signal control panel for Camberwell is due to be commissioned over Easter.

Rod Smith mentioned the new arrangements between Castlemaine - Maldon Junction and asked what the staff section was. Vance Findlay advised that a staff section Castlemaine - Maldon was brought into use on 26 January. Moolort - Maldon Junction is now out of use. Some signals at Castlemaine are now worked from Castlemaine "A" Box. A description of arrangements at Castlemaine "A" Box and recent works carried out was provided.

Andrew McLean asked about track slews at Castlemaine as part of the RFR project and this generated much discussion.

Keith Lambert advised the meeting that Marshall would be commissioned next Tuesday and Wednesday with remote control from Geelong "A" Box. Train Order working will be in force until the introduction of Track Block.

Keith Lambert noted that Irymple had been straight railed but the 4 signals were still in use.

Keith Lambert had visited the works on the Bendigo Line and noted the following. Diggers Rest - temporary down platform in use. Gisborne and Kyneton - signals crossed out of use. Woodend and Clarkefield - signal arms removed from posts. Kyneton - noted a disc signal fitted with reflectors.

Keith Lambert reported on planned works at platforms Nos.1 and 2 at Spencer Street during April 2005.

Keith Lambert tabled print outs of photographs taken from web sites.

Brett Cleak advised that a co - acting signal had been provided for signal GGG456 last month.

Brett Cleak reported on recent installations of flashing lights at Inverleigh and boom barriers at Chiltern. Both these items have not appeared in the Weekly Notice and the dates are commissioning are requested.

Brett Cleak provided additional details regarding the work at Marshall.

Andrew McLean asked what was the correct name for concrete crossing timbers. They are called bearers.

Andrew Wheatland brought the meeting up to date with recent developments at Puffing Billy. An up approach bell and track indication diagram has been provided at Menzies Creek. A plant train will work to transfer three signal posts from Emerald to Menzies Creek. Nos.3, 4 and 5 roads at Belgrave have been fenced. Puffing Billy has manufactured a special staff exchange box for use at Traralgon along with a long section staff for Traralgon - Bairnsdale.

Steve Malpass asked why there had been occupations between Albion - Broadmeadows this week. The answer given was overdue maintenance.

Chris Gordon and Keith Lambert reported on the removal of No.3 road at Eltham to allow signals in the yard to be re - positioned for sighting from Xtrapolis trains.

Syllabus Item: - The President introduced member Glenn Cumming to present the Syllabus Item.

Glenn presented 112 digital images prepared from prints taken between 1983 - 1988 when he started photographing signalling equipment. Many of the images were taken around South - Western Victoria and featured equipment and locations that can no longer be seen today.

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

Meeting closed @ 22:04 hours.

The next meeting will be on Friday 11 March 2005 at the Surrey Hills Neighbourhood Centre, 1 Bedford Street, Surrey Hills, commencing at 20:00 hours (8.00pm).

## MINUTES OF 2004 ANNUAL GENERAL MEETING HELD FRIDAY MARCH 19, 2004, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - J.Black, W.Brook, B.Cleak, G.Cleak, G.Cumming, C.Gordon, J.Gordon, A.Gostling, W.Johnston, K.Lambert, S.Malpass, J.McLean, T.Murray, A.Ratcliffe, N.Reed, L.Savage, B.Sherry, P.Silva, F.Strik, A.Wheatland & R.Williams.

Apologies: - J.Churchward, A.Hinde, D.Langley, G.O'Flynn, S.Turnbull, A.Waugh, R.Weiss & R.Whitehead.

In the absence of the President, the Vice - President, Mr. Bill Johnston, took the chair & opened the meeting @ 20:10 hours.

Minutes of the 2003 Annual General Meeting: - Accepted as published. A.Wheatland / S.Malpass.  
Carried.

Business Arising: - Nil.

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

Well another good year for the SRSV thus echoing the words of a couple of past Presidents. Six meetings were held and I note that the attendance was very healthy at all meetings which has the result of leading to some interesting discussions especially when new works are being mentioned during General Business. Thank you to all members for making the effort to come to Surrey Hills every second month including a couple of our interstate members who attended two meetings in 2003.

A major project that got off the ground during 2003 was the long awaited beginning of restoration of the Market Street signal bridge. The main truss of this signal bridge, that once spanned the four viaduct tracks at the west end of Flinders Street and was a familiar sight to many of us, has spent many years lying in the grass at Newport. Working in conjunction with the ARHS via their President - who just happens to be our current Treasurer - a small team has done some preparatory work and their report will fill in the details. Thank you to the ARHS Victorian Division for their part in the project, they are sorting out the financial side of things whilst we are lending our expertise and, hopefully, providing some of the labour required to achieve a success. I urge everyone to go to Newport at some stage soon and see just what is ahead of the project team, it will not just fall into place, it needs some work. My thanks to Peter and Bill, and the rest of the initial team for their work so far, let's hope that enough interest will be generated to see this icon of Victorian signaling returned to its glory.

A possible major change to the SRS in Australia has been put on the back burner again but early in 2003 there was some discussion about forming a national SRS as a result of the problems being encountered by the NSW people. It seems odd that in little Victoria we can manage to have a successful SRS but in NSW or Qld, much bigger states than ours, they are having problems finding numbers or interest.

Six Somersaults were published in 2003 and the society owes a debt of gratitude to Andrew Waugh for his hard work in putting together such an interesting and diverse collection of magazines. Such a pity that more members can't be convinced to put pen to paper and contribute something. It does not matter how big or small, maybe even just a few jottings so that it can be padded out into something bigger especially if you have a photo or two of what you are talking about.

A successful tour was held on Monday 22 September. With the difficulty of running tours on weekends or holidays making itself apparent, it appears that the alternative of mid week tours are attracting a good number of patrons thus giving these days renewed life subject as always to the willingness of the various railway administrations in permitting us to visit various safeworking locations. Subject also to having someone willing to organize these days and so thank you Glenn for wearing the tour organiser's hat for another year.

An SRSV web-site has been developed by Peter Silva but it is very early days and it probably will need the assistance of some more knowledgeable people in this area to see it reach its full potential. In addition, email addresses for all office bearers have been set up but to date I have not received any mail that way - or at least I don't think I have but I tend not to worry just how it gets to me, just the contents of the message.

The Archives Committee have not progressed the archives room at Seymour much further this year, but hope to achieve a little more in the coming 12 months. They remain committed to developing the room into a worthwhile facility.

And finally it is my duty and pleasure to thank the hard working office bearers for another years success. To Treasurer Peter Silva for the sound management of the societies finances, to Vice President Bill Johnston for stepping in, or is it sitting in, during my absence especially when it has come at short notice, to Committee men Jack McLean and Wilfrid Brook for adding their views to the committee discussions which occur on our yahoo discussion list and lastly but by no means least to Secretary Glenn Cumming for the huge amount of work required to be three people in one - secretary, membership officer and tour organizer. Gentlemen I thank you all for a job well done. Also thank you to our auditor Jon Churchward for keeping watch over our financial management.

But, of course, all of this would be a pointless exercise without members and so thank you to all our members for your continuing. Signalling and safeworking is a fascinating subject and long may our interest be maintained.

