

SOMERSAULT

MAY 2006
Vol 29, No 3

SIGNALLING RECORD SOCIETY OF VICTORIA INC



The end of the double line at Moe on 5 September 1987 looking in the Down direction towards Moe station (which can be seen in the far distance). Lop bracket Post 2 controlled movements from the Down main line to No 1 Road (the light Home) or the Receiving Sidings (the motorised disc). A lop bracket post was provided to give the best view of the Home signal through the overhead structures; the overhead portal behind the mast shows that the signal is just inside the overhead masts. The provision of a motorised disc on Post 2, instead of a light signal, was standard practice around 1960 to prevent any possible confusion with a three position light signal. The lop bracket post itself was a welded batten mast with the doll being a tubular steel pipe. Between the tracks was Post 1, a two position Dwarf, which controlled set back moves from the Up line to No 1 Road or the Receiving Sidings. It had a purple light for Stop. All three signals were controlled by lever 2 at Moe. Which signal cleared depended on the position of Points B and 4. To the left of the photo is signal pole line. The three arms two thirds of the way up the mast carry communication and signal wires. A large cable carrying these wires to the signals at this location can be seen leading from the pole. At the top of the mast is a single cross arm carrying the high voltage signal supply. Behind Post 2 can be seen a small hut which contained the local relays.

Photo David Langley

SOCIETY CONTACT INFORMATION

Published by the Signalling Record Society Victoria Inc (A0024029F)

EDITOR: Andrew Waugh, 7/92 Wellington St, Collingwood, VIC, 3066

Phone (03) 9495 6588 (AH), (03) 9348 5724 (BH), email andrew.waugh@gmail.com

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

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

SECRETARY and MEMBERSHIP OFFICER: Glenn Cumming,

19 Peace St, Glen Iris, VIC, 3146. Phone (03) 9885 8546 (AH), (03) 8600 8421 (BH)

NSW CONTACT: Bob Taaffe,

12 Western Crescent, Westleigh, NSW, 2120, Phone: (02) 9481 9994.

QUEENSLAND CONTACT: Phil Barker

PO Box 326, Samford, QLD, 4520, Phone: (07) 3289 7177, email: signal-1@bigpond.com

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

MINUTES OF 2005 ANNUAL GENERAL MEETING HELD FRIDAY MARCH 11, 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, W.Johnston, K.Lambert, D.Langley, B.McCurry, B.Sherry, F.Strik, A.Wheatland, R.Whitehead & R.Williams.

Apologies: - J.Churchward, S.Malpass, J.McLean, T.Murray, G.O'Flynn, L.Savage, P.Silva, & A.Waugh.

Visitors: - G.Dunn & V.Findlay.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:22 hours.

Minutes of the 2004 Annual General Meeting: - Accepted as read. F. Strik / A. Wheatland. Carried.

Business Arising: - Nil.

President's Report: - The President, David Langley, presented the President's Report to the meeting.

Another year has passed, it only seems like yesterday that I wasn't in attendance at the last AGM. It is pleasing to report that again the society held six meetings for the year and that the average attendance was well above the accepted average for society activity. Most meetings contained a syllabus item which in three cases consisted of slides screened for members to relive the past. Thank heavens for those people who saw fit to record the everyday for future generations to enjoy. Remember today's everyday is tomorrow's history. The May meeting continued the theme of not actually having a meeting but consisting of a visit to a place signalling interest and last year Camberwell box was the location visited where member Brian Coleman welcomed members into the box. 18 members took part and this was a pleasing result for the Committee that members would make the effort to attend. It is quite possible that this form of meeting will occur again in the future.

This year the Annual Signalbox tour was to the Eastern District where members travelled to Traralgon by train and from there visits were made to Traralgon, Morwell, Trafalgar, Warragul, Nar Nar Goon and Pakenham. Except for Pakenham, our requirements were kindly facilitated by Freight Australia once again and our thanks went to Adrian Ponton, Manager System Safety, and David Kerry, Block and Signal Inspector (or whatever that title is these days). At Pakenham we were in Connex territory and our guide was none other than member Keith Lambert in his role as well it really doesn't matter, we still had a good time, thanks Keith. It was also pleasing to note that this tour was attended by members from interstate as well.

Somersault continues to suffer from lack of articles and photos, surely someone can contribute. There is a real danger that Somersault could fold for lack interest. There comes a time when budding writers need to stand up and be counted and that time is now. The Editor is finding increasing pressures on his time which means less and less time to devote to Somersault. So how about it, surprise me and contribute -that's my challenge to the members this year.

Progress in the archives area is also suffering a similar fate, so little time for so few members who appear to be interested in getting something up and running. We have quite a lot of material - basically unsorted - and it would be lovely to have something that could be used by the members. I would dearly love to see the day that the archives of the SRS becomes a place where many people will feel confident that they can leave their precious material for future researchers to access.

It now behoves me to thank the various members of the society who have worked tirelessly towards the success of the society. Glenn, our secretary, has again worked miracles considering his work commitments in keeping the societies affairs in order, also his tour organizing abilities were honed just that little bit better and his success at arranging of syllabus items continued. Peter, our Treasurer, has again kept the societies financial affairs in order to the satisfaction of the Auditor and has continued to keep our money working hard for the society rather than for anybody else. Once again this year, Bill, as

Vice-President, has taken the chair for two occasions when I was unable to attend for various reasons although none could be blamed on the arrival of grand children. To Jack and Wilfrid thank you for being on the Committee and for adding your "two bobs worth" during any discussion that the Committee conducted via the SRSV yahoo list.

Finally, I wish to thank the members for their support of the society during 2004. For attending the meetings and tours, and for providing all the snippets of information on meeting nights. Also I would like to thank those members who have provided detailed answers to the various questions that get asked at meetings from time to time, we appreciate that greatly. Remember that no matter how competent the Committee appear to be, all that is for nothing without you, the members, I thank you all.

David Langley President. D. Langley / W. Brook. Carried.

Treasurer's Report: - In the absence of the Treasurer, Peter Silva, the presentation of the Treasurer's Report was held over.

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

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

One signal box tour was conducted during the year 2004. The tour for the year was the annual Showday Tour / Cupday Tour etc, this year held on Monday 20 September 2004. 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 Traralgon, Maryvale Exchange Sidings, Morwell, Trafalgar, Warragul, Nar Nar Goon and Pakenham.

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, Colin Rutledge from Works Infrastructure provided access at various locations and Keith Lambert supervised our inspection at Pakenham. 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 / R. Williams. Carried.

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

Type	2004	2003	Movement
V	63	61	+2
K	34	32	+2
N	1	2	-1
KL	3	3	-
VH	5	5	-
Total	106	103	+3

Analysis of Movement

Additions: - W. Bastin (V), J.Gordon (V), E.Sibly (V), E.Smith (V)

Deletions: - N. Foreman (V)

Transfers: - I. Cameron (N - K), J. Briggs (K - V), C. French (V - K), F. Strik (V - K)

Glenn Cumming, Membership Officer. G. Cumming / W. Johnston. 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 / A. Wheatland. Carried

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

Work continues on the archives, however progress is slow. A donation of a collection of diagrams from

John Hearsch was gratefully received. Some electrical work has been carried out and more furniture will need to be acquired in the future to assist work in the rooms. Offers of assistance with the archives collection is always welcome.

R.Whitehead Archivist. R. Whitehead / B. Cleak. Carried.

Market Street Report: - Bill Johnston presented the Market Street Report on behalf of Peter Silva.

The main truss has not yet been moved but all signal dolls have been stripped. All signalling gear from the bridge has now been secured. Currently waiting on covered space at Newport Workshops before commencing restoration. Three signal reversers have been restored by Mike Saunders.

W. Johnston Market Street Sub - Committee.

Bob Whitehead asked Bill Johnston about the condition of the main truss and an answer was given concerning the current assessment of the main truss.

W. Johnston / A. Wheatland. Carried.

Elections: - The meeting invited Bill Johnston to chair the meeting for the election of the new Committee. No written nominations were received.

The following verbal nominations were received at the meeting: -

President: - D. Langley, nominated by B. Sherry and seconded by R. Williams.

Vice President: - W. Johnston, nominated by A. Wheatland and seconded by R. Whitehead.

Secretary: - G. Cumming, nominated by R. Whitehead and seconded by F. Strik.

Treasurer: - P. Silva, nominated by A. Wheatland and seconded by R. Whitehead.

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

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

The remaining vacancy for Committeeman was held over.

Auditor: - The election of the Auditor for the coming year was held over.

General Business: - Syllabus Items Organiser. As previously announced, Glenn Cumming retired as Syllabus Items Organiser.

