

SOMERSAULT

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SIGNALLING RECORD SOCIETY OF VICTORIA INC



The conversion of the broad gauge north eastern line beyond Seymour to standard gauge will mean the resignalling of the existing standard gauge line. This signalling largely dates to the opening of the line in 1962, although some of the loops have been extended in recent years. This picture is of the mid section automatic signals ES9331 and ES9332 at Eames Lane near Barnawatha which divide the Chiltern Loop - Wodonga Loop CTC section. These signals were brought into use on 18 March 1962 when ATC was commissioned between Alumatta Loop and Wodonga Loop. At this time the CTC had not been commissioned and the crossing loops at Alumatta Loop, Chiltern Loop, and Wodonga Loop were locally operated. The CTC was finally commissioned on 21 January 1963, however this would have had no effect on these two signals. Behind the signals can be seen the relay cabinet and the lineside pole line with the take-offs for the signalling. Photo taken Queens Birthday weekend June 2006.

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MINUTES OF MEETING HELD FRIDAY FEBRUARY 20, 2009,

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

Present: - Wilfrid Brook, Graeme Cleak, Glenn Cumming, Graeme Dunn, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Chris King, Keith Lambert, David Langley, Steve Malpass, Bruce McCurry, Brian Sherry, Peter Silva, Rod Smith, David Stosser, Andrew Wheatland & Bob Whitehead.

Apologies: - Mark Bau, Brett Cleak, Bill Johnston, Tom Murray, Greg O'Flynn, Trevor Penn, Laurie Savage & Stuart Turnbull.

Visitor: - Nil.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:11.

Minutes of the November 2008 Meeting: - Accepted as published. Andrew Wheatland / Wilfrid Brook. Carried.

Business Arising: - The item referring to a signal aspect for "short shunts" was questioned. Nothing further was revealed except that this proposal will not be considered for the Connex metropolitan area.

Correspondence: - A letter was sent to Chris King welcoming him to membership of the SRSV.

A form for "Access Code Security Undertaking for Hirers" was received from the Surrey Hills Neighbourhood Centre. The Secretary has returned the completed form.

Peter Silva advised that the financial records for 2008 had been sent to Jon Churchward for audit.

Graeme Dunn / Rod Smith. Carried.

The letter from SHNC re hire of the meeting room was discussed. Peter Silva noted that the hire charge for 2008 is \$60.00 per night. Rod Smith noted the comfort and convenience of the current location. Does anybody have any suggestions for alternative venues?

Reports: - Tours. Glenn Cumming asked for suggestions for the next signal box tour. With very little left to visit in the country, the metropolitan area remains the best source of locations to inspect. Various ideas and locations for tours were discussed.

General Business: - Glenn Cumming advised that subscription renewals for 2009 are now due.

Glenn Cumming reminded members that the Annual General Meeting would be conducted next month.

Keith Lambert advised that the new bridge and duplication between Clifton Hill and Westgarth was now in service.

Keith Lambert noted that the additional works at Craigieburn were progressing.

Keith Lambert described the work to commence at Laverton. Occupations for works are scheduled for coming weekends.

Michael Formaini advised that all signals at Kilmore East had been converted to LED. This work was carried out during the shut down to repair track damaged by the recent bush fires.

Brian Sherry asked about the current status of the signal boxes at Clifton Hill. It was noted that both buildings are heritage listed. Clifton Hill "A" Box retains its interlocking machine while the interlocking machine from "B" Box was removed at the time of the resignalling. Both buildings are not being maintained and are suffering from graffiti and criminal damage attacks.

Chris Gordon tabled plans for the proposed work at Laverton and the proposed grade separation at Springvale Road, Nunawading.

Chris Gordon reported on proposals for additional stabling sidings in the metropolitan area. Locations mentioned included "C" Siding at Upper Ferntree Gully, Brighton Beach, an extra siding at Upfield and a rearrangement of sidings at Eltham.

Steve Malpass asked if the interlocking frame was still in use at Kilmore East following the conversion of signals to LED. The answer given was that the lever frame is still in use.

Bob Whitehead provided a report on gauge conversion works between Seymour and Wodonga. The section of line had recently been inspected and it was noted that all Broad Gauge platform roads between Avenel and Chiltern had been converted to Standard Gauge with concrete sleepers and new ballast.

David Langley reported that the gauge conversion works at Chiltern had uncovered the ash pits on the platform road.

Discussion took place on various aspects of the gauge conversion works between Seymour and Wodonga.

It was noted that Bandiana will close and traffic will be handled from the new terminal being constructed at Ettamogah.

Chris Gordon reported that the bi - directional signalling from South Dynon Junction to Tottenham had been commissioned.

Chris King provided a report on works on the Oaklands Line.

Syllabus Item: - The President introduced member Vance Findlay to present the Syllabus Item.

Vance address the meeting on the subject of "Spencer Street Station early days 1859 - 1880 and Melbourne Cup traffic". After a presentation of approximately 30 minutes, Vance answered a number of questions from the meeting.

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

Meeting closed at 22:19 hours.

The next meeting will be on Friday 20 March, 2009 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

MINUTES OF 2008 ANNUAL GENERAL MEETING HELD FRIDAY MARCH 28, 2008, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - Jim Black, Wilfrid Brook, Brett Cleak, Graeme Cleak, Glenn Cumming, Graeme Dunn, Vance Findlay, Ray Gomerski, Chris Gordon, Judy Gordon, Andrew Gostling, Bill Johnston, Keith Lambert, David Langley, Tom Murray, Brian Sherry, Laurie Savage, Peter Silva, Geoff Tasker & Bob Whitehead.

Apologies: - Steve Malpass & Andrew Waugh.

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

Minutes of the 2007 Annual General Meeting: - Accepted as published. Bill Johnston / Vance Findlay. Carried.

Business Arising: -

Nil.

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

The society has had another good year with six meetings being held and six issues of "Somersault" appearing. Five of the six meetings were held here at Surrey Hills with the February meeting being held at Racecourse Junction in Montmorency. For those not familiar with that name, it is located in the back yard of member Chris Guy. An enjoyable night took place and we must thank Chris and Vera Guy for their hospitality and remind all members that Chris will welcome any visitors to his museum.

The March meeting, also being the AGM, has no syllabus item whilst the other four were accompanied by a showing of slides by members including the seemingly annual "where is it" quiz from Keith Lambert and the annual showing of slides from the collection of Stephen McLean in November.

"Somersault" was published six times and Andrew continues to entertain us with a wide range of subjects within its pages. Illustrations are becoming more prevalent with quite a few from my collection. Nonetheless I'm sure that Andrew would still welcome any contributions to somersault and I thank all those that have contributed to date.

The archives are becoming a bit of a problem with the project at a virtual standstill due to an acute lack of time and assistance. In the archives report you will hear more and I think that it is time that members seriously considered what they would like in the way of archives. Inactivity could well see the collection being disposed of.

Another society activity that suffered this year was the annual tour and I'll leave it to the tour organiser to elaborate but suffice to say future tours may well be scarce as the ability to actually visit the rapidly diminishing locations escalates.

It now remains for me to thank the committee members who have worked tirelessly for the society. Society secretary and tour organiser Glenn and treasurer Peter have kept the societies affairs in good order, Vice-President Bill has filled in for me when required and has organised the syllabus items, and committee-men Steve and Wilfrid have contributed in our on-line committee discussions.