David Langley, President. W.Johnston / W.Brook. Carried.

Treasurer's Report: - The Treasurer, Peter Silva, presented the Treasurer's Report, the Profit & Loss Statement and the Balance Sheet.

The Society had another successful year financially with a surplus of \$863.85. After allowing for additional recurring expenditures this year of insurance and our Internet service, this was a small increase on the previous year. With a sound surplus, we have been able to hold membership rates unchanged again this year. In part, this situation is due to increasing membership numbers and this allows our income to stay ahead of increasing costs.

After many years with the Commonwealth Bank, the Society changed its banking arrangements during the year. The bank changed its policy and commenced charging fees on the accounts of non-profit organisations. This included a transaction fee on each deposit and also on each cheque included in the deposit. Banking only a portion of the membership renewals resulted in bank fees of \$36.90.

The Society is now using a JB Were Cash Trust account. This provides a fee-free banking environment with better interest paid on our cash holdings than previously paid on a Term Deposit with the Commonwealth Bank. The only restriction on this account is that, despite the name, deposits of cash cannot be accepted. Although cash does not represent a large part of our financial transactions, it would be an inconvenience for some members if we were to insist on cheque transactions only.

To solve the impediment of banking any cash received, the Committee has adopted a practice that it considers sensible and that also, in part, addresses the concern raised previously by the Auditor regarding payments made by the Secretary on the Society's behalf. Cash received by the Society is generally received by the Secretary in either his membership or tours roles. In past years, the Secretary would bank any cash received and separately claim for any payments made on behalf of the Society.

The practice now is for the Secretary to hold any cash received as a "float" and then use that cash for any Society payments. As the value of payments usually exceeds the value of cash received, the Secretary pays the balance on the Society's behalf and then claims for those payments. In terms of accountability and audit trail, this practice is no different to the practice it has replaced and allows the Society to avoid unnecessary bank fees on additional accounts.

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

Motion: That the Treasurer's report be received and adopted and, in particular, that the members endorse the practice of the Secretary's Float as an acceptable method of handling the Society's cash transactions.

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 2003.

The tour for the year was the annual Showday Tour / Cupday Tour etc, this year held on Monday 22 September 2003.

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 North Geelong "A" Box, North Geelong "B" Box, North Geelong "C" Box, Geelong "A" Box and South Geelong.

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 travel between locations as a group. 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. Once again David Kerry from Freight Australia supervised our inspections. 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	2003	2002	Movement
V	61	62	-1
K	32	32	-
N	2	2	-
KL	3	3	-
VH	5	5	-
Total	103	104	-1

#### Analysis of Movement

Additions: - T.Kociuba (V), F.Strik (V), R.Williams (V)

Deletions: - J.Blakeborough (V), B.Brosby (V), S.Haby (V), B.Watson (V)

Transfers: - K.Ashman (V - K)

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.

Six issues of Somersault have been published last year, together with a set of notes for the tour.

Production is unchanged; with the masters produced electronically as PDFs and printed at Kwikprint. We have looked at digital printing, but the extra cost is prohibitive at the moment.

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.

Work continues on the archives, however progress is slow.

Offers of assistance with the archives collection is always welcome.

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 W.Johnston and seconded by M.Drew.

Vice President: - W.Johnston, nominated by G.Cumming and seconded by D.Langley.

Secretary: - G.Cumming, nominated by D.Langley and seconded by W.Johnston.

Treasurer: - P.Silva, nominated by W.Johnston and seconded by C.Gordon.

Committeeman: - J.McLean, nominated by P.Silva and seconded by D.Langley.

Committeeman: - W.Brook nominated by P.Silva and seconded by J.Churchward.

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

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 @ 20:42 hrs.

The Annual General Meeting was followed by the March 2004 Ordinary Meeting.

## SIGNALLING ALTERATIONS

*The following alterations were published in ERTB A circulars but have not yet been included in Somersault.*

19.06.2004	<b>Menzies Creek</b>	(A 16/04)
	On Saturday, 19.6., the following alterations took place in the interlocking frame.	
	Lever 1 was provided but will be spare and painted white. The level crossing override function is now operated by lever 8 and lever 9 became spare. Home 13 (Up Home to No 1 Road) is now worked by lever 12, Home 14 (Up Home to No 2 Road) is now worked by lever 13, and lever 14 is now spare. A new lever repeater was provided above lever 12, and the repeater above lever 14 was taken out of service.	
25.09.2004	<b>Menzies Creek &amp; Lakeside</b>	(A 21/04)
	On Saturday, 25.9., both the main line point indicators at Menzies Creek and the main line point indicator at the Down end of Lakeside were equipped with reflective red and green surfaces. (Note the main line point indicator at the Up end of Lakeside had bee provided with reflective surfaces when it was installed.)	
27.09.2004	<b>Belgrave</b>	(A 22/04)
	On Monday, 27.9., a lever lock was provided to lock lever 1 normal or reverse. A floor mounted push button was provided to energise the lever lock.	
12.10.2004	<b>Belgrave</b>	(A 23/04)
	On Tuesday, 12.10., a signal repeater light was provided for signal L1379. The repeater is located under the verandah of the old station building and will display a green light when the signal is either at Warning or Clear. No indication will be displayed when the signal is at stop to make the repeater less conspicuous to vandals. Guards of departing trains must ensure that the green indication is displayed before giving the signal to start their trains.	
	<i>The following alterations were published in WN 1/05 to WN 6/05 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.</i>	
15.01.2005	<b>Franklin Street</b>	(SW 3/05, WN 2/05)
	On Saturday, 15.1., an additional track circuit (412A track) was provided as part of the turnout fouling project.	
16.01.2005	<b>Franklin Street</b>	(SW 4/05, WN 2/05)
	On Sunday, 16.1., additional track circuits (431A, 533A, & 586A tracks) were provided as part of the turnout fouling project.	
(18.01.2005)	<b>West Tower - Creek Siding</b>	(SW 11/05, WN 2/05)
	Access to the Creek Siding (formerly the Great Northern Terminal) will be co-ordinated by Southern Shorthaul Railroad (SSR). The Signaller West Tower must not permit a rail movement into the Siding until authority has been obtained from SSR. SW 1266/99 is cancelled.	
10.01.2005	<b>Werribee - Corio</b>	(SW 2227/05, WN 1/05)
	From 0100 hours on Sunday 10.1., until 1800 hours on Saturday 22.01., the East and West lines between Werribee and Corio were taken out of service to allow Regional Fast Rail works to be undertaken.	
	Absolute Occupation will commence at Homes 6 and 18 at Werribee and 8 and 20 at Corio. These signals will be fixed at Stop. Baulks and New Jersey barriers will be placed across the lines at Werribee in advance of Homes 6 and 18 and all access to the lines will be from Corio. Down Homes 22, 26, and 30 at Werribee will be prevented from displaying a less restrictive indication than 'Low Speed'. All other signals must be operated in the normal manner and where a signal cannot be operated due to track works the appropriate authority must be obtained prior to passing the signal at Stop.	
	Points 7 at Corio (governing access to the Shell Siding) will be secured in the normal position and placed in the hand operation mode. They must be restored to the motor operation mode for movements to or from the siding.	
	Little River, Lara, and Corio will remain switched in for the duration of the closure. Lara is to be attended as described in the SW circular. Werribee and North Geelong A must be continuously attended.	
	During this occupation the crossovers at Little River, Lara, and Corio will be replaced.	
10.01.2005	<b>Menzies Creek</b>	(A 1/05)
	On Monday, 10.1., an Up Approach Bell was provided. The track circuit commences midway between telephone poles 97 and 98 and finishes at Pole 95 opposite the site of the future Up Outer Home. When the track circuit is occupied (by either Up or Down trains) the bell will sound and the indicator will show 'Occupied' instead of 'Free'. It is no longer necessary for Guards of Up trains to advise the Menzies Creek signalman of their position.	