David Langley spoke to the meeting about the position of Syllabus Items Organiser and asked anyone who was interested in taking on the position to contact anyone on the Committee.

Meeting adjourned @ 21:16 hrs.

The 2005 Annual General Meeting was followed by the March 2005 Ordinary Meeting.

MINUTES OF THE RESUMED 2005 AGM HELD FRIDAY MAY 20, 2005, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - J.Black, W.Brook, B.Cleak, G.Cumming, G.Dunn, C.Gordon, J.Gordon, A.Gostling, C.Guy, W.Johnston, K.Lambert, D.Langley, S.Malplass, A.McLean, T.Murray, T.Penn, P.Silva, R.Smith, F.Strik, A.Waugh, A.Wheatland, R.Whitehead & R.Williams.

Apologies: - N.Bamford, J.Churchward, J.McLean, G.O'Flynn & L.Savage.

Visitor: - V.Findlay.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:22 hours.

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 \$1,223.25. At first glance, this may seem to be unacceptably high for a small non - profit organisation however there are two significant contributing factors. Firstly, the members of the SRS - NSW decided to wind up that group and we were the beneficiaries of the proceeds. If the SRSV surplus is discounted by the one - off "donation" of \$411.15 from the SRS - NSW, our surplus falls back to the level that has been typical of recent years.

The second factor is the JB Were Cash Trust account we are now using for our banking. This provides a fee - free banking environment with extra interest in comparison to the Commonwealth Bank. From a financial management perspective, interest should be reinvested and not used to cover operational expenses. Thus the interest we earn becomes the base of our surplus and this year accounts for over one third of the total. With a sound surplus, we have been able to hold membership rates unchanged again this year.

The Society continues to use a JB Were Cash Trust account. This account has a restriction in 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 continued a practice endorsed by the members at the Annual General Meeting last year.

Cash received by the Society is generally received by the Secretary in either his membership or tours roles. The Secretary holds any cash received as a "float" and then uses that cash for any Society payments. As the value of the 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.

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 / R. Whitehead. Carried.

Bob Whitehead voiced his approval of the format of the year to year comparison in the financial statements.

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

The Auditor's Report was accepted. P. Silva / S. Malpass. Carried.

Elections: - The President asked for nominations for the vacant Committeeman position.

The following verbal nomination was received at the meeting: -

Committeeman: - J. McLean nominated by P. Silva and seconded by R. Williams.

There being no further nominations, the nominee was declared duly elected to the position.

Meeting closed @ 20:34 hrs.

The 2005 Annual General Meeting was followed by the May 2005 Ordinary Meeting.

MINUTES OF MEETING HELD FRIDAY FEBRUARY 17, 2006, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - P. Barker, W. Brook, B. Cleak, B. Coleman, G. Cumming, C. Gordon, Jim Gordon, Judy Gordon, C. Guy, W. Johnston, A. Kociuba, K. Lambert, D. Langley, S. Malpass, B. McCurry, A. McLean, J.D. McLean, N. Reed, B. Sherry, P. Silva, R. Smith, A. Wheatland, R. Whitehead & R. Williams.

Apologies: - T. Murray, G. O'Flynn, F. Strik & A. Waugh.

Visitors: - D. Head & J. McCallum (both DVR members)

The President, Mr. David Langley, took the chair & opened the meeting @ 19:20 hours, and welcomed everybody to the Diamond Valley Railway.

General Business: - The February 2006 meeting consisted entirely of a visit to the Diamond Valley Railway at Eltham Lower Park in Eltham.

Members enjoyed a tour of inspection of the signalling facilities at the Diamond Valley Railway including the Meadmore Junction "A" Signal Box, the Diamond Valley "B" Signal Box and the member's club rooms.

No other business was transacted during the meeting.

At the conclusion of the visit, the President thanked the Diamond Valley Railway for their hospitality, especially DVR & SRSV members Bruce McCurry, Brain Coleman, Wilfrid Brook and Tony Kociuba for their assistance during the evening.

Meeting closed at approximately 22:30 hours.

The next meeting will be on Friday 17 March, 2006 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

MINUTES OF MEETING HELD FRIDAY MARCH 17, 2006, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - J.Black, W.Brook, B.Cleak, G.Cleak, C.Gordon, J.Gordon, C.Guy, G.Dunn, W.Johnston, K.Lambert, D.Langley, T.Murray, L.Savage, B.Sherry, P.Silva & R.Whitehead.

Apologies: - J.Churchward, G.Cumming, S.Malpass, J.D.McLean, G.O'Flynn & A.Waugh.

Visitor: - V.Findlay.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:10 hours, following the 2006 Annual General Meeting.

Minutes of the February 2006 Meeting: - Not available due to the absence of the Secretary.

Business Arising: - Nil.

Correspondence: - Not available due to the absence of the Secretary.

Reports: - Nil.

General Business: - Work at Craieburn is expected to begin early in 2006 with occupations every weekend for the whole year. A temporary Down platform is almost complete and this will demolition of the current platform. The commissioning date will be dependent on the completion of the new overpass at Somerton but is expected to be sometime in 2007. It is believed that the signal box building from Somerton will go to Mornington.

The replacement of the Middleborough Road level crossing at Laburnum will begin in April 2006 with a five week shutdown over Christmas - New Year 2006/7. To facilitate trains terminating at Blackburn during the shutdown, a facing crossover into Platform No.2 for Up trains will be installed. A temporary new Station at Box Hill East will replace Laburnum while it is rebuilt.

The replacement of more searchlight signals with LED units on the Glen Waverley Line is expected to commence shortly.

Relaying of rails between Toolamba - Echuca will commence soon. Rails from the RFR project are on

site.

Keith Lambert tabled photographs of the signal box at Gheringhap that was never commissioned and views of the yard at Korumburra.

An official instruction has advised that purple lenses in Dwarf Signals are to be referred to as blue.

Laurie Savage brought in a Wig Wag Signal (possibly ex Colac) for restoration at Puffing Billy.

The Mornington Railway will celebrate locomotive K173s' 50th birthday with a push back across the Moorooduc Road level crossing on 19/03/2006.

The Goods Siding at North Shore through the level crossing was renewed with dual gauge track on timber sleepers.

Temporary boom barriers will be installed between North Geelong "C" Box and Gheringhap for the Geelong Bypass road construction works.

At Lakeside, the Puffing Billy Railway has provided a new inner two arm home signal. The new signal was commissioned on 10/03/2006.

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

David presented a selection of slides from his collection featuring material from a recent trip overseas including visits to Thailand, Russia and Europe; with a bias towards railway signalling (of course).

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

Meeting closed at 22:08 hours.

The next meeting will be on Friday 19 May, 2006 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

SIGNALLING ALTERATIONS

The following alterations were published in WN 8/06 to WN 15/06 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.

- 26.02.2006 **Macleod** (SW 51/06, WN 8/06)
On Sunday, 26.2., Up Homes 109 and 111 were converted to three aspect tri-colour Alston LED heads.
- (28.02.2006) **Sale** (SW 75/06, WN 8/06)
The points leading to the Passenger Train Servicing Siding were spiked normal due to the loss of the Annett Key.
- 05.03.2006 **Heatherdale - Ringwood** (SW 57/06, WN 9/06)
On Sunday, 5.3., Up Automatic L760 was replaced by a new post located 100 metres towards Melbourne and numbered L756.
- 06.03.2006 **Werribee** (SW 82/06, WN 9/06)
On Monday, 6.3., a co-acting signal was provided for Down Home 22. The co-acting signal is mounted on a separate mast located on the platform. Amend Diagram 66/05 (Paisley - Werribee).
- 08.03.2006 **North Melbourne** (SW 83/06, WN 10/06)
On Wednesday, 8.3., the route indicator on Down Home NME567 was converted to a LED type.
- (09.03.2006) **Pacific National Active Control Level Crossing Management Procedures**
These procedures have been issued to cover faulty level crossing equipment, or level crossing equipment on lines that are infrequently used.
An active control level crossing is faulty if it does not operate when the test switch is operated, or if it does not operate in accordance with Section 9 of the Book of Rules. If an active control level crossing is faulty, the Train Controller must instruct any rail traffic in the section to approach the level crossing with caution, prevent any further rail traffic from entering the section, arrange for a Signal Maintenance Technician to attend, and record the details on the Train Graph. Rail traffic must be permitted to approach a faulty level crossing until road traffic management has been put in place and the rail approaches have been protected. Alternatively, the level crossing may be closed provided the local council approves.
If more than 48 hours has passed since the last rail movement, a Train Controller must consider a level crossing as potentially faulty. Rail traffic must not be permitted to enter the section until all active control level crossings have been certified as operational. Testing of active control level crossings on infrequently used lines may only be suspended on the authority of the Manager Infrastructure and the Safety Risk Manager.
- 09.03.2006 **Barnes - Caldwell** (SW 81/06, WN 10/06)
Commencing 9.3., the line between Barnes and Caldwell was reopened. The line is baulked at 297.600 km (580 metres on the Down side of Caldwell).
- 10.03.2006 **Sale** (SW 84/06, WN 10/06)
On Friday, 10.3., a replacement Annett key was provided and will be secured to the pilot lever on the platform. The quadrants at Points C and E will be secured with a V5PSW padlocks. It will not be possible to signal a move direct into No 2 Road and a Caution Order must be issued to pass the Home signal at Stop.