Finally thank you to all our members for supporting the society in its activities and coming along to the meetings. A good attendance at meetings ensures a good discussion across a wide range of subjects.

I move the report.

David Langley President. David Langley / Ray Gomerski. Carried.

Treasurer's Report: - Due to the audit not having been completed, 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, presented his report.

Members of the SRSV will be pleased to learn that the Tours Division of the SRSV has finally been dragged kicking and screaming into the 21st Century.

No signal box tour was conducted during the year 2007. Regrettably, for the first time since the formation of the SRSV in 1975, the society was unable to arrange a tour for its members.

The SRSV now joins countless other railfan groups in Victoria that have had their activities stifled as the rail industry undergoes yet another round of ownership changes and re-organisations in the ongoing quest to determine whether or not the rail industry has any real relevance in the 21st Century.

The signs are not looking good.

It had been planned to visit Wodonga "A" Signal Box and Wodonga Coal Sidings Signal Box during September 2007 and preliminary discussions with Officers at V/Line Regional Network and Access did not provide any suggestion that problems would arise with our proposal.

However, three weeks before the date of the tour (and after a number of approaches from the SRSV for an answer), V/Line Regional Network and Access wrote to the SRSV to advise that permission for the tour would not be granted for reasons of "safety, security and liability".

Unfortunately, this late advice meant that there was no time to make other arrangements.

A very sad state of affairs.

It is still intended that the SRSV will operate tours, of some shape and type, for the members of the SRSV at some stage in the future.

My thanks to members for their support in this matter.

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

Glenn Cumming Tours Officer. Glenn Cumming / Laurie Savage. Carried.

The current tours situation for all railfan groups in Victoria was discussed at length with all speakers lamenting the constraints being imposed on the groups.

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

Type	2007	2006	Movement
V	65	64	+1
K	31	32	-1
N	1	1	-
KL	3	3	-
VH	4	5	-1
Total	104	105	-1

Analysis of Movement

Additions: - Gary Fyfe (V), Geoff Tasker (V)

Non Renewals: - Iming Chan (V), Paul Cox (V), Neville Hallas (VH), Ross Murray (V)

Transfers: - Ray Layton (K - V), Ian Michaelson (K - V), Tony Hutchins (V - K)

Glenn Cumming Membership Officer. Glenn Cumming / Graeme Dunn. Carried.

Editorial Report: - In the absence of the Editor, Andrew Waugh, Glenn Cumming read the Editor's Report to the meeting.

Six issues of "Somersault" were published in 2007. The Editor apologises for the late running of some of the issues, but despite failing the punctuality benchmark no free metcards will be issued.

Major articles covered Glenhantly (including a detailed look at the tramway crossing), Ormond, McKinnon, Bentleigh, Patterson, Moorabbin, the Box Hill - Blackburn rebuilding, the Broadmeadows - Craigieburn resignalling, the 1881 instructions to Signalmen, the operation of the Selector telephones, and the introduction of automatic staff exchangers in Victoria.

The Editor would like to thank the members that contributed information and/or photographs. These contributions add immeasurably to the interest, quality and value of "Somersault".

Members are encouraged to put pen to paper, or to dig out those old (or new) photographs of signalling installations. The contributions need not be lengthy; some of the most interesting contributions to "Somersault" have been short letters. A stock of contributions makes it easier to prepare "Somersault"; particularly if time is short for any particular reason.

The Editor is also interested in hearing from members as to topics that they would like to see covered in future issues.

Andrew Waugh Editor. Glenn Cumming / Wilfrid Brook. Carried.

Contributions to "Somersault" were discussed with a request to assist the Editor wherever possible.

David Langley requested all Members to contribute to your magazine.

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

Little progress took place in 2007.

Plans are in place for the future of the Archives but assistance is required.
 Bob advised that due to illness he had been unable to contribute as much as he would have liked.
 During the year three boxes of material arrived from New South Wales along with a collection of books.
 Bob advised that he would be stepping down as Archivist for personal reasons.
 Offers of assistance with the archives collection are always welcome.
 Bob Whitehead Archivist. Bob Whitehead / Brian Sherry. Carried.
 The meeting thanked Bob for his efforts over the past year.

Market Street Report: - Peter Silva presented the Market Street Project Report.

The Market Street Project continues to make progress. However additional assistance is required.
 Work now takes place under cover inside the East Block at Newport Workshops.
 The project is now waiting on advice on the status of the main truss.
 Peter Silva Market Street Sub - Committee Peter Silva / Vance Findlay. Carried.

Elections: - The President, David Langley, stepped down from the chair and 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: - David Langley, nominated by Laurie Savage and seconded by Vance Findlay.
 Vice President: - Bill Johnston, nominated by Bob. Whitehead and seconded by Tom Murray.
 Secretary: - Glenn Cumming, nominated by Tom Murray and seconded by Bob Whitehead.
 Treasurer: - Peter Silva, nominated by Bill Johnston and seconded by Vance Findlay.
 Committeeman: - Wilfrid Brook nominated by Brian Sherry and seconded by Bill Johnston.
 Committeeman: - S. Malpass nominated by Bob Whitehead and seconded by Graeme Dunn.

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

General Business: - Brian Sherry reported on a recent visit to the Claremont (WA) Signal Cabin by four SRSV Members as part of an interstate tour conducted by a rail exploration association.

Meeting adjourned @ 20:46 hrs.

The March 2008 Annual General Meeting was followed by the March 2008 Ordinary Meeting.

MINUTES OF RESUMED 2008 ANNUAL GENERAL MEETING HELD FRIDAY MAY 16, 2008, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - Wilfrid Brook, Brett Cleak, Graeme Cleak, Glenn Cumming, Graeme Dunn, Vance Findlay, Ray Gomerski, Judy Gordon, Bill Johnston, Keith Lambert, Bruce McCurry, Trevor Penn, Brian Sherry, Peter Silva, Rod Smith & Andrew Wheatland.

Apologies: - Noel Bamford, Jon Churchward, David Langley, Steve Malpass, Tom Murray, Laurie Savage & Bob Whitehead.

Visitor: - Pip Burfield.

In the absence of the President, Mr. David Langley, the Vice - President, Mr. Bill Johnston, took the chair & opened the meeting @ 20:09 hours.

Treasurer's Report: - The Treasurer, Peter Silva, presented Profit and Loss Statement and the Balance Sheet for the year ended 31 December 2007. The financial statements show that the SRSV had another successful year financially with a surplus of income over expenditure. Peter spoke to the statements and explained the details of the statements.

Peter Silva Treasurer

Motion: That the Treasurer's report is received and adopted. Peter Silva / Trevor Penn. Carried.

There were no questions and no further discussion.

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

Motion: That the Auditor's Report be accepted.

Brian Sherry / Vance Findlay. Carried.

There were no questions and no further discussion.

General Business: - Nil.