17.01.2005	<b>Sunbury - Bendigo</b>	(SW 2/05, WN 1/05)
From 0001 hours Monday, 17.1., until 0001 hours Sunday, 31.12., the line between Sunbury and Bendigo will be taken out of service to allow Regional Fast Rail works to be undertaken.		
At Sunbury the Absolute Occupation will commence at Post 8 (Down Starting). Baulks will be provided 200m on the Down side of Post 8. Post 8 will be fixed at Stop. At Bendigo baulks will be provided adjacent to Down Home 10. Up Homes 16 and 18 will be prevented from clearing for moves to the main line.		
The Double Line Block working Sunbury - Clarkefield - Gisborne - Woodend - Kyneton - Castlemaine - Bendigo was abolished. The mechanical signalboxes, all signals, and all points at Clarkefield, Gisborne, and Woodend were abolished. At Kyneton all signals, the down end crosslocked crossover, Siding B, and the Up end crossover were abolished. The interlocked gates will remain connected to the interlocking frame and Kyneton must be attended for operation of the gates. At Castlemaine the panel, all motorised points, the Annett locked connection to Thompson's Siding, and signals M1237, 12, 16, 18A, 18B, 20, 22, 26, and M1280 were abolished. At Bendigo Signals M1591, 2, 4, 6, and 8 were abolished.		
The Absolute Occupation will be split into three sections: Sunbury - Woodend - Castlemaine - Bendigo. The boundaries of each section will be indicated by Name Boards. These are square with black lettering on a white background and show the name of the location. At both Woodend and Castlemaine the Name Boards are located at the Up end of the platforms. Location Boards are located 1000m outside the Name Boards. The Location Boards are of the standard design and are a yellow triangle with black lettering giving the name of the location and the distance to the Name Board.		
Sunbury and Bendigo must be continuously attended. Kyneton will be attended as required to allow operation of level crossing gates. Woodend and Castlemaine must be switched in from 0001 hours on 17.1. and remain attended until the Absolute Occupations are issued. They must remain switched in after this. Diagrams 30/04 (Diggers Rest to Gisborne), 6/95 (Woodend), 12/93 (Kyneton), 12/89 (Castlemaine), and 28/90 (Bendigo) will be cancelled.		
21.01.2005	<b>Ararat - Maryborough</b>	(TS 12/05, WN 3/05)
From Friday, 21.1., this line was booked out of service. Baulks are provided adjacent to Post 2 at Maryborough and the Stop board at 273.300 km at Ararat.		
21.01.2005	<b>Ivanhoe</b>	(SW 11/05, WN 2/05)
On Friday 21.1., Automatic S353 was converted to LED.		
04.02.2005	<b>Spencer Street</b>	(SW 14/05 & SW 16/05, WN 5/05)
On Friday, 4.2., circuit alterations were carried out to ensure that the train stop at Home 520 will remain up for moves to No 7, 8, or 8A tracks.		
Commencing forthwith (published 8.2) electric trains are not to be routed into No 8 or 8A tracks. The routing of electric trains via No 8 South track is restricted as per SW 198/04.		
05.02.2005	<b>Burnley - Camberwell - Box Hill - Blackburn - Ringwood - Lilydale</b>	(SW 12/05, WN 5/05)
On Saturday, 5.2., the Train Number transmitters at these signal boxes were changed to PC based equipment.		
05.02.2005	<b>Camberwell</b>	(SW 15/05, WN 5/05)
On Saturday, 5.2., the point machines on Points 7, 9, and 15 were replaced by HW mark 2 machines.		
05.02.2005	<b>Burnley - Kooyong</b>	(SW 12/05, WN 5/05)
On Saturday, 5.2., the Train Number transmitters at these signal boxes were changed to PC based equipment.		
05.02.2005	<b>Camberwell - Riversdale</b>	(SW 12/05, WN 5/05)
On Saturday, 5.2., the Train Number transmitters at these signal boxes were changed to PC based equipment.		
06.02.2005	<b>Coburg</b>	(SW 13/05, WN 5/05)
On Sunday, 6.2., Traffic light co-ordination was provided at Bell Street.		
06.02.2005	<b>Camberwell</b>	(SW 15/05, WN 5/05)
On Sunday, 6.2., the point machines on Crossovers 5, 11, 23, 27, 29, and 31 and Points 13, 21, 25D, and 51 were replaced by HW mark 2 machines		
12.02.2005	<b>Richmond Junction</b>	(SW 18/05, WN 6/05)
On Saturday, 12.2., Home 394 (at the exit of the Burnley Loop) was relocated 5 m in the Up direction.		
14.02.2005	<b>Nagambie, Murchison East, Toolamba</b>	(SW 24/05, WN 5/05)
On Monday, 14.2., the TAILS equipment was decommissioned and ETAS operation substituted. The location boards were relocated 1000 m further out and provided with ETAS clearance signs.		
(15.02.2005)	<b>Eltham</b>	(SW 17/05, WN 6/05)
No 3 Track was removed. Amend Diagram 83/97 (Watsonia - Hurstbridge).		

## ASHBURTON & ALAMEIN

David Langley

In our discussion of Hartwell (see Somersault Vol 27 No 5) mention was made of much that had already been written about the history of the Outer Circle line so again we will not refer to that here, but suffice to say that Ashburton - 14.4 kilometres from Flinders Street - was opened as one of the stations on the Camberwell to Waverley Road line on 30 May 1890. It was known as Norwood at that time but became Ashburton on 12 December 1890 and Thomas O'Callaghan's book of Victorian Station names says "that the name was suggested by ex-Councillor Dillon when the line was opened in 1890. It was named after Ashburton Terrace, a beautiful site overlooking the City of Cork, Ireland, where he resided prior to coming to Australia".

At that time, Ashburton consisted of a loop with two platforms although these were probably not required considering the sparse train service of the time and the fact that it was not a Staff station. The diagram below has been taken from a station ground plan and shows the layout at Ashburton in the early days. The two home signals would have been worked by platform quadrants and the facing points would have been merely locked with hand locking bars. The line beyond Ashburton was closed on 9 December 1895. Ashburton was consequently opened as a Staff station. The section was Camberwell - Ashburton and it was worked by a No 3 Pattern Staff with blue boxes.

The remainder of the line didn't last very long at all, closing on 1 May 1897. It had been the subject of some scrutiny during the Speight v Syme libel case where gross mismanagement of Government money on fanciful railway schemes was brought to a head.