(14.03.2006) **Standard Signal Box Operating Hours**

(SW82/06, WN 10/06)

The following table lists the standard operating hours and staffing arrangements of the PN signalboxes:

West Tower	Continuously
Warragul	As arranged for yard access and for VLine train requirements
Morwell	Attended for all trains
Traralgon	Attended for all trains except that through trains can work through on SEB
Sale	Attended for all trains except that through trains can work through on SEB
Bairnsdale	Attended for all trains, but driver in charge conditions for one train at a time
North Geelong A	Attended as required
North Geelong C	Attended as required
Geelong Control Centre	0700 hours Sunday - 2355 Saturdays
South Geelong	1600 hours Sunday - 2355 Saturdays
Winchelsea	As required for crossing of trains
Colac	As required for crossing of trains
Camperdown	As required for crossing of trains
Warrnambool	Attended for all trains, but driver in charge conditions for one train at a time
Meredith	As required for crossing of trains
Ballarat	0700 hours Sunday - 2355 Saturdays
Ararat	Worked by Train Control
Murtoa	As required for access to yard or branch
Dimboola	As required for access to yard, branch, or crossing
Warracknabeal	As required for crossing of trains
Maryborough	Attended for all trains except that one through train can pass when unattended
Dunolly	As required for access to yard or branch
Ouyen	As required for access to yard or branch
Inglewood Jn	As required for access to Bendigo line
Eaglehawk Jn	As required for access to Inglewood line
Bendigo	0700 hours Sunday - 2255 Saturdays
Dingee	As required for crossing trains
Kerang	As required for crossing trains and section break for track work
Swan Hill	Passenger trains only
Echuca	As required for access to yard or branches
Wallan	Monday - Friday 0550 hours to clearance of Train 8307 (~1005 hours)
Kilmore East	Monday - Thursday 0535 hours to clearance of Train 9430 (~2335 hours)
.....	Friday 0535 hours to clearance of Train 8371 (~2050 hours)
.....	Saturday 0700 hours to clearance of Train 8314 (~1130 hours) &
.....	1800 hours to clearance of Train 9329 (~1959 hours)
.....	Sunday 1650 hours to clearance of Train 9430 (~2300 hours)
Broadford	Monday - Friday 0535 hours to clearance of Train 8307 (~1100 hours)
Seymour ... 0001 hours	Monday to clearance of Train 9358 Saturday mornings (~0300 hours)
.....	Saturday 0630 hours to clearance of Train 8329 (~2000 hours)
.....	Sunday 0730 hours to 2300 hours
Murchison East	As required for crossing of trains
Toolamba Jn	As required for access to Echuca line
Shepparton	Monday - Friday 0300 hours to 2130 hours
.....	Saturdays 0800 hours to 1545 hours
.....	Sundays 1700 hours to 1800 hours
Benalla	Driver in charge conditions when one train working
Wodonga	Monday - Friday 0300 hours to 2355 hours
.....	Saturday, Sunday all passenger trains
Wodong Coal Sidings	As required, usually Monday - Friday 0900 to 1600 hours

The following locations are staffed by VLine: Warragul, South Geelong

The following locations are staffed by PN: Geelong Control Centre, Ballarat Signal Control, Murtoa (1 shift M-F, extra as required), Dimboola (early and afternoon shifts M-F, extra as required), Maryborough (afternoon & night shifts M-F, extra as required), Bendigo, Echuca (day shift M-F), Wallan (one shift), Kilmore East (2 shifts M-Sa, 1 shift Su), Broadford (1 shift), Seymour (3 shifts M-Sa, 2 shifts Su), Shepparton (2 employees for freight & passenger traffic, extra as required)

The following locations are staffed by PN when required: Bairnsdale, North Geelong A, North Geelong C, Warrnambool, Meredith, Warracknabeal, Dunolly (from Maryborough), Ouyen (R&B employee), Inglewood Jn, Eaglehawk Jn, Dingee, Kerang, Murchison East, Toolamba Jn, Benalla, Wodonga, Wodonga Coal Sidings

The following locations are staffed by VLine for passenger trains, and PN for freight trains: Morwell, Traralgon, Sale, Winchelsea, Colac, Camperdown, Swan Hill (PN one shift),

14.03.2006

Lakeside

(A 2/06)

On Tuesday, 14.3., a new Down Inner Home was provided. The new post (Post 2) is fitted with two Home arms, one above the other. The upper arm applies to No 2 Road as far as the Stop Board at the

Down end of the Road. The lower arm applies to No 1 Road as far as the Crossing Protection Signal for the passenger gates. Post 2 is located on the Down side of the line 27 metres outside the Up end main line points. These signals are operated from two new signal quadrants, fitted with plugs and padlocks, located 3 metres beyond the Up end of the platform and on the Up side of No 1 Road. The signals will detect the Up end points for the movement with the associated plunger in. The Home signals will be electrically lit and backlights are provided.

The former Down Home was renamed the Down Outer Home. It no longer detects the Up end points, and the quadrant formerly situated adjacent to the points has been removed.

When trains are to cross at Lakeside, the Down Outer Home may be cleared whilst an Up movement is signalled into the platform. The Down Inner Homes may not be cleared until the Up movement has been brought to a stand and the Up Home restored to Stop. Down trains entering No 1 Road must come to a stand outside the Up end of the platform unless the Level Crossing Protection signal is operating.

- 18.03.2006 **Nobelius** (A3/06 & A4/06)
On Saturday, 18.3., Nobelius was closed as a Temporary Staff Station due to the altered workings with the 'Day out with Thomas' events. The Staff Exchange Apparatus at Emerald, and the Emerald - Nobelius and Nobelius - Lakeside staffs have been withdrawn. The point clip has been removed from the siding points at Nobelius and the siding booked back into service.
- (21.03.2006) **Footscray - Spotswood** (SW 85/06, WN 11/06)
Diagram 37/06 (Footscray to Spotswood) replaced 39/04 due to the provision of co-acting signal M244P.
- (21.03.2006) **Blackburn - Ringwood** (SW 86/06, WN 11/06)
Diagram 41/06 (Blackburn to Ringwood) replaced 07/05 due to the alterations at Heatherdale, the provision of the Eastling Freeway bridge, and the closure of the Madden St underline bridge.
- 01.04.2006 **North Melbourne** (SW 93/06, WN 14/06)
On Friday, 1.4., the illuminated letter A on Down Home NME567 (Down East line) was converted to LED.
- 02.04.2006 **Jordanville - Mount Waverley** (SW 87/06, WN 13/06)
On Sunday, 2.4., the Up Automatics DG526, DG546, and DG564 were converted to LED heads.
- 03.04.2006 **Little River - Lara** (SW 92/06, WN 13/06)
On Monday, 3.4., Boom Barriers were provided at Cherry Swamp Rd (49.606 km) and Peak School Rd (51.722 km) on the Down side of Lara.
- (04.04.2006) **Swan Hill** (SW 91/06 & 93/06, WN 13/06)
Operating Instruction 124 has been issued dealing with the operation of Swan Hill. Operating Instruction 124 (Driver in Charge at Deniliquin) is cancelled.
Swan Hill is an Intermediate Train Order Terminal Station. A PN Signaller will be on duty Monday - Friday 0600 to 1400 and will be responsible for signalling and shunting. A PN Signaller must also be on duty when a non passenger service is required to shunt at Swan Hill outside these hours. If the PN Signaller is absent from Swan Hill, the V/Line Passenger Signaller will assume the duties of signaller for through or crossing trains, and the shunting duties for passenger services. The V/Line Signaller will be on duty each day 0630 (0620 Sunday) - 1700. When changing over responsibility Rule 1h, Section 6, Book of Rules is to be followed and the Train Controller notified.
The Driver will be in charge for the arrival of Train 8041 each day.
The Instructions in SW1092/02, SW1132/03, and Operating Procedure 118A, Section 34, Book of Rules are cancelled.
- 07.04.2006 **Craigieburn** (SW 99/06, WN 14/06)
On Friday, 7.4., a temporary Down platform was provided 50 metres on the Down side of the pedestrian crossing. The existing Down platform was taken out of use to allow construction of the new platform for the electrification.
- 08.04.2006 **Ashburton** (SW 89/06, WN 14/06)
On Saturday, 8.4., track circuit 4T was provided as part of the turnout fouling project.
- 09.04.2006 **Blackburn** (SW 89/06, WN 14/06)
On Sunday, 9.4., track circuits 206T and 301T were provided as part of the turnout fouling project.
- 09.04.2006 **Jordanville - Mount Waverley** (SW 97/06, WN 13/06)
On Sunday, 9.4., the Down Automatics DG531, DG545, and DG565 were converted to LED heads.