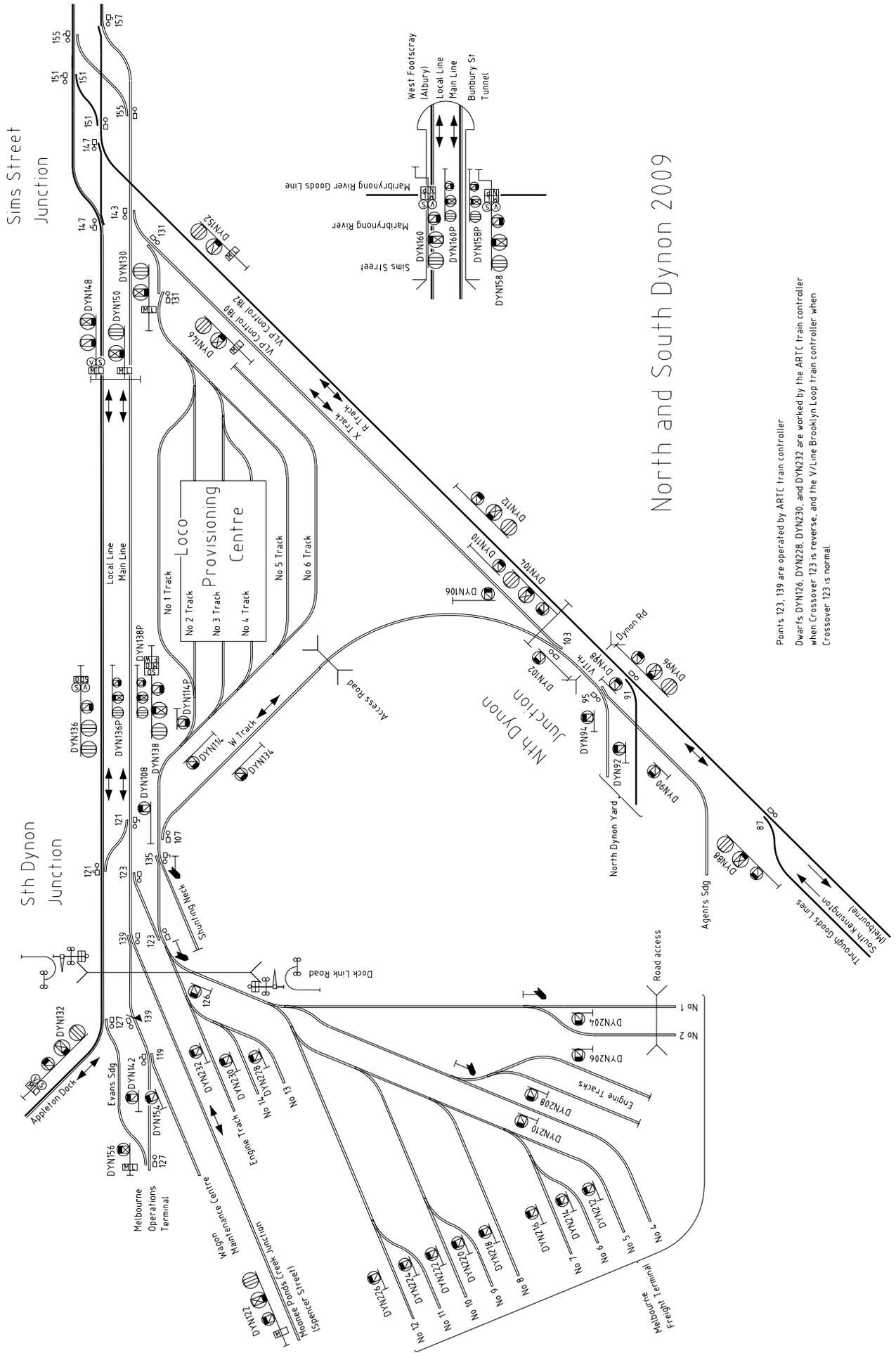
Meeting closed @ 20:14 hrs.

The May 2008 Annual General Meeting was followed by the May 2008 Ordinary Meeting.

SIGNALLING ALTERATIONS

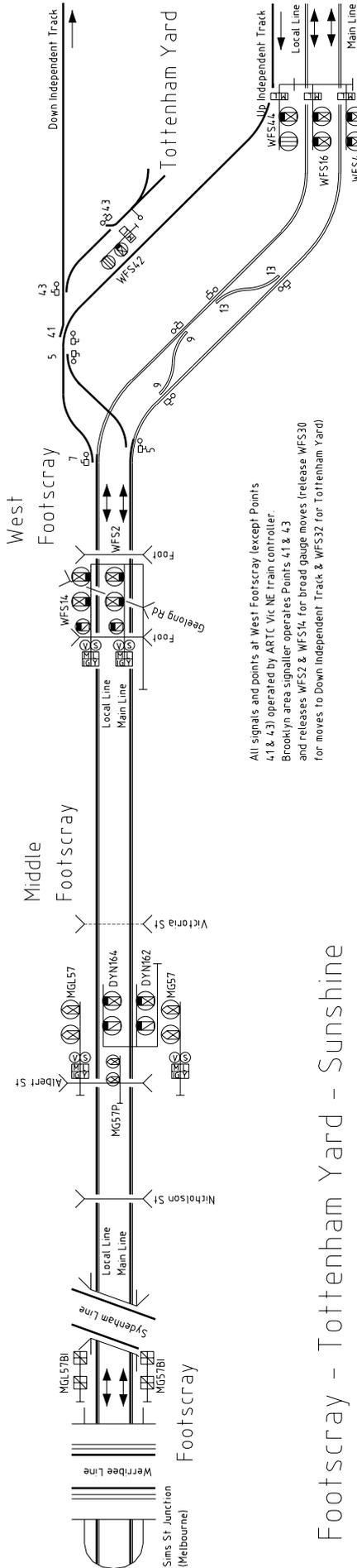
The following alterations were published in WN 1/09 to WN 3/09 and ETRB A circulars. The alterations have been edited to conserve space. Dates in parenthesis are the dates of publication, which may not be the date of the alteration.