### Re-opening

However, there must have been sufficient pressure brought to bear on the Railway Department because the line between Camberwell and Ashburton was reopened again on 4 July 1898 with shuttle trains operating to Camberwell.

After reopening the safeworking was Staff and Ticket with the section again being Camberwell to Ashburton. "TMK" noted that "I put in the staff + boxes for disestablished section 'Fernbank - Lindenow' having them re lettered of course as I could not find the old staff and boxes formerly used for the section CWell - Ashburton." This was again a No 3 Pattern staff with blue staff boxes, but subsequently it was recorded that this section used a No 6 Pattern staff.

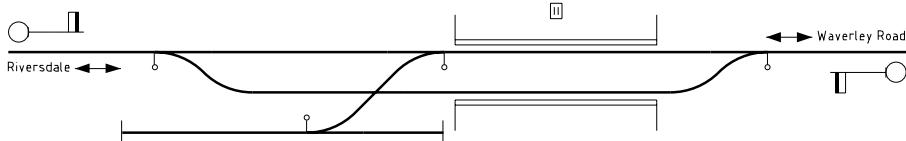
On 1 May 1900 a further section of the Outer Circle was reopened between Riversdale and Deepdene. The passenger shuttle then operated between Deepdene and Ashburton with passengers changing trains at East Camberwell into trains to and from Melbourne. The junction at Riversdale was not a staff station and a single staff applied between Camberwell - Ashburton - Deepdene. Naturally all trains had to carry the staff and no ticket boxes were provided. A Lock Staff (No 1 Pattern) was provided for the same sections on 11 April 1911. Riversdale was reopened as a Staff station in October 1915 and a No 2 Pattern staff was provided for the Riversdale - Ashburton section.

By 1 July 1899 the Home signals had been removed or abolished. On 14 May 1900 staff locks were fitted to the facing points at each end of the loop, with the up end points being rodded to catch points. The staff lock at the down end was removed on 11 June 1900 probably as being unnecessary. A down home was provided on 9 April 1914, but little attention was apparently taken of it. Gavan-Duffy noted that on the first day of the electric service the train he was on sailed past it at danger. When he commented on this to the OiC, that worthy replied that he thought the signal had a cross on it.

Electrification was provided from 1 November 1924 and the Ashburton shuttle service now operated into Camberwell rather than East Camberwell whilst Deepdene passengers still changed at East Camberwell. At Ashburton only the main line was electrified, together with a section of the line at the down end to form a stabling siding for electric trains.

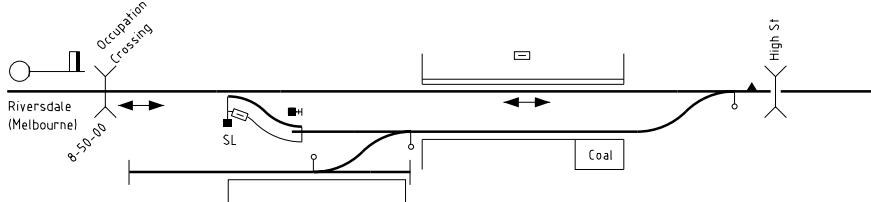
The 1927 diagram below comes from a plan included in Secretary's file dealing with the extension of the goods siding for the Epping Quarry Co Ltd. By this date the goods siding was now connected with the loop siding. The loop platform was still in existence, and had a small coal stage at the down end. A diagram drawn in November 1924 shows the same arrangements, but notes that the home signal was equipped with an Adlake lamp, the loop was 707 feet in clear and that the points to the goods siding were fitted with a 'well weighted lever with a locking bar'. The date of removal of the down end extension of the goods siding is not clear. The 1924 does not show the dead end, the 1927 plan does, and a February 1928 plan does not. At the down end the out of use line towards Waverley Road was intact for a considerable distance. Gavan-Duffy recounts that at one time a truck ran away during shunting towards Waverley Road and the engine had to fetch it. As this was during darkness,

Ashburton 1890 - 1895



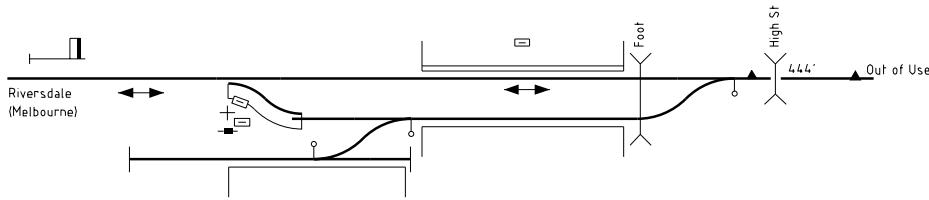
Ashburton 1927

(Based on plan dated 14.27 in VPRS421/P0 Unit 350 Set 27/17850)



## Ashburton 1938

(Based on Signalling Arrangements F354 dated 20.10.38)



the trip was made with 'fear and trepidation' in case a rail was missing. The 1924 diagram shows that two scotch blocks were provided on the line. One scotch block was placed 147 feet from the down end points, just on the up side of the High Street overbridge, and a second was placed 444 feet further out. The second probably marks the limit of running at that time. A later, undated, diagram shows a single scotch block 720 feet south of the High Street bridge, with a further section of 720 feet to the end of the line. This was amended, possibly in 1947, to show the end of the line 620 feet south of the High Street bridge, with the scotch block relocated to be 8 feet north of the bridge (giving a standing room of 678 feet as the bridge was 50 feet wide).

WN 8 of 1925 gave the following instructions for working Ashburton.

### Riversdale and Ashburton.

1. The Signalmen have been withdrawn from Ashburton and replaced by two Lad Porters and Ashburton now worked in accordance with clause 3 of the Supplementary Instructions for Train Staff and Ticket Working on Page 408 of the General Appendix. Add Riversdale - Ashburton to the list on page 408.

2. Ashburton - The Down Home Signal is in use, and will be lit at night. The position of the Signal will be "Proceed" except when it is necessary to place it at "Stop" for the protection of a train which has arrived on a Staff Ticket.

3. The attention of Guards is drawn to Regulation 230, also clause [?] of Instructions, page 184, of General Appendix re shunting operations at Sidings and security of Points and Scotch Blocks of Caretaker Stations.

4. When a train has to run on a Staff Ticket between Riversdale and Ashburton, the Guard must, on arrival of such train complete at Ashburton, telephone its arrival to Riversdale in accordance with clause [?] of the Supplementary Instructions of Train Staff and Ticket Working, page 408 of General Appendix, and make the necessary entries in the Train Register Book.

5. On arrival at Ashburton of a train carrying the Staff the Guard of such train will be held responsible for the Staff Working being carried out in accordance with Appendix 11, Book of Rules and Regulations and the Supplementary Instructions, pages 406 to 418 of the General Appendix.

6. When the 11.30 p.m. Down Goods train, Spencer Street to Ashburton, is running it will be necessary to despatch the last Down Electric Passenger train from Riversdale on a Staff Ticket. The Goods Train on the Up journey will be despatched from Ashburton on a Staff Ticket.

7. On arrival of the last Down Passenger train at Ashburton the Guard must place the Home Signal to "Stop," and if the train is complete send the "Acre" message to Riversdale.