MOE

Continued from Somersault Vol 19 No 2

Coal traffic in the '30s

The SEC doubled the capacity of the briquetting works at Yallourn around 1930/1 and increased the nominal capacity from 600 tons to 1200 tons per day. This, of course, doubled the number of trains required to haul the briquettes.

In response, two new Receiving sidings were provided in Moe yard on 30 February 1931. (The Down Distant had been moved out 511 yards on 21 October 1930.) These were intended to be used to stand empty and full briquette trains and were provided at the Up end of the yard between the platform and the level crossing. It appears that the Up end points to Nos 2 and 3 Roads were also relocated further out at this time and No 2 Road was extended to a dead end known as 'Siding A'.

Double wire equipment was provided to work the points and associated lockbars at the Up end of the Receiving Siding and the crossover leading to Nos 2 and 3 Roads. The Down outer home signal (Post 2) was also worked by double wire, but the Down distant signal was fixed at Caution, and the five new signals at the Up end were worked normally. The points at the Down end of the Receiving Sidings were secured by an A pattern Annett lock

To work the new layout, the B pattern frame was extended by a 10 lever bay at the left hand end. The first four levers were double wire levers working the Down outer home 1, the points to the receiving siding and the crossing loop, and the associated lockbars. These 4 levers occupied the space of 7 conventional levers (each double wire lever unit was 10 inches wide, and it is assumed that the first lever was half off the frame). Then there was three normal levers (numbered 5 to 7), and then the original 10 levers (which were renumbered 8 to 17). It is interesting to note that the locking on the frame remained B pattern (direct tappet), and this included the locking for the double wire levers.

An intermediate electric staff instrument and telephone

(Below) Looking in the Up direction over the Lloyd Street level crossing on 10 August 1986. The sidings in the foreground are the two Receiving Sidings, with the bracket Post 3 protecting the level crossing from Up moves.

Photo David Langley

was provided in a cabin at the up end of the Receiving Sidings. The instructions issued for the new sidings stated that Down trains arriving into the Receiving Sidings were to arrive on the left hand road (No 1 Siding). The Driver was to pull well down to allow the Signaller to receive the Staff, and to allow the train arrival signal to be sent, the Guard was to telephone that the train had arrived complete using the telephone in the intermediate electric staff hut. Up trains arriving into the Receiving Sidings also arrived on the left hand road (No 2 Siding). When the train departed towards Trafalgar the intermediate electric staff instrument was used to obtain a staff. When it was necessary for a Down train to arrive into the Receiving Sidings or Nos 2 or 3 Roads it had to be brought to a stand at Homes 1 or 6 (respectively) before the signal was cleared. If a Down train was to arrive into Nos 2 or 3 Roads while an engine was working in Siding A, the Signaller had to ensure that a conflicting move was not taking place. If a Down train was to arrive into No 3 Road, the Signaller could not clear Home 6 until the Shunter was in attendance at the hand points and the hand locking bar had been removed. A telephone was provided for this purpose near Post 6.

Sometime after February 1931, S1781/31 altered the Yallourn timetable. The two goods trains to Warragul were replaced by a morning and overnight Through Goods daily to Melbourne. Each train commenced with a Goods from Moe to Yallourn. This was followed by a light engine about two hours later. It appears that the two engines combined to haul the loaded coal train to Moe. Between Yarragon and Drouin the train was assisted by a second engine which ran light from Warragul to meet it. Two matching return workings were provided, one in the morning and the second overnight. Two Goods trains were also run on Saturday, but the second train ran to different times. In addition to these Through Goods trains, the Car Goods continued to run daily between Moe and Yallourn departing from Moe at 1205 and Yallourn at 1540. If the Through Goods were run by N or K class locomotives, this would give a capacity of around 920 tons of briquettes per day, with any excess being hauled by the Car Goods to Moe and then by other



Goods.

On the 10 August 1931 a new timetable commenced which cancelled the passenger service to Yallourn. The passenger car was withdrawn, though the trains concerned continued to run as a Goods train. The S circular also noted that some of the times of the Through Goods trains had been altered, and a third Yallourn goods was provided daily, running from Warragul in the morning and returning thence in the afternoon. This may have been related to revisions of the load tables at the time. In late August the WN notified that trains between Warragul and Drouin could be assisted in front (C class excepted). The maximum load was set at 650 tons, however, this could be exceeded if the excess was in autocoupled wagons marshalled next to the locomotive. In February 1932 the load between Yallourn and Moe, and Yarragon and Warragul, for two N class locomotives was restricted to 725 tons, provided any excess over 650 tons was in autocoupled waggons next to the locomotive. This would give a maximum daily capacity of 1424 tons of briquettes, or 1274 tons in screw coupled waggons.

This service was still shown in the December 1936 timetable, although some of the times had been altered and the second Up Goods to Melbourne had been cancelled. By December 1939 the service had been restored to thrice daily. Each train followed the pattern set in 1931; a Down Goods from Moe to Yallourn with a light engine following sometime later, then an Up Goods to either Melbourne or Warragul. The matching Down services terminated at Moe. On Sunday there was only one Yallourn Goods train, but it had a fairly complex timetable. The Goods originated at Moe at 1100 and after arriving at Yallourn, it ran a goods to Hernes Oak and returned to Yallourn. The locomotive then ran a goods to Moe, and finished the day by running a goods to Hernes Oak and return to Moe.

Incidentally, the December 1936 WTT shows that there was a twice daily road coach service between Moe and Yallourn. The coach met the morning and evening passenger services to and from Melbourne and took 25 minutes. There was one service each way on Sunday.

Turning back to the signalling at Moe, the lockbar on the Down end of Crossover 4 was replaced by a lever lock on 5 December 1933. Since lever 4 had previously worked both ends of the crossover and two lockbars, it can be assumed that this was to reduce the pull required to move the crossover. Despite this the pull on lever 4 remained heavy and on 27 April 1934 the Metropolitan Superintendent wrote to the SM at Moe:

Derailment of Engine 122N at No 4 wire pull points
26.2.34

Part of the recommendation of the Board is as under:-

In view of the weight of the attachments on lever No 4, we recommend that a special local instruction be issued pointing out the necessity of quick, continuous action when pulling the points into the reverse position.

Note that no attempt was made to lighten the load worked by the lever by, for example, replacing the second lockbar with a track circuit.

On the 5 January 1934 the Assistant General Superintendent of Transportation noted that the intermediate electric staff instrument at the Up end of the Receiving Sidings was no longer used and requested the Signal and Telegraph Engineer to relocate the Staffs to the instrument at the station. This was to permit the issuing of Proceed Orders between Trafalgar and Moe if the instruments failed. The AGST suggested that the intermediate electric staff instrument

should be left at Moe until it was required elsewhere. It was eventually removed at the end of April 1937.

Post 1, the fixed Down Distant, was relocated 100 yards further out on 14 February 1934. A composite staff was provided in the Moe - Morwell electric staff section around the beginning of May 1934 to allow Herne's Oak to be opened as a special block post. An additional broad gauge siding was provided in the loco yard around the beginning of September 1939. This 140 foot dead end siding was opposite the coal stage and may have been provided to assist in clearing the ashpit.

In late July 1939 it was noted that six J (hopper) trucks had been made available for briquette traffic between Yallourn and Maryvale Siding. The trucks were permanently coupled in pairs (Nos 1 and 8, 3 and 7, and 4 and 12) with the inner buffers being removed. By April 1940 there were ten J trucks being used in this traffic (numbers 5, 6, 9, and 10 had been added), but the pairs were to be split up and the trucks worked individually.

The Staff Exchange Box was removed in late January 1941. A point indicator was provided at the Down end of No 1 Receiving Road on 17 August 1943.