- (06.01.2009) **Riversdale - Alamein** (SW 5/09, WN 1)
Diagram 59/07 (sic) (Riversdale - Alamein) replaced 109/06 as in service.
- 11.01.2009 **Clifton Hill - Westgarth** (SW 3/09, WN 2)
On Sunday, 11.1., the following signalling alterations occurred.
* Posts CHL010, CHL032, CHL103, CHL115, CHL119, CHL123, and CHL128 were converted to LED.
* Up Home CHL123 was relocated to a position 16 metres from the Up end of Platform No 1.
* Down Automatic CHL010 was relocated 3 metres in the Up direction.
* Point 018 were removed.
* New Points 018 were installed at the Down end of No 1 Platform. These points are not commissioned.
- 12.01.2009 **Spencer St No 1** (SW 10/09 & SWP01/09, WN 2)
On Monday, 12.1., a sliding gate and three boom barriers were provided to control road access to the maintenance road and the Motorail dock. The sliding gate is located on the bus interchange road and prevents entry to either the Motorail dock or maintenance road across the broad gauge lead to Car Sidings Nos 5 & 6. Road movements from either the Motorail dock or maintenance road across the broad gauge lead are controlled by boom barrier A2. Boom barriers B1 and B2 control road movements over the maintenance road between the Motorail dock and the carriage sidings.
The gates and boom barriers are operated by key switches released from lever 405 at No 1 Box. Two key switches labelled 'Motorail' and 'Access Road' are provided in a box (KS1) next to the sliding gate. One key switch labelled 'Motorail' is located in a box at the Motorail ramp. A third box (KS3) is located at the carriage sidings and it contains one key labelled 'Access Road'. The 'Motorail' key switches only operates the sliding gate and boom barrier A2. The 'Access Road' key switches will operate the sliding gate and all three boom barriers. The keys are held at No 1 Box.
Lever 405 has 'Motorail' and 'Access Road' positions. When it has been operated to the required position, a yellow indication will commence to flash. When the release has been taken the light will become a steady yellow. Return of the release will cause the yellow indication to flash again until Lever 405 has been returned to normal. The key switches have three positions (Close, Operate, and Open), and three indications (Closed - Red, Release - Yellow, and Open - Green). To open the gate/booms, the key switch must be turned to the 'Open' position when the Release (yellow) indication is lit. After an alarm has sounded for 7 seconds the gate and booms will commence to open. The key may be returned to the 'Operate' position and removed when the alarm commences to sound. When the gate and booms are detected in the open position the Open (green) indication will light and the alarm will cease to sound. Closing the gate/booms is similar.
Two disable key switches are also provided in box KS1 to operate the gates/booms when a fault occurs. Operation of these keyswitches will allow the gates/booms to be operated manually and will hold all applicable fixed signals at stop, but will not restore any routes already set. Two bypass key switches are also provided in box KS1. Operation of these keyswitches will cut out the detection of the gate/booms closed and allow the signalling to operate normally. No vehicle is allowed to use the crossings when the bypass key switches are operated.
Operating Procedure 7B was provided.
- 16.01.2009 **South Kensington - West Footscray** (SW 2/09, 3/09, 4/09, 5/09, 6/09, 15/09, SWP 2/09, WN 2)
On Friday, 16.1., Stage 5 of the Southern Improvement Alliance Signalling works was commissioned. This involved
* Provision of bi-directional signalling on the Main Goods Lines. The former Up line is now the 'Main Line' and the former Down line the 'Local Line'.
* Track Y between South Dynon Junction and Sims St Junction was converted to dual gauge and renamed the Local Line. A dual gauge connection was made to the Local Line at Sims St Junction.
* The relay interlocking at Sims St Junction was replaced by an SSI.
* The fixed gauge splitters on the dual gauge lines at Sims St Junction and West Footscray have been replaced by a moveable blade operated by a point machine.
* Theatre route indicator are provided for the signals associated with the Main and Local Lines. The letters displayed are: M (Main Line), L (Local Line), Y (Yard), IG (Independent Goods line), O (Melbourne Operations Terminal), W (Wagon Maintenance Depot), F (Melbourne Freight Terminal), P (Loco Provisioning Centre), and SD (Appleton Dock line). 'V' and 'S' indicators are provide on signals on the dual gauge sections.
* All signals at North and South Dynon have been prefixed with 'DYN'.
* Control of the signalling at North Dynon and South Dynon will be transferred from West Tower to Centrol. At the same time, the train control functions for the Brooklyn Loop Area will be relocated from Room 4 to Room 12 at Centrol. The Brooklyn Loop Train Controller will be responsible for signalling and train control at the V/Line controlled areas at North Dynon, South Dynon, West Footscray - Sunshine, and Sunshine - Brooklyn - Newport (West Line). SW 225/08 was cancelled.
* The ARTC Melbourne Metro train controller will work all points and signals associated with the Main



North and South Dynon 2009

Points 123, 139 are operated by ARTC train controller
 Dwarf's DYN126, DYN228, DYN230, and DYN232 are worked by the ARTC train controller
 when Crossover 123 is reverse, and the V/L Line Brooklyn Loop train controller when
 Crossover 123 is normal.



(20.01.2009)

Echuca (TON 12/09, WN 3)

The access track leading to the turntable has been booked out of use due to track condition.

22.01.2009

Sunbury - Gap Road (SW 7/09, WN 3)

On Thursday, 22.1., the level crossing at Gap Road (38.011 km) was widened. Two additional boom barriers, located in the medium strip, were commissioned together with pedestrian gates on the Up side of the level crossing. Diagram 118/08 (Watergardens - Clarkefield) replaced 28/05.

27.01.2009

Clifton Hill - Westgarth (SW 19/09, WN 3)

On Tuesday, 27.1., the single line between Clifton Hill and Westgarth was duplicated. The former single line became the Down line and the new line became the Up line. A portion of the Down line will be signalled for bi-directional running.

At Clifton Hill the following alterations took place:

- * The emergency control panel was abolished.
- * Up Home CHL127 was provided.
- * Up Home CHL119 was renumbered CHL117.
- * Up Automatic CHL031 was abolished
- * Points 018 and Crossover 029 were provided.

At Westgarth the following alterations took place:

- * Points 030 and Down Home CHL132 were abolished.
- * Down Automatic CHL010 was converted to a Home and renumbered CHL110.
- * Down Automatic CHL032 was renumbered S203.
- * The approach clearing of Up Automatic S218 was removed.

Diagram 1/09 (Jolimont - Merri & Westgarth) replaced 55/08. Note that the pedestrian gates at Cunningham Street and Walker Street were not commissioned. SW544/03 (Operation of emergency control panel) and SW565/03 (Suspension of Operating Procedure 31) are cancelled.

Footscray - Tottenham Yard - Sunshine (non-electrified lines) 2009

(Based on Signalling Diagrams 29/08, 9/08, & 25/08)

Line and Local Lines between Moonee Ponds Creek Junction and Tottenham Junction. Dwarfs DYN126, DYN228, DYN230, and DYN232 at South Dynon will be controlled by either the Brooklyn Loop or ARTC train controllers depending on the position of Crossover 123. The Brooklyn Loop train controller provides a release to the ARTC train controller for standard gauge movements from Sims St Junction towards DYN110, and for broad gauge movements from Sims St Junction towards DYN112.

- * The broad gauge connections at West Footscray have been altered to form a single lead junction.
- * Points 43 at West Footscray were fitted with a self normalising feature.

Operating Procedures 10, 11, and 11A (SW 100/07) were replaced by a new Operating Procedure 132 (West Tower). New Operating Procedures 10 (Dynon Area) and 11 (North Dynon and South Dynon - operation of points and signals) were issued.

Operating Procedure 13A (Running around passenger cars on the Through Goods Lines, SWP 172/07), 15A (Sunshine - Brooklyn - Newport (formerly 15)), 21 (Tottenham Gravitation Yards) and 22 (West Footscray - Sunshine - Passenger trains) were reissued.

Operating Procedure 20 was cancelled.

Signalling diagrams 65/08 (Moonee Ponds Creek), South Dynon (67/08), 59/08 (South Kensington), 63/08 (Footscray - Spotswood) and 61/08 (West Footscray - Tottenham) replaced 33/07, 27/08 (South Kensington), 29/08 (Footscray - Spotswood), and 09/08 (West Footscray - Tottenham).

WILLIAMSTOWN (ANN-STREET SIGNALBOX)

Public traffic commenced to Williamstown station on the 17 January 1859. As with most of the line, I know very little about the station itself prior to interlocking on 30 March 1884. The lines to the Railway and Breakwater Piers were those marked as 'To Goods Sheds' on the 1884 diagram. The branch line diverging at the Down end of the platform would have been provided around 1877 to serve the New Railway Pier.