When his train has been placed in the extension

of No. 1 Road Down end of Yard he must place and lock the Scotch Block across rail and see that a Red Light is displayed on the train facing Riversdale. He must then return to station and place the Down Home Signal to "Proceed."

8. The Guard of the first Up train from Ashburton after departure of the 4.0 a.m. Up goods (Down goods returning) must not permit his train to leave Ashburton until he has received the "Acre" message from Riversdale or has complied with sub-clause (c) of Clause 3, page 407, General Appendix.

9. The Electric Lights at Ashburton must be left burning for the arrival of the Goods and switched out by the Guard of Goods train.

10. Duplicate Keys of the Office, Scotch Block, and Locking Bards at Ashburton are in the custody of the Signalman at Riversdale whose duty it is to hand them to the Guard of the Goods train and instruct him in respect of his duties at Ashburton

By August 1933 the Goods had been retimed to run early in the morning and the return journey was made after the departure of the first Up Electric. The instructions were re-issued with the following alterations:

7. On arrival of the 4.35 a.m. Goods at Ashburton the Driver must stop at points in main line Up end leading to No 2 Road, and the Guard of the train will obtain the Staff to open the Staff locked points and turn the train to No. 2 road. After the whole of the train is clear of the Catch blade in No. 2 road the Guard must re-set the points for No 1 road and return the Staff to the Driver.

8. After completing its work, and prior to the departure of the first Up passenger train, the engine of the Goods train must run around and be placed on its train in No. 2 Road ready to depart on arrival of No 1 Down passenger train.

The Guard of the Goods train must arrange for this to be done, and after placing engine on its train in No. 2 he must re-set the Staff locked points for No 1 Road and at once deliver the Staff to the Guard of No. 1 Up Electric train.

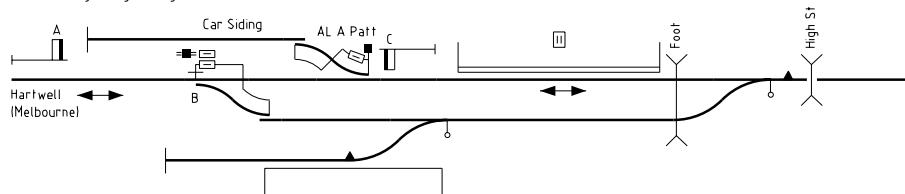
9. Nos. 1 Up and 1 Down Passenger trains will travel on Train Staff between Ashburton and Riversdale.

The 5.44 a.m. Up Goods will travel on a ticket between Ashburton and Riversdale.

10. The Guard of the Electric Passenger train will be in charge of the Staff Working at Ashburton for these trains and will be responsible for carrying out the Staff Working in accordance with Appendix II, Book of Rules and Regulations, and the supplementary instructions pages 406 to 418 General Appendix. He must also arrange that engine of the Goods train turns around prior to Electric train being brought to Platform and on arrival of No. 1 Down Passenger train issue a Staff Ticket to Driver of Goods and turn train out from No. 2 Road. He must not permit No. 2 Up Passenger to depart until the "Acre"

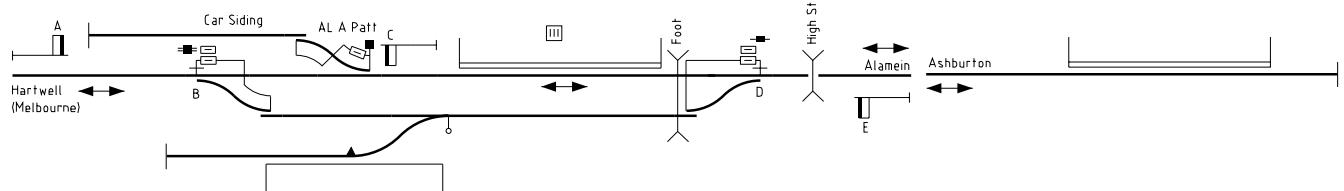
## Ashburton 1947

(Based on Signalling Arrangements F354)



## Ashburton 1948

(Based on Signalling Arrangements F354)



## Alamein 1948

message is received from Riversdale for the Up Goods.

TRAIN ON RUNNING LINES WITHOUT A BRAKE VAN IN REAR (REGULATION 232). - Subject to the instructions contained on page 394-354 inclusive of General Appendix, a local Goods train may run between Riversdale and East Kew and between Riversdale and Ashburton in the Up or Down direction without a brake van in the rear.

The staff lock at the up end was replaced by a plunger lock on 20 October 1938, although interestingly the rodded catch points were retained in No 2 Road.

By 2 August 1935 Signalmen had once again been appointed to Ashburton as the Block and Signal Inspector wrote to the SM at Camberwell that "in future, when the signalman finishes duty at Ashburton and the station is attended to by the guard in charge, it will be the duty of the signalman or person in charge, prior to going off duty to see that the down home signal is placed at "proceed" and the signal quadrant on platform securely locked in the pulled over position so as to prevent unauthorised interference." A Station-master was appointed to Ashburton on 26 October 1939.

The down home signal at Ashburton was moved further out by 50 yards on 2 May 1947 and then even further out by 25 yards on 8 June 1947. Maybe there were some problems with trains being able to view the signal after having topped the grade from Burwood and then rattling down the other side only to discover it was at stop. Ashburton is also approached round a curve also making sighting a problem.

### Extension to Alamein

Up until this time, the spare suburban set of cars was stabled on the former main line at the down end, but with the proposed extension of about 600m to a new station at Alamein, a separate car siding was needed and this was opened on 18 August 1947. Located on the down side at the up end, the main line points were fitted with an annett lock and protected by a departure home signal. Both this signal and the down home signal were fitted with duplicate annett locks and the one annett key was needed to clear either signal or operate the car siding points. At the same time, the loop siding points were relocated further out in the up direction and the down home relocated a further 14 yards further out on 24 August.

The Weekly Notice tells us that in early August 1947 the

down end dead end extension was shortened by 130 yards and it was abolished altogether on 19 August 1947 with the main line terminating 150 feet beyond the platform and short of the loop points. Well it actually wouldn't have been removed but it was probably unavailable for use pending the opening of the extension.

The Weekly Notice says that a new connection (with plunger lock) to No 2 road at the down end was provided on 23 December 1947. A new up home signal was provided at the same time.

The half mile extension to Alamein finally came into use on 28 June 1948 and was a short section of staff and ticket, although every train was required to carry the Staff. The Guard was responsible for safeworking at Alamein, although as no signal was provided, this mainly consisted of sighting the Staff as the Driver changed end. The line extended 100 feet beyond the platform at Alamein. The Weekly Notice included a description of the facilities at Alamein: Timber [station building] with Booking lobby, Station-master's office, Bicycle Store, General Waiting Room, Ladies' Waiting Room, Men's Conveniences, Picket Fencing and Check Gates.