The Walhalla line in the '30s and '40s

The established service on the Walhalla line was dramatically changed with the issue of S1170/31 (date unknown). The Walhalla locomotive and train crew were relocated to Moe and the service now ran out of Moe. The Mixed now ran on Wednesdays and Saturdays, running Down in the early afternoon and returning the same day. The Postal Motor ran on Mondays and Thursdays to a similar timetable. These were the only schedules shown and the conditional goods trains were cancelled. By the 7 November 1932 the Mixed was also run on Monday, but only to Erica, with the mail continuing beyond Erica by motor. By the 16 November 1935 timetable, there was a daily service on the line (except Thursday), although the Wednesday train ran as a Goods. However only the Tuesday, Wednesday, and Friday trains ran beyond Erica. On the other days a postal motor carried the mail from Erica to Walhalla. The Mixed trains to Walhalla (on Tuesday and Friday) stayed there overnight and returned on Wednesday and Saturday.

Diagram 9/31, issued for the new Receiving Sidings, showed that the narrow gauge yard had been enlarged. An additional dead end siding had been provided off the loop; this served a raised trestle which assisted in maintenance of the rolling stock. A second loop siding had been provided behind the trestle. A additional dead end siding had been provided off the stock siding on the Up side of the Goods Shed, probably to assist in transferring timber from the narrow gauge line. A third additional narrow gauge siding was provided in January 1932 when a dead end was provided to serve the Christensen and Saxton sawmill. This siding lead from the stock road and crossed George Street.

On 20 May 1936 the Wednesday Moe - Walhalla Goods was rescheduled to run on Thursdays. Its place was taken by a postal motor running between Moe and Walhalla, and a conditional Goods running to O'Shea and Bennett's Siding. (The Walhalla Mixed trains continued to run on Tuesdays and Fridays, returning on Wednesdays and Saturdays.) By the 1939 Working Timetable, the Thursday Walhalla Goods had been cut back to Platina and a postal motor had been provided on that day to carry the mails from Erica to Walhalla. Traffic from O'Shea and Bennett's Siding appeared to be booming. There was an early morning 'as required' train on Monday, Tuesday, Thursday, and Friday, an afternoon conditional train on Wednesday, and the Monday and Saturday Mixed train could be extended from Erica to serve



the Siding.

The war simplified this complex timetable. By 1943 the service had been reduced to a thrice weekly Mixed to Erica, with the Wednesday train being extended to Walhalla and returning on Thursday. In addition there were conditional goods trains on Tuesday and Saturday which ran to Platina, and the Monday and Friday Mixed trains could be extended as Goods trains from Erica to Platina.

The section between Platina and Walhalla was closed on 1 April 1944. The effect on the train service was minor, with the Wednesday Mixed being cut back to Erica, and conditionally extended as a Goods to Platina.

(Above) Looking in the Down direction along the main line on 5 September 1987. Post 4 is a two position light signal with an arrow type route indicator which was lit, as here, when the route was set into No 2 Road. The tracks on the right are the Receiving Sidings, and those on the left Sidings A. (Below) Looking in the opposite direction past Post 5 on 10 August 1986. By this date the double wire equipment on the Up end points to No 2 Road had been replaced by dual control point motors.

Both photos David Langley.





The Thorpdale line in the '30s and '40s

S1170/31, which drastically changed the Walhalla line service, also cancelled the Wednesday service to Thorpdale. This left the Mixed to run two days a week and the Postal Motor to run three days a week. This alteration appears to have been short lived as the November 1932 WTT shows that the Wednesday Mixed had been restored. From 21 July 1936 the postal motor services was cancelled, leaving the thrice weekly Mixed. The December 1936 WTT shows that there was also a daily road coach between Trafalgar and Childers, via Thorpdale, with a second service on Tuesday, Thursday, and Saturdays (i.e. on the days the Mixed did not run). By 1939 there were three road coaches daily from Trafalgar; two ran to Thorpdale and thence to Mirboo North, and the third ran via Narracan and Thorpdale to Childers. The decline in traffic was so severe that, by the April 1943 timetable, the Mixed had been cut back to only run on Mondays.

Changes at Moe in the '50s

At the end of 1945 and early 1946 a number of minor alterations were carried out at Moe, probably in conjunction with renewals of track and signals. The first change was the replacement of the double compound at the Up end of No 2 Road with plain turnouts. In order to provide space for the new crossover, Post 4 was relocated 56 yards further out on 28 November 1945. The new Crossover 4 was then installed and brought into service on 18 December 1945. The next day, Post 6 was relocated 68 yards further out on to give a longer crossing loop.

The changes continued at the Down end of the yard. On 19 February 1946, Post 11, with the Up Distant signals, was relocated 366 yards further out. Two days later the Up Homes were relocated to the Down side of the Anzac Rd overbridge, probably to improve sighting of the signals. Posts 10, 10B and 10C were consequently abolished and a new bracket Post 10 was provided on the Down side of the overbridge. It appears that an Up Approach Bell was pro-

(Above) The co-acting signals Posts 7 and 8, cleared for an Up pass on 10 August 1986. On the inside of the curve can be seen the Down end Annett locked connection to the Receiving Sidings.

Photo: David Langley.

vided at this time.

The final change was the provision of a new narrow gauge transfer facility located at the extreme Up end of the yard. A 10 ton gantry crane was provided for timber traffic and this spanned broad and narrow gauge sidings. A new broad gauge siding was provided off Siding A, while the new narrow gauge siding lead off the Stockyard Siding. This facility was brought into use at the end of April 1946 when Diagram 5/46 replaced 2/31.

At the beginning of June 1948 the broad gauge loco siding next to the ashpit was extended by 60 feet. Changes at Moe in the '50s

At the end of 1945 and early 1946 a number of minor alterations were carried out at Moe, probably in conjunction with renewals of track and signals. The first change was the replacement of the double compound at the Up end of No 2 Road with plain turnouts. In order to provide space for the new crossover, Post 4 was relocated 56 yards further out on 28 November 1945. The new Crossover 4 was then installed and brought into service on 18 December 1945. The next day, Post 6 was relocated 68 yards further out on to give a longer crossing loop.

The changes continued at the Down end of the yard. On 19 February 1946, Post 11, with the Up Distant signals, was relocated 366 yards further out. Two days later the Up Homes were relocated to the Down side of the Anzac Rd overbridge, probably to improve sighting of the signals. Posts 10, 10B and 10C were consequently abolished and a new bracket Post 10 was provided on the Down side of the overbridge. It appears that an Up Approach Bell was provided at this time.

The final change was the provision of a new narrow gauge transfer facility located at the extreme Up end of the yard. A 10 ton gantry crane was provided for timber traffic and this spanned broad and narrow gauge sidings. A new broad gauge siding was provided off Siding A, while the



(Above). Moe station and signalbay in 1984.

Photo Andrew Waugh.

new narrow gauge siding lead off the Stockyard Siding. This facility was brought into use at the end of April 1946 when Diagram 5/46 replaced 2/31.

At the beginning of June 1948 the broad gauge loco siding next to the ashpit was extended by 60 feet.

Yallourn line traffic

During the war, the SEC had been attempting to increase the capacity of the briquette factory. This was finally achieved around 1945 when its production was increased to 1,500 tons per day. In addition, the Yallourn North open cut was reopened in September 1941. Initially production was low, but by June 1946 production was around 360 tons per day. This resulted in a daily traffic requirement to transport around 1,850 tons of briquettes and coal per day, or around 2,775 tons of train load per day. By 1943 the maximum load from Yallourn had been dropped to 650 tons for a train headed by two K or N class locomotives. Consequently, at least 5 trains per day were required from Yallourn.

With increasing loadings from Yallourn, the single line section Moe - Morwell was becoming a bottleneck. Herne's Oak was still only equipped with an intermediate electric staff instrument which meant that whenever a Yallourn train was between Moe and Herne's Oak it tied up the entire section. Worse, entering or leaving the branch was time consuming. To enter the branch, a train had to come to a stand on the main line, unlock and reverse the junction points, draw (slowly) onto the branch and stop again while the Guard restored the points for main line traffic and then finally sinking the staff in the instrument. It is not surprising, then, that on 3 October 1948 Herne's Oak was interlocked and became a crossing loop. The electric staff sections were then Moe - Herne's Oak - Morwell. Herne's Oak could also switch out, the long section being Moe - Morwell. Miniature electric staff instruments and transfer magazines were provided on both the long and short sections. A master key was provided at Moe in a glass fronted, locked, box in case the electric staff instruments failed. The Composite

Staff for the section Moe - Morwell was withdrawn. The large electric staff instruments on the Trafalgar - Moe section were replaced by miniature instruments on 11 November 1951.