The lines in the vicinity of the passenger platform were interlocked on 30 March 1884. The first Interlocking Register names the box as 'Williamstown Station', but it was normally referred to as 'Ann-street' signal box (Ann Street runs north from the platform to the foreshore roughly opposite the site of the box). The box contained a 40 lever No 5 Pattern frame with 29 working levers. Fortunately, a locking sketch has survived to show the most unusual layout. Essentially the double line from Melbourne became the goods arrival and departure roads which then lead off the right of the diagram to the goods sheds. The passenger platform was on a loop which left the main lines just on the Down side of the Thompson St overbridge. At the Down end of the platform the line to the Railway and New Railway Piers diverged from the Goods Arrival and Departure Roads. From the layout it appears that this connection was originally intended to be operated as an ordinary double line. However, by 1884 one of the lines was in use as the bi-directional passenger line to Williamstown Pier station. The other line was the bi-directional goods line. This 1884 layout remained recognisable until 1988, and even today the platform is still recognisably located on the loop.

Initially safeworking towards Melbourne remained time interval working, but double line block working was introduced in 1886 with Ann St working with North Williamstown and Pier Signal Box. The WTT of 1 July 1886 was the first to show the block and further noted that the block working on the Ann St - Pier section was only in force on weekdays. No staff symbol was shown against either Williamstown or Williamstown Pier and it can only be surmised that the section was worked purely by the single line block instruments. This will be considered more fully in the history of Williamstown Pier, but it appears that the section was worked solely by the block without any form of Staff working until 1905.

There appears that there was little alterations in the layout after interlocking for twenty years. On the 4 April 1884 the locking was altered so that the two Up Home signals from the Pier Passenger line released the one Up Distant signal. A further minor locking alteration was carried out on 2 February 1887 when Home 38 was only released by Lockbar 32 instead of both 29 and 32. On the 24 September 1890 two levers became spare. It appears that this reflects the disconnection of the Crossover 21 and Points 20 in the lines to the goods yard.

On 24 June 1900 the frame was replaced by a smaller 30 lever No 6 Pattern frame. There were no changes to the working levers and the new layout is shown based on a surviving locking sketch and WN 12/98. Two minor alterations were subsequently carried out on 23 September 1909. An Up Starting signal (lever 22) was provided, probably to allow shunting to be performed on the Up line without entering the block section. In addition, a setback disc was provided on Post 62 for moves from the Down line to the Platform, probably to assist in running around suburban trains. In October 1904 this disc was replaced by a ground disc.

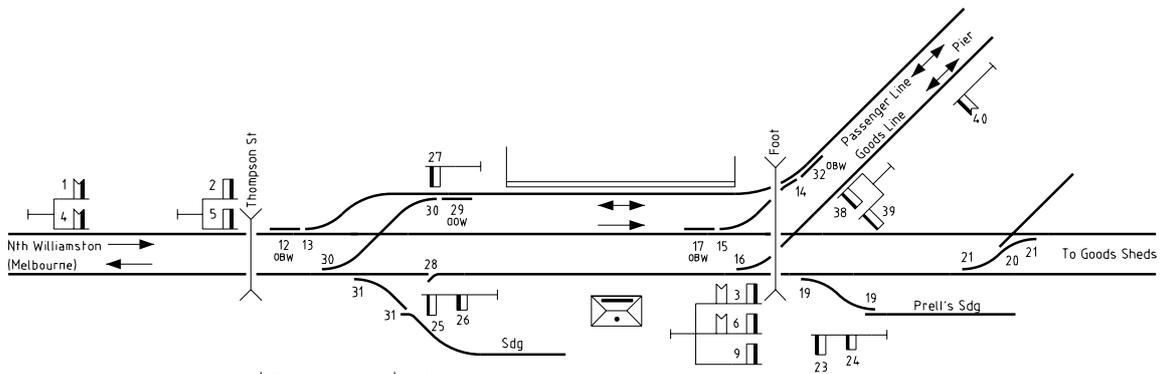
Substantial alterations were carried out at the Up end

of the yard on 8 January 1905 to allow the double line from Williamstown Beach to be worked as two single lines. As this has already been described in the history of Beach station, the focus here will be on the effect on the layout at Ann-street. The 1905 diagram opposite is based on the WN and the Interlocking Register. The main change was the provision of a signalbridge with four arms at the entrance to the station, with the leftmost two arms for moves from the Passenger line and the rightmost two arms for moves from the Goods Line. An additional distant (for the Goods line) was also provided. Disc signals replaced the arms on Posts 63 and 67, and additional discs were provided on Post 64 for Up moves from No 2 Road. At the Down end signals were provided for all moves from Nos 2 and 3 Roads. The main problem with in drawing a diagram of the 1905 single line layout is the interlocked points. The interlocking register records that the frame contained just 5 point levers and 2 lockbar levers which indicates that some formerly interlocked points were converted to be worked by hand. This was probably due to the small number of spare levers in the 1900 frame. It is most likely that the points affected were the interlocked points at each end of the Weighbridge Road, and the catch points at the Up end of the No 3 Road and the Weighbridge Road. Although it would seem to be unlikely that no rollout protection was provided at the Up end of Numbers 2 & 3 Roads, the WN makes no mention of catch points in this position.

Although it properly belongs in the history of Williamstown Pier, it is worth noting that on 8 January 1905 the Pier station was relocated to the western edge of the sidings and electric staff working was introduced between Ann-street and the new Williamstown Pier station. As the electric staff instrument was located in the signalbox while trains for the Pier station departed from (and arrived at) the platform it was impossible for the Signalman to personally deliver or receive the electric staff. (This is possibly the reason why no Staff had been provided for the section previously.) Special permission was consequently granted for the Officer-in-Charge of the station to deliver and receive the electric staff from the driver, and a 'carrier' was provided to convey the electric staff between the signalbox and the platform. From the description it appears that this carrier was a flying fox similar to the system in use at Castlemaine. In January 1907 the signalman at Williamstown was given permission to withdraw a staff after passenger traffic had ceased for the day for use by trains on the Pier line (presumably for trains shunting the public goods siding, and locos accessing the coal stage at the Pier station).

Reversion to the double line arrangements between Beach and Ann-street was recorded in the Interlocking Register as occurring on the 30 April 1905. Unfortunately as this did not go through the Weekly Notice we know even less about this layout than the single line one, but it was probably the same as in later years (except for the left hand disc on Post 64 which was provided on 26 June 1905). There was, apparently, very little change in reverting to the double line. The Down signals for the Goods line (now the Up line) were crossed, and an Up Starting signal was provided. The ground disc, Post 62, changed its meaning; previously applied to set back from the Passenger line (Down line) into the platform, now it applied to set back moves from the Up line into the platform. The disc on Post 64 leading from No 2 Road to the Down line (Passenger Line) was also crossed.