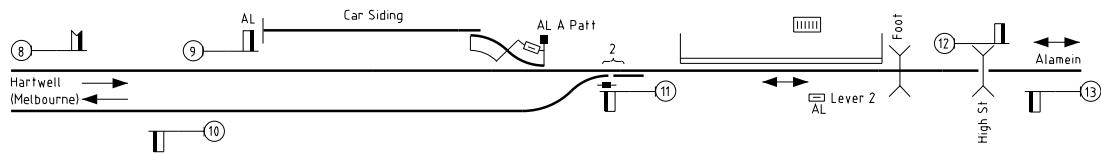
At some point a scotch block was provided beyond the platform at Alamein to protect the main line from moves from the dead end. In later years there was only about a rail length of track beyond the scotch block and it is difficult to imagine what purpose the scotch block served.

### Duplication from Hartwell

Back at Ashburton, the duplication to Hartwell was started in late 1953 and as a prelude the Up Departure Home signal was moved 42 yards further in and a Works Siding leading off the platform road was provided in mid December 1953. At the same time, No 2 road was abolished but as the goods service had ceased to run from 1943, then this would not be a problem for the multiple unit electric trains. The Works Siding points were secured by an annett lock and were also protected by the Up Departure Home signal.

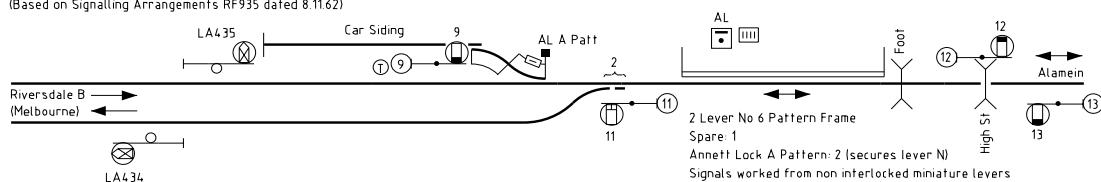
The Riversdale-Ashburton goods service had been run in-conjunction with the Riversdale-East Kew line goods, East Kew being on Wednesday and Friday, and Ashburton on Monday and Thursday, whilst it only ran to Riversdale from Melbourne Yard on Tuesdays. The Goods service to Riversdale, East Kew, Burwood and Ashburton was withdrawn in 1943 due to shortage of coal (probably 7 September 1943 when East Kew closed). Goods traffic was concentrated at Camberwell. The sidings at Burwood and Ashburton were used no more. Inwards firewood would

## Ashburton 1955



## Ashburton 1962

(Based on Signalling Arrangements RF935 dated 8.11.62)



have been the major traffic flow with only empty vehicles returning to Melbourne Yard.

On 1 November 1954 the Works Siding was abolished and the points spiked for the main line. Actually the siding

was not abolished as it would become the new up line but construction work at this end was probably complete, and this spiking would enable the annett lock to be replaced by a rodded connection to a lever which operated these points

*(Below) Looking towards Melbourne from the platform at Ashburton in 1993. Home 8 controls running movements from the platform to the Up main line or shunting moves to the Car Siding (off to the right). Unlike the other signals at Ashburton, Home 8 is a three position signal. One unusual feature of this signal is that movements to the Up main line, over the curved leg of the turnout immediately in the rear of the signal, are signalled as a normal speed move. The normal speed is defined by the timetable to be low enough to safely negotiate the turnout. The use of a normal speed aspect means that the departing train can accelerate to line speed immediate after clearing the turnout.*





(Left) Down Home Post 4 controlled movements from the Down main line to the platform. The absence of a second ('b' head) marked this as a two position signal. Note that this was the only means of distinguishing this signal from Home 8, despite the considerable difference in the meanings of the aspects shown by the two signals. Like the other two position posts at Ashburton the actual post itself was a standard design used for three position Home signals; note the second landing and cable holes halfway up the post for the 'b' head. However when Ashburton was resignalled in 2003 the posts were replaced with new masts. In the background can be seen Dwarf 2 which controlled movements from the car siding to the platform; note that there is no way of distinguishing this signal from a three position Dwarf.

operating the up and down line junction points thus the down home was secured at stop when the junction points were needed to be reverse or a shunt to or from the car siding was taking place.

It is interesting to note that normal convention at the end of double lines was not followed. The junction points were considered normal when they were lying from the single line towards the down line and not towards the up line as we would expect. This situation existed until 1977 even though the mechanical signals were replaced by power signals in 1962.

#### Automatic signalling from Hartwell

The double line block system was replaced by three position signals between Hartwell and Ashburton on 8 December 1962, and concurrently, the mechanical signals at Ashburton were replaced by light signals. The down distant and the up starting effectively became three position autos LA435 and LA434 respectively, whilst the remaining signals became two position home signals and were now worked from four rotary miniature levers located in the station building. The junction point lever was shown as now being moved to the platform although the litho for 1959 shows it moved thus but perhaps that diagram was preempting the move, I don't know perhaps someone does remember what was there.

The section onward to Alamein was still worked by Train Staff and Ticket.

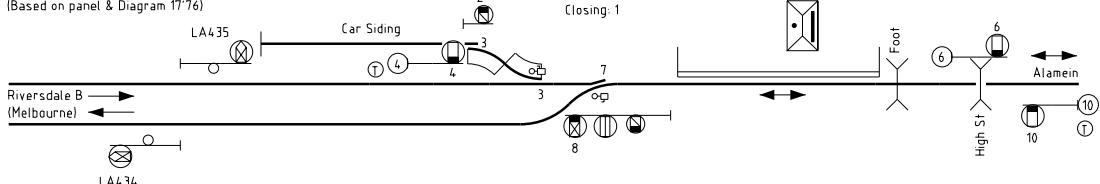
#### Interlocking

Because of the signalling arrangements, Ashburton was required to be manned for all trains and maybe because of this a panel was provided to work the station on 2 August 1977. Circuits were provided which enabled Ashburton to be switched out except when trains required to enter or leave the car siding thus enabling the staff to be reduced. The automatic operation was similar to that provided at St Kilda. When the platform road was clear Points 7 would be set for a Down train to arrive and Home 4 would clear. When the arriving train had cleared the junction, the points would automatically restore to normal and Home 8 would clear.

The single line onwards to Alamein was track circuited,

#### Ashburton 1976

(Based on panel & Diagram 17/76)



including the platform at Alamein, but not the dead end extension. Home 6 would not, of course, clear unless the single line section was clear, but how this affected the automatic operation of the junction is not clear. The Train Staff working between Ashburton and Alamein was cancelled (Staff Tickets were still not allowed to be used).

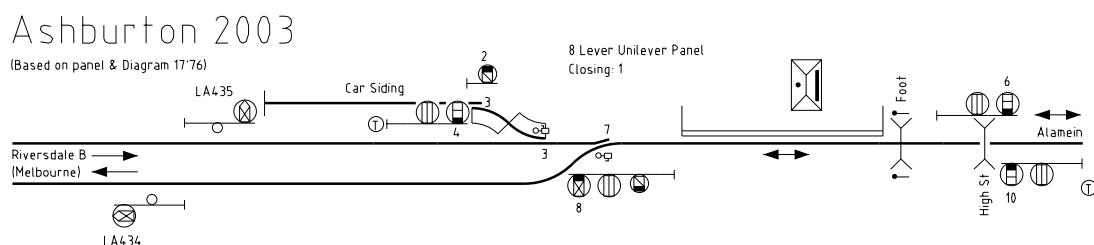
The up departure home signal, protecting the now motorised junction points, was altered to a three position signal but interestingly it was arranged to show a normal speed aspect through the diverging move to the up line. A curve restriction is provided and this enables the departing train to run at line speed once clear of the diverging move and as all up trains stop at Ashburton, then I doubt that this is a problem.