The timetable of 21 February 1949 showed that Yallourn originated seven Through Goods trains each weekday, and six on Saturday (plus a conditional Through Goods). On Sunday, there were two Through Goods trains on Sunday to Moe and one to Warragul. Two of the weekday Up Through Goods trains were 'doubled' from Yallourn to Herne's Oak: that is, a load was run to Herne's Oak and the engine ran light back to Yallourn. A Through Goods followed and, presumably, picked up the loading left at Herne's Oak. On the Down it was noticeable that no less than six light engines were scheduled to depart Moe for Yallourn each day. Moe engine shed must have been busy!

From 19 September 1949 X and C class locomotives were permitted to run to Yallourn which assisted in hauling the loading. On the Up, the X class could haul 650 tons to Moe and the C 555 tons. From 27 March 1953, the loads for K, N, and A2 class locomotives were increased on the Up to 540 tons provided the train could be guaranteed a clear run into Herne's Oak.

At some point, the briquette traffic to APM, Maryvale, was replaced by raw brown coal from the North Yallourn open cut. In May 1951, GY trucks were provided to APM for local use at Maryvale. Initially they were prohibited from being accepted loaded for traffic outward out of Maryvale. However, in July 1951 this instruction was amended and permission was granted for the trucks to be used in the local brown coal traffic between Yallourn and Maryvale. The trucks were classed 'APM' and were numbered from 1. Towards the end of the body on each side they were lettered "APM Ltd" above a broad yellow line with the words "For Maryvale Traffic Only" below.

The Yallourn direct line

In the late '40s construction commenced on a new branch line running direct between Moe and Yallourn to replace the original branch from Herne's Oak. As described previously, this had been proposed in 1920, but rejected by the Parliamentary Standing Committee. By 1947/8, however, it



levers operated the crosslocks and the (motorised) Up main line Distant. The cams were provided to work the necessary lever locks.

The ruling grade on the new line for Up trains was 1 in 110, which was a great improvement over the old line which was 1 in 50 over the Haunted Hills between Moe and Herne's Oak. This was reflected in the improved loads. A B class diesel-electric could haul 1500 tons between Yallourn and Moe, the C and X classes 1100 tons, the K, N, or A2 classes 780 tons, and a D3 565 tons. The regrading between Yarragon and Warragul in 1950/1 meant that these loads could be hauled all the way to Melbourne. This probably meant that the loco depot of Moe lost significant amount of importance as banking would have been largely eliminated.

A glance at the signalling arrangements suggests that much effort would be saved by not using the Auxiliary Frame unless it was necessary to actually cross at Moe. I would suspect that Yallourn line trains were run through No 2 Road and left or joined the main line via Crossover 4. In April 1956 a staff exchange platform was provided at the Down end between Nos 1 and 2 Roads so that Staffs could be exchanged with trains signalled through No 2 Road.

The narrow gauge after the war

Despite the provision of the new transfer siding in 1946, the narrow gauge had a very short remaining lifespan. In 1949 there was still a thrice weekly service on the narrow gauge. On Mondays the service ran as a Mixed, leaving Moe just before midday, and on Wednesdays and Fridays the service was a Goods leaving at 1100. On each day the train ran to Erica and returned in the late afternoon. If required, the train could be extended as a Goods service to Platina. It appears that the Mixed was downgraded to a Car Goods as from 1 September 1950. The passenger accommodation was withdrawn entirely as from 12 January 1951. The Wednesday and Friday trains were apparently with-

(Above) The Down end of Moe from the Anzac Rd overbridge in 1984. The Auxiliary Frame on the right controlled the crossovers to and from the Yallourn line. The signalbox was formerly at Williamstown Racecourse and contained a 30 A pattern lever frame - larger than the main frame in the signal bay. By this time the Yallourn line had been closed and the line was baulked in front of the signal box.

Photo Andrew Waugh

drawn from 1 October 1952 and replaced by a Thursday train.

The section between Erica and Platina was closed in the middle of October 1952 and the remainder of the line on the 26 June 1954. Post 8, the former Up Home, was not abolished until 5 September 1956.

Electrification

The new branch to Yallourn was only the first of numerous changes to Moe. The new branch provided no extra capacity on the main line for the output of the new briquette factory at Morwell. By December 1950 this was planned to be 2,600,000 tons of briquettes per annum. This equated to around 8,300 tons per day (around 12,000 tons of train load per day). This would have required at least an additional 8 trains per day each way hauled by a B class locomotive, double headed over the Haunted Hills. More trains would, of course, be needed if steam was used. Faced with such a massive haulage task, the Victorian Railways were authorised to electrify the Eastern line to Traralgon and duplicate it to Moe.

The first alterations at Moe were a rash of alterations and renewals to signal masts to give the necessary clearances to the overhead wires. Post 4 (the Down Home) was renewed on 8 March 1955. Post 18 was relocated 18 yards further out and 34 feet from the main line on 19 June 1955. Post 7 was renewed with a straight mast 3 yards further in and 15 feet from the centre line of the main line on 28 August 1955.

The overhead was made alive between Warragul and Yallourn in the middle of September 1955. At Moe all of the lines were wired except the Thorpdale line, however Siding A, the Crane Siding, and the loco siding were only partially wired. The Sale line was only wired to the Stop board. The electrification was extended to Traralgon on 14 March 1956. The new L class electric locomotives could haul 1400 tons between Yallourn and Melbourne. Double heading was permitted between Warragul and Yallourn, but not between Melbourne and Warragul.

The WTT of June 1957 shows that there were no less than eight Up Through Goods, one Up Goods train and one conditional Up Through Goods out of Yallourn each week-day. A similar service was provided on Saturday, except the Goods train reversed at Moe and ran to Traralgon. On Sunday there were three Through Goods trains from Yallourn, but one terminated at Moe. The eight Through Goods trains, Monday to Friday, had a capacity of around 11,000 tons per day. SEC production statistics indicate that in 1956/7, the briquette factory was producing around 620,000 tons per annum, while Yallourn North was producing 1,600,000 tons per annum. On average, this was a bit over 7,115 tons per day (6 day week), or around 10,600 tons when the weight of the trucks was taken into account. Most of this output was being burnt in the SEC power stations. Newport, Ballarat, and Geelong together were burning 1,100,000 tons of raw brown coal, while Newport, Richmond, Geelong, Ballarat, Spencer Street, Redcliffs, and Mildura were burning about one third of the briquettes production.

Closure of the Thorpdale line

By February 1949, the service on the Thorpdale line was simple in the extreme. A Mixed train ran on Mondays, departing Moe at noon and returning at 1615. On Thursdays there was a conditional Goods train departing at the same time, but returning earlier. As part of the state wide reduction in service accompanying the coal shortages in 1949 and 1950, the Mixed on Monday was downgraded to a Goods commencing 21 March 1949. By the next issue of the WTT, on 24 June 1957, the conditional Thursday service had been deleted and the service had been reduced to one Goods per week.

As part of the upgrade of the main line between Moe and Morwell, reconstruction of the bridge over the Narracan Creek commenced in mid 1958. To allow this, the junction to the Thorpdale line was relocated on 22 June 1958 to the physical point of divergence at 80 miles 77 chains 33 links on the Down side of the bridge. The new junction points were secured by a Staff lock and a small building of modern construction containing an Intermediate Electric Staff instrument was provided. The Weekly Notice does not state whether the intermediate instrument was in the long (Morwell) or short (Herne's Oak) wire, but it was probably in the long section. An Up Home signal and Location Board were provided on the Thorpdale line.

About 500 feet of the former Thorpdale branch was retained at Moe and became Siding B on 22 June. The only change was that the Home signals on Posts 11, 14 and 15

were replaced by disc signals. The fixed Up Distant for the Thorpdale line on Post 18 was abolished. On 10 July 1958, catch points were provided in Siding B, and the former bracket Post 18 was replaced by a 20 foot straight mast. Finally, on 30 November 1958, overhead wiring was provided over Siding B.

Despite the provision of the new junction, the Thorpdale line had only a short remaining lifespan. The last train ran on the 3 December 1958 and the line was closed from 4 December 1958. It is not known when the junction was removed, but the intermediate electric staff instrument was not removed until the end of October 1961.