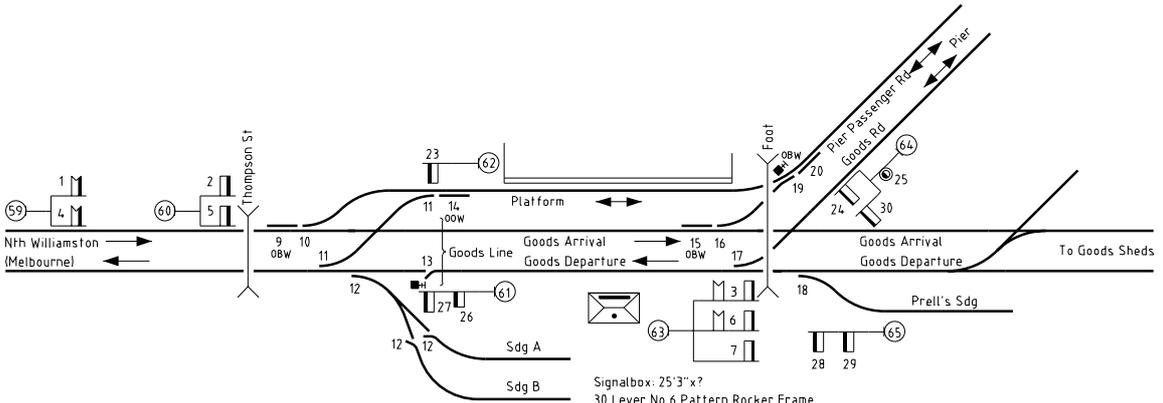
Single line working was brought into service in 1906,



Williamstown (Ann St) 1884

40 Lever Rocker Frame
Spare: 7, 8, 10, 11, 18, 22, 33-37

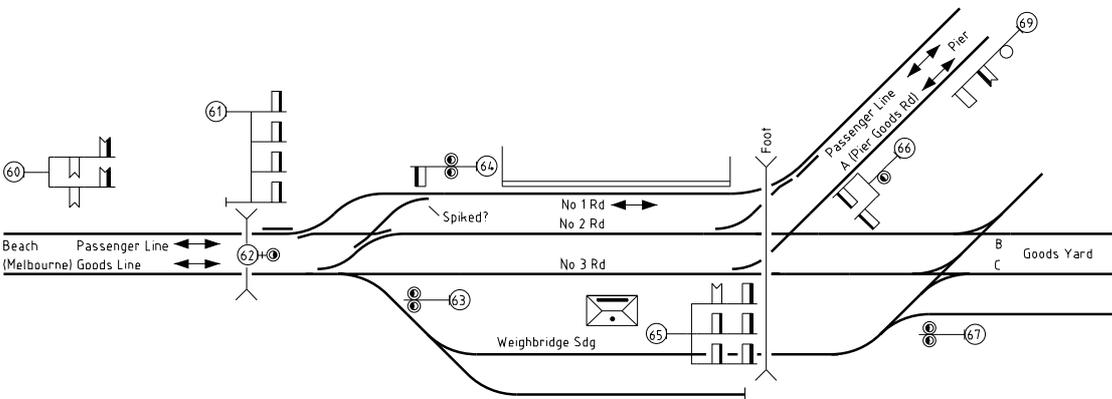
Based on undated VR Locking Sketch



Williamstown (Ann St) 1900a

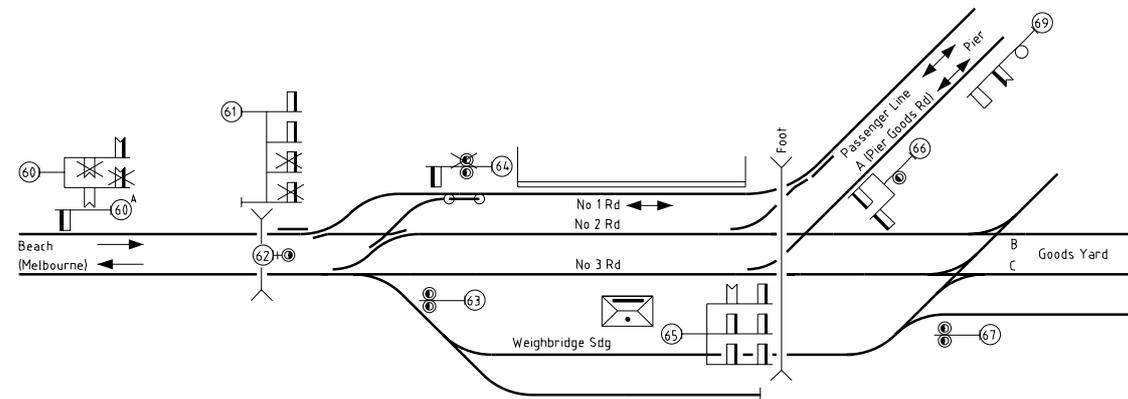
Signalbox: 25'3"x7'
30 Lever No 6 Pattern Rocker Frame
Spare: 8, 19, 21, 22

Based on Locking Sketch dated 15.5.00



Williamstown (Ann St) Arrangements B 1905

Based on WN 52/04 & Interlocking Register



Williamstown (Ann St) Arrangements A 1905

Based on WN 52/04 & Interlocking Register

1907, 1909, 1910, 1911, 1912, 1913, and 1916 (the dates are given in the history of Williamstown Beach). Over this period a number of minor alterations were made in the layout at Williamstown.

At the beginning of March 1908 the crossover between No 1 (Platform) Road and the Up line was relaid further out, probably to allow an extension of the platform at the Up end. Posts 61, 62, and 64 were relocated to suit.

The use of Block Rule 6 (Section Clear, but Station or Junction Blocked) was authorised for use in mid October 1908 at Ann-street for Down trains provided the line was clear to Post 65 at the Down end. This was a very unusual use of Rule 6, as it was normally used to accept trains when the line was only clear to the Home signal.

On 28 May 1911, in conjunction with the reversion to double line working that year, the frame was extended to 35 levers. Only one of these levers was working, a point lever, and the Interlocking Register notes that this alteration was due to 'slip point at Up end double line working'. However, I suspect that this marks the provision of catch points at the Up end of the Weighbridge Siding and No 3 Road as they are mentioned in the WN entry for the first time since 1905. In June 1911 a telephone was provided at the starting signal.

As fully described for Williamstown Beach, the Passenger and Goods lines were track-locked in late January 1912 when single line working was in force. At Ann-street the home and disc leading to the the Passenger line on Post 75 were equipped with reversers. However, the discs on Posts 75 and 76 leading to the Goods line were not listed as being track controlled. This is supported by a list of track-locked sections in WN 5/12 which records that the Goods Line was only track-locked in the Down direction. This would make sense, as track-locking these discs would have required hand signalling trains whenever it was necessary to shunt into the Goods line when it was occupied.

At the same time the track locking was provided, a disc was provided underneath the bracket of Post 73 which was used as the setback signal from the passenger line during single line working. When the double line working was brought back into use in mid March 1912 the new disc was crossed and the ground disc brought back into service. This avoided the ground disc from having two different applications depending on whether single line or double line working was in force.

In mid March 1912 a ground disc was provided on the Pier Passenger line just clear of the lockbar. This allowed an engine to run around without needing to proceed outside the Home signal on Post 79 (the clearance point for electric staff was the Home signal). A special instruction issued at this time prohibited the signalman from conducting shunting operations in No 2 Road after accepting a Down train, or when an Up Passenger train was crossing to the Up line.

On 3 October 1913 a disc was provided to control movements from the Engine Shed Road (which led off the Pier Goods Line) to No 3 Road. The points leading to the Engine Shed in the Pier Goods Line remained hand worked. At this time the frame was extended to 37 levers.