A similar arrangement existed at East Camberwell (when it was the end of the three tracks from Hawthorn) where down trains on the centre line diverging onto the down line towards Box Hill passed a home signal displaying a normal

speed aspect and that even for expresses travelling at up to 80 km/h. There was a curve board of course but many a train went round the diverge at practically line speed without any discomfort to the passengers in fact it was considered – by the passengers at least – that the faster the train the smoother the ride.

The down end pedestrian crossing was provided with automatic gates on 7 July 1999.

Nothing further has happened at Ashburton on the signalling front except for the conversion of all the signals to LED type searchlights, on a like for like basis, on the weekend of 15/16 November 2003 (although the first, Dwarf 2, had been converted on 25 September). In conjunction with this resignalling the two position Home signals 4, 6, and 10 were converted to three position signals by the addition of a fixed 'B' light. None of these signals can display a Low Speed Caution.



## THE MANSFIELD AND ALEXANDRA LINES IN 1950

### Description of the line

The Mansfield and Alexandra lines served the headwaters of the Goulburn River to the east of Seymour.

The Mansfield line branched from the north eastern line at Tallarook, just short of Seymour. It then followed the Goulburn River and then the Yea River to the town of Yea. The section to Yea was opened on 16 November 1883.

After serving Yea the line crossed a ridge to return to the Goulburn valley and crossed the Goulburn River at Molesworth. On the north bank of the river the short branch to Alexandra left the main branch at Cathkin. The section to Molesworth was opened on 12 November 1889 and the short section across the river to Cathkin was opened on 17 June 1890.

The Mansfield line then ran north east at the foot of the Strathbogie ranges through Yarck and Kanumbra to Merton. Here the line turned eastwards and ran through Woodfield, Bonnie Doon, Maindample, to Mansfield. The line was opened to Merton on 10 November 1890, to Maindample on 7 May 1891, and to Mansfield on 6 October 1891.

When opened on 10 September 1890, the Alexandra branch only ran to Koriella, then known as Alexandra Road (in deference to the fact that it was only half way to Alexandra). As this was only around 8 kilometres from the junction at Cathkin, it must have been a singularly frustrating line to all concerned: expensive to operate from the railway point of view and little value to the customers, particularly as the heavy country was between Koriella and Alexandra. The line was eventually extended, using heavy grades, to Alexandra on 28 October 1909. By 1950 the passenger service between Cathkin and Alexandra had been withdrawn (the last Mixed train ran on 29 October 1945).

Both branches are no more. The last passenger service on the Mansfield line ran on Friday 27 May 1977. The last regular goods train ran to Alexandra on 1 February 1978 and to Mansfield on 3 February 1978. The goods services were replaced by road services from the new Freight Cen-

tre at Seymour which was opened on 6 February 1978. The lines were closed on 8 November 1978.

The lines were always expensive to operate as the undulating country restricted loads; in 1950, for example, the through load from Mansfield to Yea for a K or N class was a mere 300 tons; equivalent to 27 sheep trucks (and van) or 29 cattle trucks and van. The grades were made worse by poor location caused by attempting to serve the maximum area with the minimum of track. In particular, as Yea was located around eight kilometers up the Yea River, the line was forced to cross a ridge to return to the Goulburn valley. Yea and Molesworth had almost exactly the same height above sea level, but in between those two points every train operating on the line was forced to climb 360 feet, a bank of around three miles of 1 in 40 grades.

### Operation of the line - passenger services

The passenger service on the Mansfield line in the WTT of the 10 July 1950 consisted of a daily 153 HP Walker DRC each way between Melbourne and Mansfield. The DRC was stabled overnight at Mansfield and departed each morning at 0735. The DRC took nearly three hours to get to Tallarook, and then another hour and a half to run to express to Melbourne, arriving just after midday. The return journey left Melbourne at 1640 (Monday to Friday) or 1720 (Saturday) and took just over five hours to return to Mansfield. The DRC hauled a trailer between Yea and Melbourne where it was detached each night and reattached the following morning. The attaching and detaching of the trailer was the subject of special instructions. On the Down journey the railmotor departed, with passengers, through the siding and detached the trailer on the way. On the Up journey the railmotor arrived into the platform and, after passengers who wished to patronise the refreshment stall had alighted, the railmotor reversed into the siding to attach the trailer.

In 1949/50 the only significant passenger traffic was

generated by Yea and Mansfield; both generated 4300 outwards journeys. The whole line generated only 12,600 outwards passengers in the year; around 41 passengers each day.

There were no passenger services on the Alexandra line, but this did not prevent 3 passengers being booked from Alexandra in the year.

### **Operation of the line - goods services**

The goods traffic was largely generated by Yea, Mansfield, and Alexandra. In 1949/50 Yea generated 3000 tons outwards, and 4560 tons inwards, Mansfield 7273 tons out and 7343 tons in, and Alexandra 7676 tons out and 5270 tons in. The Phosphate Co-operative Company's Siding, just short of Mansfield, generated a respectable 4691 tons of outwards traffic. All told, the Mansfield line generated 17661 tons of outwards traffic in the full year; an average of around 340 tons per week. Inwards tonnage was nearly identical at 17089 tons, or an average of 329 tons per week. This does not include, however, livestock traffic. All stations, except Granite, generated or received some livestock traffic, but the main originating stations were Homewood, Yea, Bonnie Doon, Maindample, Mansfield and Alexandra. Mansfield was by far the most important, generating 723 trucks of sheep and 575 trucks of cattle in the year. Sheep were more important than cattle; in the year the line generated 2090 trucks of sheep (an average of 40 per week) versus 1266 trucks of cattle (an average of 24 per week).

To haul this goods traffic there were three regular goods services per week to Mansfield and two to Alexandra. These were worked from Yea.

On Mondays and Tuesdays, a Goods ran from Yea to Mansfield early in the morning and returned to Tallarook in the afternoon. After exchanging traffic with the main line trains the Goods returned to Yea early the following morning.

The third weekly train was slightly more interesting. It commenced with a Goods from Yea to Tallarook on Wednesday evening. The locomotive stabled at Tallarook overnight and ran a Goods to Mansfield the following day. If traffic was busy, a conditional path allowed for the engine to return to Yea with a Goods on Thursday evening and then retrace its steps to Mansfield early on Friday morning. But, probably, the locomotive normally stabled at Mansfield overnight. Friday was occupied with the trip back to Tallarook where the locomotive again stabled overnight, returning to Yea on Saturday morning.

On the Up side of Yea there two conditional paths. One left Yea daily, if required, in the late morning for Tallarook and returned in the early afternoon. Of more interest was the solitary trip scheduled for a foreign locomotive. On Mondays an engine and van could run from Seymour to Tallarook in the very early morning to haul a goods to Yea. The return working working from Yea to Tallarook was a

couple of hours later, and the engine returned light from Tallarook to Seymour. This working was probably mainly to exchange locos between the main depot at Seymour and Yea.