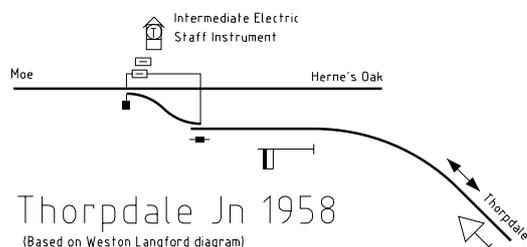
Duplication Trafalgar - Moe

The duplication from Melbourne took longer to arrive. As mentioned elsewhere, construction on the Morwell briquette factory was suspended in 1951/2 due to difficulties in obtaining loan funding. Construction resumed in 1953/4, but the focus had changed to completing a power station. However, it was still planned to build a briquette factory with a capacity of 2,600,000 tons per annum. Total briquette capacity from the Latrobe valley would then be around 3,200,000 tons per annum, with additional tonnage of raw brown coal from Yallourn North. The Victorian Railways pressed ahead with duplicating the line to Moe. The section between Nar Nar Goon and Tynong was duplicated in 1953, and this was extended back to Pakenham in 1954, and Officer in 1955. Three additional sections were completed in 1956, and this meant that the only sections not duplicated were Narre Warren - Berwick, Bunyip - Longwarry, and Yarragon - Moe. Work then apparently ceased until Yarragon - Trafalgar was duplicated in 1958.

Production of briquettes at Morwell finally commenced on 19 December 1959, but by that time the project had been scaled back to the original capacity of 1,300,000 tons per annum. Full production was planned to be achieved in late 1960, and, based on production figures in the SEC annual reports, this was probably achieved. Unfortunately for the Victorian Railways, much of this capacity was used to replace the raw brown coal production from Yallourn North so the actual tonnage transported over the railways did not change significantly. It is difficult not to conclude that the Railways over invested in the Eastern line, based on optimistic plans by the SEC. It was not necessary to regrade, duplicate, and electrify the line.

The construction of the duplication near Moe was a drawn out affair, which suggests that work was put on hold until the new factory was actually producing. On 7 October 1956 Post 2 was relocated sideways so that it was 30 feet from the single line to give room to construct the new line. On the same day a co-acting signal was provided for Post 4. The co-acting signal was mounted on a new Post 4B located outside the Receiving Sidings, opposite Post 4. The main line was deviated to the newly constructed line between 77 miles 23 chains and 78 miles 57 chains (between Trafalgar and Moe) on 19 January 1958. A further deviation occurred between 78 miles 46 chains and 79 miles 49 chains on 16 August 1958. The end of this deviation was just over the level crossing at the Up end of the yard and access to the new line was via the crossover that would become the end of the double line.

The duplication between Trafalgar and Moe was finally brought into use on 27 June 1960. Three position automatic signalling was provided between Trafalgar and Moe and the electric staff system was abolished. At Moe, the modifications were restricted to the extreme Up end of the yard. The end of the double line was at a set of points beyond the level crossing at 79 miles 53 chains (now Lloyd Street). On



the Down this was protected by a new two position light Home signal (on a lop bracket post) and a two position Dwarf. The signal for the move from the Down main line into the receiving sidings was a motorised disc signal. This accorded with the then practice of not placing light signals for shunting on the same post as light Home signals, to reduce the chance of train crews confusing a two position Home for a three position Home. The points to the Receiving Sidings were relocated to the Up side of the level crossing and those points, and the end of the double line were worked by dual control point machines. Flashing lights were provided at the level crossing. Two position Home signals were provided on the Down side of the level crossing for Up moves along the main line or from the Receiving Sidings.

The effect of the duplication on the locking frame was interesting as it was found possible to signal the new yard without extending the frame. Three double wire levers were removed from the left hand end of the frame. This created space for four conventional levers, numbered A, B, 1, and 2. Lever A worked the Down Controlled Automatic, B the points at the end of the double line, 1 all of the signals applying into the yard from the double line, and 2 was the locking lever for Points B and 4. All the levers working electrical equipment were converted to A pattern, meaning the frame was roughly half B pattern levers and half A pattern levers, with one double wire lever!

Subsequently, instructions were issued that to prevent unnecessary operation of the flashing lights when shunting moves were being made by the Rail Tractor, the Driver or Shunter in charge of the movement was to communicate with the Signaller using the phone at the crossing, and the Signaller was not to clear either Homes 8 or U8 until requested.

Commencing on 24 March 1960 most of the through Yallourn briquette/coal trains were redirected to run to the Morwell briquette factory. In September 1959 there had been six Through Goods, two conditional Through Goods, and one or two Goods trains from Yallourn each day Monday to Saturday. By August 1961 the Yallourn service had been reduced to two Through Goods and one Goods, Monday to Saturday. For most of the '60s the timetable was two or three Up Through Goods daily, with around two conditional Up Through Goods each day. The conditional goods most probably ran in winter.

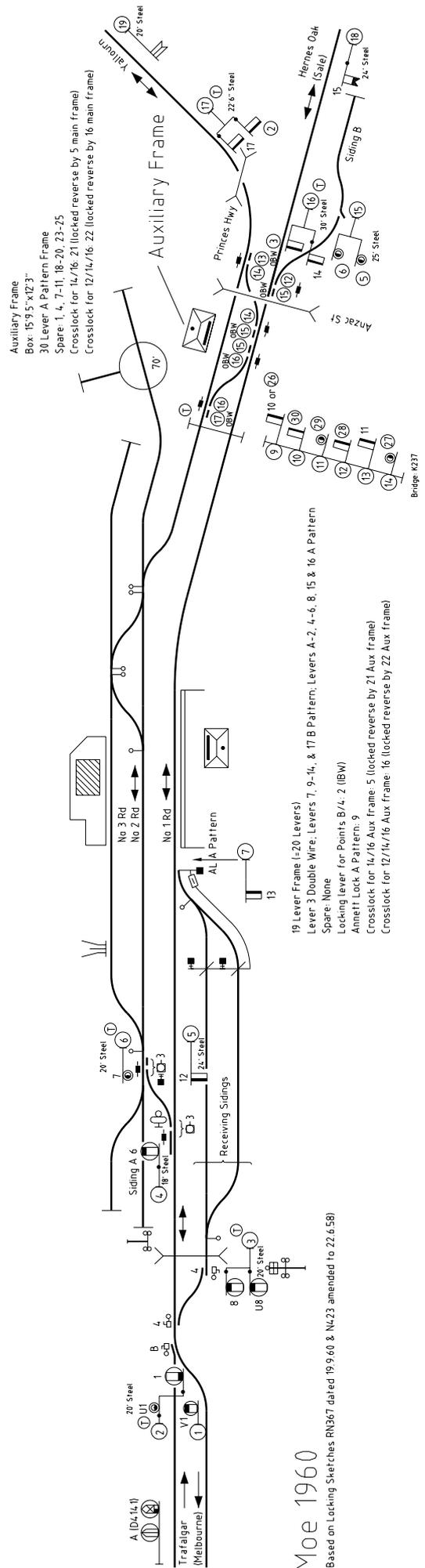
During the sixties, there were four Up Through Goods trains, Monday to Saturday, and three or four on Sunday, originating at Morwell briquette siding. Operation of the Morwell briquette trains required an assisting engine between Morwell and Moe. The L class electric locomotive could only haul 700 tons over the 1 in 50 grades of the Haunted Hills, but 1400 tons from Moe to Melbourne. Normal practice was to double head from Morwell to Moe, where the assisting engine was cut off. On the return the assisting engine was either run light or light attached back to Morwell briquette siding.

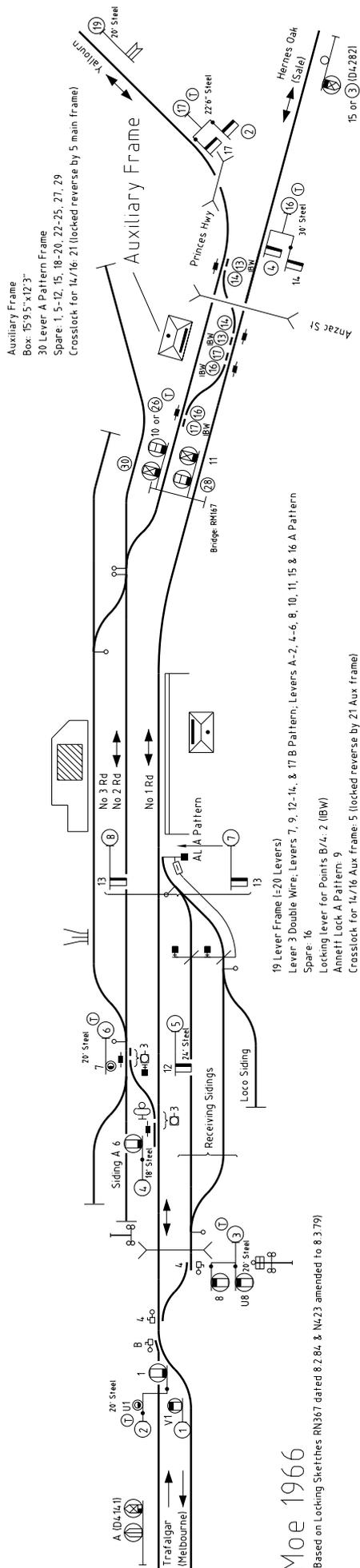
The reduced importance of Moe marked the removal of the locomotive depot at Moe. The intermediate crossover between Nos 2 and 3 Roads at the Down end was removed in September 1960. The turntable was placed out of use in late November 1960, but it was not dismantled until September 1963. Around 1960 a 'Locomotive Siding' was constructed off the Down end of the Receiving Sidings. This was convenient to stable the assisting engine off Up coal trains before it returned to Morwell.