A major alteration was the upgrading of the signalling at the Down end on 19 December 1915. This involved the replacement of the diamond at the Down end of No 2 Road with a single compound to allow goods trains in No 2 Road direct access to the Pier Goods line. At the same time the points to the engine shed were interlocked. The use of home signals for routes to and from the Pier Goods line and the Goods Yard ceased and all movements at the Down end were signalled with discs. Bracket post No 77 was replaced by a lovely signalbridge with three dolls. It appears

that the points at each end of the Weighbridge Siding were once again interlocked at this time. To work the improved signalling, the 37 lever frame was replaced by a 50 lever A pattern tappet frame. The diagram is based on Diagram 39/15, but the numbering is based on a 1920 locking sketch and hence is partially conjectural (as indicated by the question marks against some of the numbers).

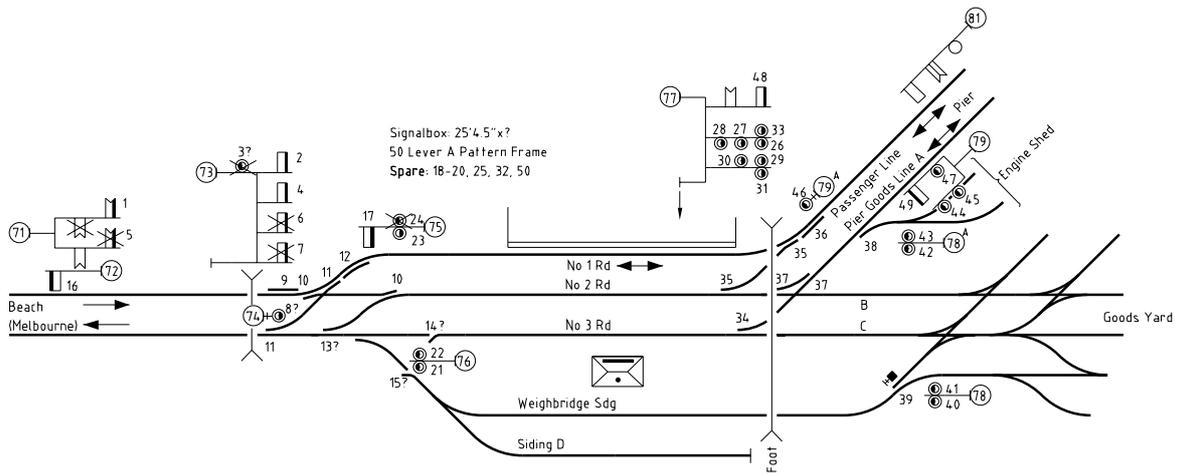
In early August 1920 the overhead between Melbourne and Williamstown Pier was energised. Trial runs of the electric trains were carried out on 12 August 1920. Electric trains began to replace steam service on selected runs as from 22 August 1920, and the full electric service was brought into use on 29 August 1920 to Williamstown and extended on 30 August 1920 to Williamstown Pier. By 1928 only the Up and Down main lines, Nos 1 and 2 Roads, and the Pier Passenger line were wired. Subsequently No 3 Road was also wired. The goods yard and Pier Goods Lines were never wired. Incidentally, the engine shed remained in use after electrification to house the local shunting engines. It appears, however, that it was reduced in size and a coal stage was provided to replace the stage at Williamstown Pier.

About a month and a half after the electrification, in mid October 1920, the signalling for working the two parallel single lines to Williamstown Beach was abolished. Bracket Post 71 was replaced by a straight mast with one distant arm, the rightmost arms on Post 73 were abolished together with the righthand disc on Post 75. Presumably the track-locking, and electric staff and tablet instruments were abolished at this time. No interlocking changes, however, were carried out at this time pending a rearrangement of the up end of the yard the following year.

Train Staff and Ticket working replaced Electric Staff working between Williamstown and Williamstown Pier in mid June 1921. As the signalman still could not personally deliver and receive the Train Staff, by 1928 special instructions had been issued making the Officer-in-Charge of the Station on each shift responsible for receiving and delivering the Staff to the Driver and the safe custody of the Staff. The Staff had to be shown to the Signalman on the arrival of each train. It was probably at this time that a small two lever ground frame was provided on the platform to control the Down signals leading to the Pier Passenger Line. This had definitely been provided by 1930. The signalman was withdrawn from Williamstown Pier in late August 1929 and Staff Tickets were subsequently not ordinarily used on the section.

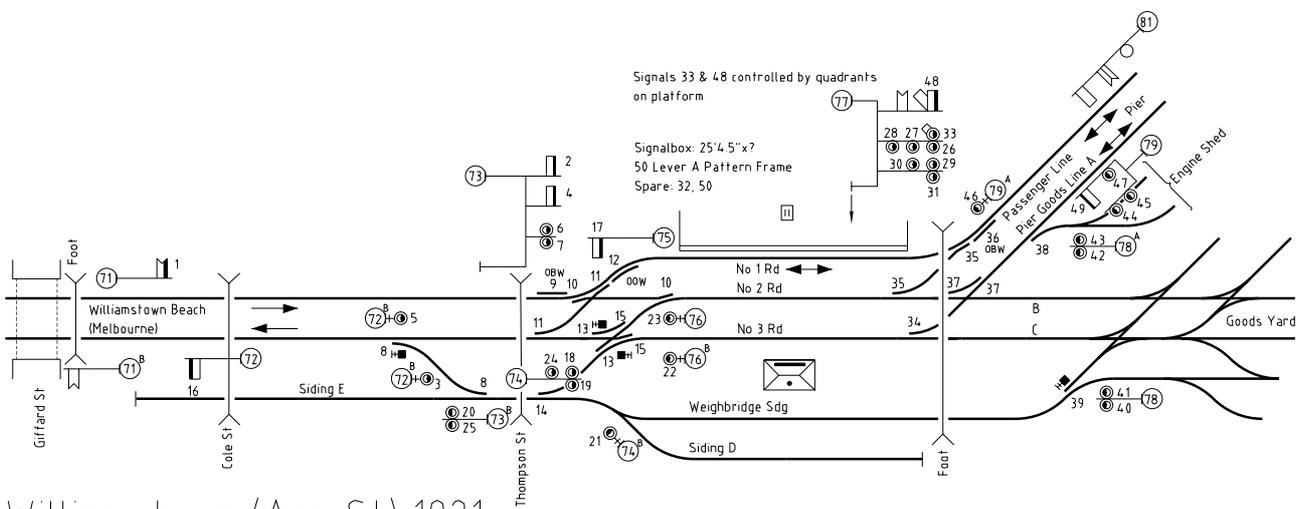
On 23 October 1921 the interlocking was altered to remove the locking for the former single line working and to provide for the new Siding E, although this siding was not commissioned until mid November 1921. Siding E formed a headshunt at the Up end of the yard and was connected to Nos 2 and 3 Roads and Weighbridge and D Siding. The provision of Siding E made it possible to shunt at the Up end of the yard without needing to occupy the Up main line (which would have become difficult with the increased service due to electrification). The Siding extended almost as far as Giffard Street and new openings had to be made at the Cole Street and Thompson Street overbridges. With the provision of Siding C, the layout at Williamstown reached its maximum and was subsequently hardly altered for over forty years.