The Alexandra service ran Mondays and Wednesdays. It departed from Yea in the early morning and returned in the early afternoon in time to connect with the goods to Tallarook. While at Alexandra, the timetable allowed for a switch trip to Koriella.

Loads on both lines were given for K, N, D3, and D1 locomotives. It is clear that Yea would have required at least two locomotives, and possibly three. The through load on the Mansfield line, in both directions, was 300 tons for the K class (although some sectional loads were higher). The N class had slightly lower tonnages on some sections, although permission was granted to increase this to 300 tons for through livestock trains. Single headed trains were restricted to a maximum of 30 vehicles (screw coupled) or 40 vehicles (if the additional 10 were fitted with automatic couplers and marshalled next to the engine). This would give maximum train lengths of around 1060 feet. Double heading was permitted on the Mansfield line, but between Yea and Mansfield the load was restricted to that of the train engine. Even between Tallarook and Yea the double headed load was restricted to 400 tons.

### **Safeworking**

The Mansfield line was worked by large Electric Staff with the sections Tallarook - Yea - Cathkin - Bonnie Doon - Mansfield. Kerrisdale, Cheviot, Molesworth, and Merton could be opened as Intermediate Block Posts as required and composite staffs were provided in each section.

Staff Exchange Boxes were provided at Yea, Cathkin and Bonnie Doon to allow trains to work through while the station was unattended.

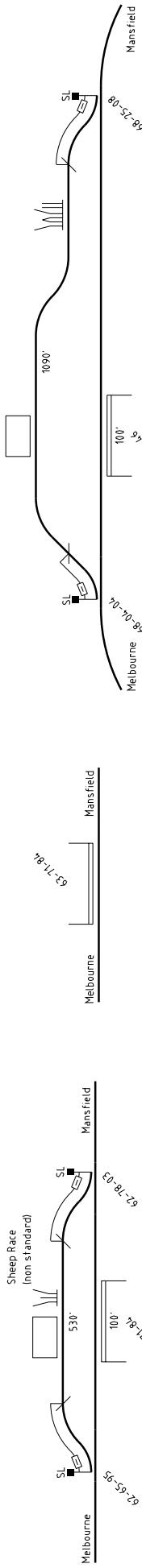
The Alexandra line was worked by Train Staff and Ticket with the section Cathkin - Alexandra.

### **Acknowledgements**

The basic information for these diagrams came from a set of drawings drawn by Block and Signal Inspector D'Ambrosio in 1950 and contained in the Safeworking Books in the AFULE collection held by the University of Melbourne. The information in these diagrams have been augmented from and checked against the following collections of diagrams:

- \* Signalling Arrangement diagrams
- \* Weston Langford's diagrams produced in the late '50s and published by the ARHS
- \* The Way and Works Standard Track Charts drawn in the late '20s.

In merging the information from these sources, inevitably the sources conflict. As a consequence the diagrams may not be completely accurate.

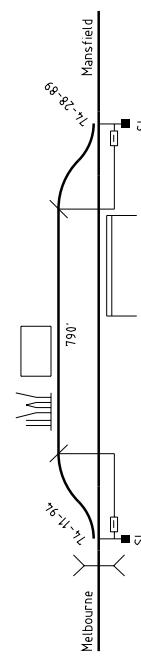


Based on diagram by D Ambrosio dated 27.10.1950

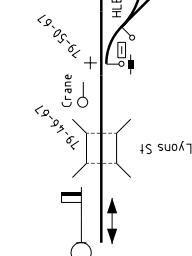
Based on diagram by D Ambrosio dated 27.10.1950

(Based on diagram by D Ambrosio dated 27.10.1950 & Signalling Arrangement F483 dated 9.1.63)

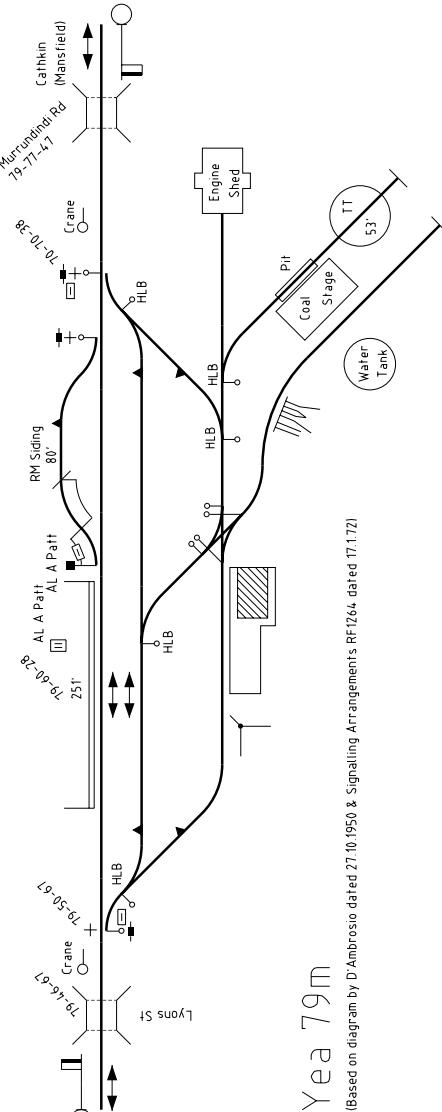
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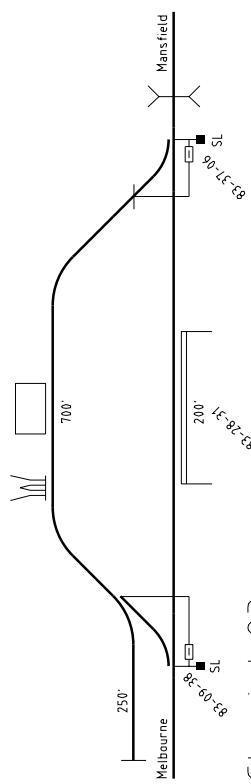
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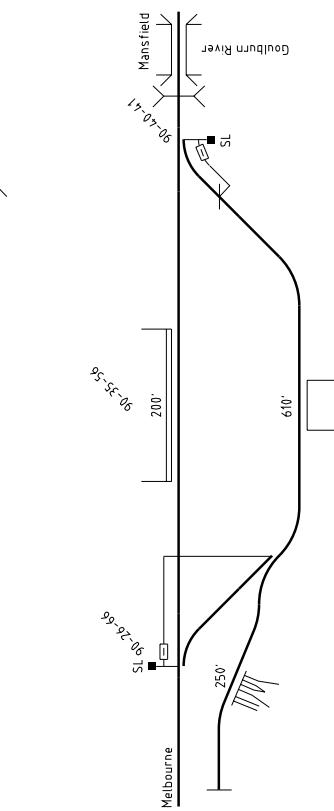
Based on diagram by D Ambrosio dated 27.10.1950 & Signalling Arrangements RF1264 dated 17.1.72)



Based on diagram by D Ambrosio dated 27.10.1950 & Signalling Arrangement F4983 dated 9.1.63)



Based on diagram by D Ambrosio dated 27.10.1950 & Signalling Arrangements F4928 dated 14.12.62)



Based on diagram by D Ambrosio dated 27.10.1950 & Signalling Arrangement F537)