On 4 August 1963 part of the line between Moe and Morwell was relocated further south to allow the SEC to mine the brown coal under the original line. Herne's Oak signalbox was located on the closed section of line, and it was replaced by a new plunger locked Herne's Oak loop on the deviation. This could be opened as a Train Staff and Ticket station in the Moe - Morwell electric staff section. In the 1964 Working Timetable, Herne's Oak was shown as being open Monday - Friday from 1600 until the No 53 Down Pass cleared at around 2041.

Power signalling to Morwell

The coal traffic from the Morwell briquette siding, together with the returning light engines, must have stretched the capacity of the single track section between Moe and Morwell. This was particularly so as it was slow to open or close Herne's Oak or cross trains there. This resulted in the provision of power signalling over this section in 1966. As part of this work Herne's Oak loop became a remote control loop operated from





Moe 1966

(Based on Locking Sketches RN367 dated 8.2.84 & N423 amended to 8.3.79)

a panel at Morwell.

At Moe, the first sign of the resignalling was the abolition of Siding B, the remnant of the former Thorpdale line, on 9 September 1964. The signals to and from this siding on Posts 11, 14, and 15 were abolished. Levers 5, 6, 12, 27 and 29 in the Auxiliary frame were sleeved normal.

Post 17 was relocated 80 yards further out on 16 May 1965. On 7 September 1965 a co-acting signal was provided for Home 13 on Post 7 at the Up end of the platform. The co-acting signal was located between Nos 2 and 3 Roads on a new Post 8.

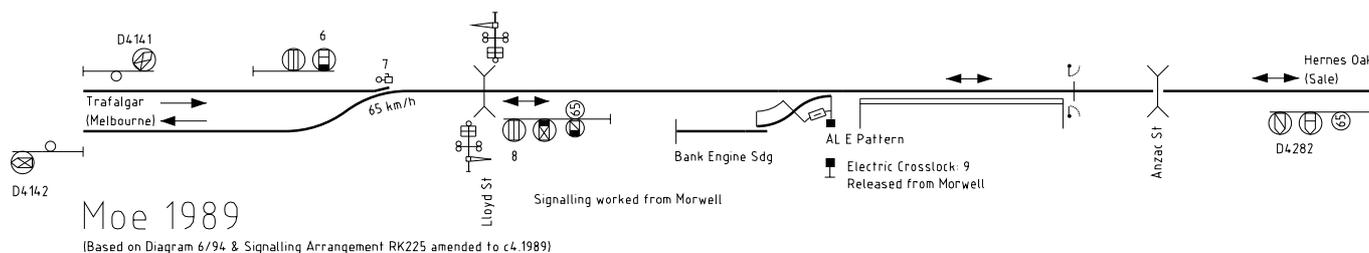
The Automatic and Track Control system of signalling was brought into service between Moe and Morwell on 3 June 1966. The electric staff system, together with the temporary Train Staff and Ticket sections, were abolished. At Moe the most obvious change was the removal of the six doll signalbridge at the Down end of the yard and its replacement with a simpler signalbridge containing two three position Home signals. The Up arrival Home signal, and the Up distant were replaced with three position signals. The remaining mechanical Homes at Moe were fitted with signal reversers, and the two position light signal Home 6 was converted to be track controlled.

The main frame was scarcely altered by the new signalling. The only alteration was the removal of Crosslock 16. A number of changes were made to the Auxiliary frame, however. Home 3 became worked by lever 4, and lever 3 was used to work Controlled Automatic D4282. Lever 15 was removed and the two Plungers that it worked were now connected to levers 13 and 17. Finally, Crosslock 22 was removed.

(Below) Post 16 controlled Up moves from Morwell into either No 1 or 2 Roads. The Home to No 1 Road was worked from the signalbay, and the Home to No 2 Road by the Auxiliary Frame. In the background can be seen the Anzac Rd overbridge and the Thorpdale line formerly ran in the space to the left of the post. (Below right). Post 17 was the equivalent post for moves from the Yallourn line. Note that, unlike Post 16, both arms were mounted at the same height. Again, one arm was worked by the Auxiliary Frame and one from the signalbay. Both photos were taken on 5 September 1987. The Yallourn line had been closed by this time, and both spectacles on Post 17 have been broken.

Photos David Langley





end of the town near the railway line. Royalty could not, of course, detrain using ladders, and so a very short platform was provided on the Up line only at 128.0 km. The platform survived until very recently, but, as far as is known, was never used again.

Boom barriers were provided at the Lloyd St level crossing (79 miles 1066 metres) at the Up end of Moe on 13 November 1975. To prevent delays to road users at Lloyd St, the station staff were instructed in January 1976 not to clear Home 8 for an Up stopping train until the train was ready to depart.

The overhead was extended 277 metres in the Up direction on Siding A on 3 May 1976. The gantry crane had been removed by this time.

The Up Distant from Yallourn, Post 19, was abolished on 8 March 1979. It was replaced by a Location Board situated 400 metres in the rear of Post 17. It appears that the overhead on the Yallourn line was decommissioned between December 1980 and October 1981. The December 1980 WTT shows the Yallourn line as available to L class locomotives, while the October 1981 issue indicates that it is only available to T and Y class locomotives. By October 1981 the Yallourn pilot had been replaced by a Goods train. This originated, as required, at Morwell Briquette Sidings and ran to Yallourn, where it shunted from 1320 to 1430, before returning to the Morwell Briquette Sidings. The locomotive for this goods was based at Traralgon and ran light engine to and from the Briquette Sidings. This service ran until at least July 1985.

By 1 August 1980, Moe had been established as a Freight Centre serving the Moe and Yallourn areas.

On 8 February 1984 the double wire working of Crossover 3 was removed and two point machines were provided. Double wire lever 3 was removed and the space used to install two normal levers. Levers 1 and 2 were renumbered C and 1 (respectively) and the new levers were numbered 2 and 3. Lever 3 continued to work the crossover, and lever 2 was the locking lever for the points. A new Disc 16 was provided on a new Post 9 to control movements from Sidings A. An arrow type route indicator was provided on Post 4 for moves to Nos 2 and 3 Tracks. Diagram 9/82 replaced 17/66.

The Yallourn line was finally closed on 8 December 1986.

By this date the line was available only for Y class locomotives, which could haul 615 tonnes Up or Down.

On 2 July 1987 the overhead was de-commissioned between Warragul and Traralgon, bringing to an end the electrification of the Eastern line beyond Warragul.

Abolition of mechanical signalling

The station yard at Moe was abolished in 1989 with control of the end of double line being transferred to Morwell. This resulted in the abolition of both mechanical interlocking frames at Moe.

The first signalling alteration occurred on 24 May 1989 when the Up end connection to the Receiving Sidings was abolished. Points 4 and Catch 4 was abolished, together with Disc UC, Dwarf VC, and Home U8. Part of the resignalling at Moe involved the provision of a 65 km/h turnout at the end of the double line, and this alteration was probably to provide sufficient room for the turnout.

The signalbay and auxiliary frame were abolished on 16 June 1989. All of the sidings on the Down side of the line were abolished, together with most of the Receiving Sidings. A short section of the Receiving Sidings was retained as a Bank Engine Siding. The points to this were fitted with an F pattern Annett Lock, the key to which was normally secured in an adjacent electric crosslock which was released by the panel at Morwell. All of the existing signals were abolished with the exception of the two Controlled Automatics D4141 and D4282, and even these were altered (the 'B' head on Automatic D4141 was removed, while a 'B' head and '65' indicator were provided on Automatic D4282). New three position Home signals were provided (6 and 8) to protect the turnout at the end of the double line. The points and signals were controlled from the panel at Morwell.

Within a short time control of the remaining signalling at Moe will pass to the RFR Control Centre.

Acknowledgments

I would like to thank Michael Guiney for much of the detail about the pre 1900 history of Moe, and Bob Whitehead for information about the Moe Racecourse and Pioneer Village stop.