The use of the 'Section Clear but Station or Junction Blocked' signal for accepting Down trains was prohibited from late October 1928. Instead, the special instructions were modified so that a full line clear could be given provided No 1 or 2 Roads was clear to Post 77 and the points were set for that line. Note that this was previously the condition under which trains were accepted under the Warning arrangement.



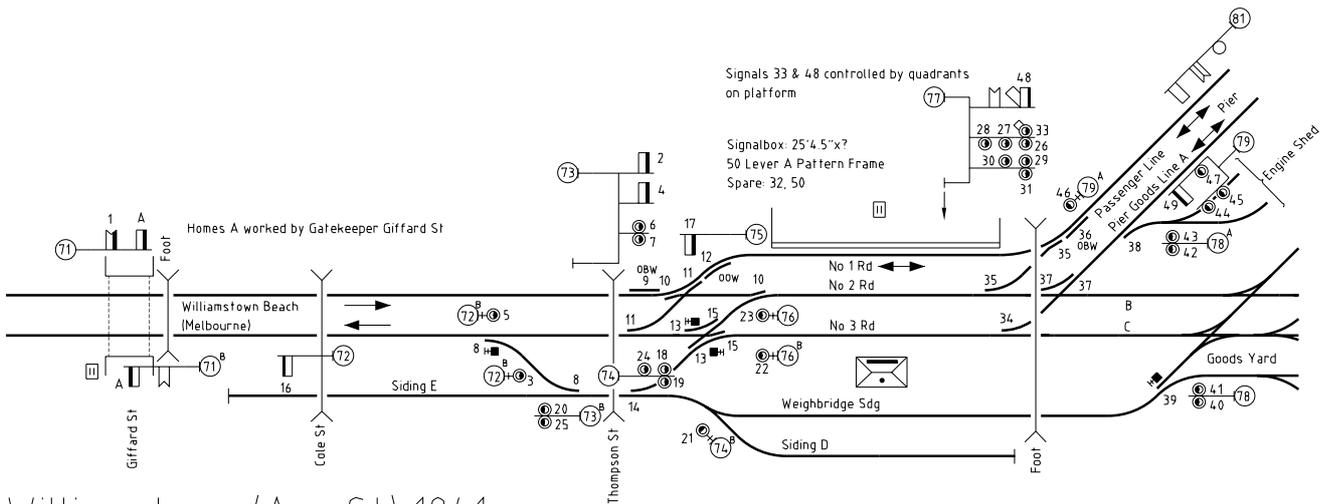
Williamstown (Ann St) double line working 1915a

Based on A4033/15



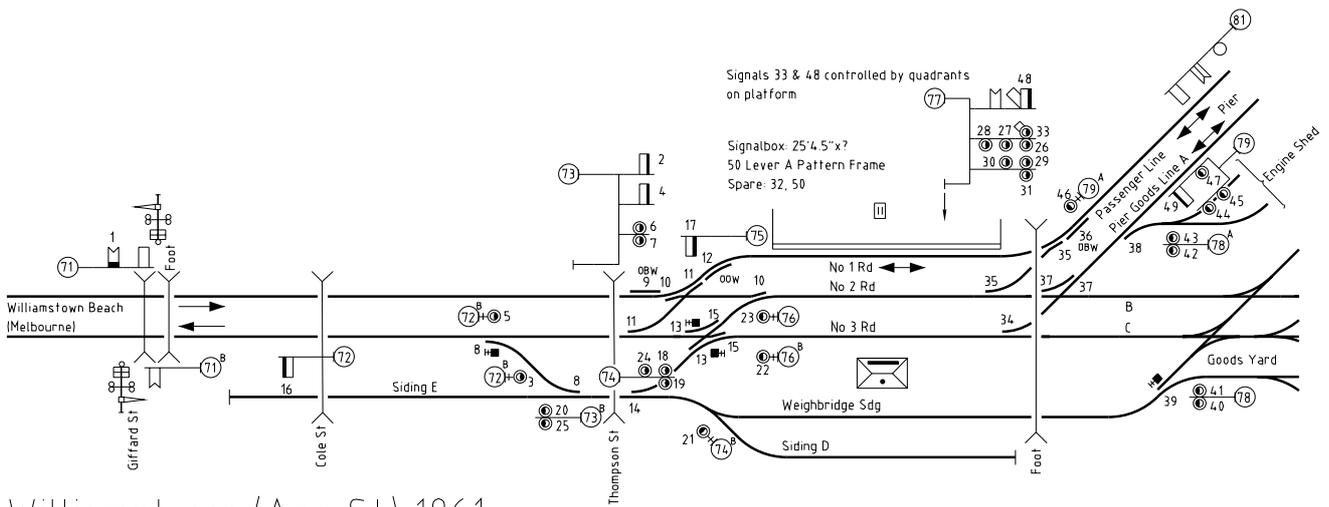
Williamstown (Ann St) 1921

Based on A4033/15 & Locking Sketch RN151 as in service 6.14.7 amended to 26.6.65

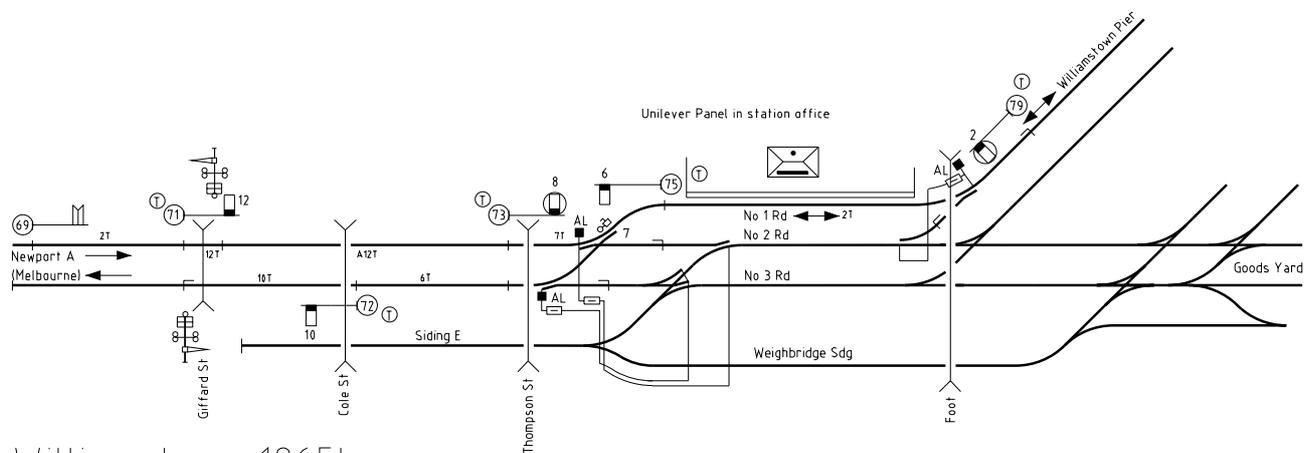


Williamstown (Ann St) 1941

Based on A4033/15 & Locking Sketch RN151 as in service 6.14.7 amended to 26.6.65



Williamstown (Ann St) 1961
 Based on A4033/15 & Locking Sketch RN151 as in service 6.1.47 amended to 26.6.65



Williamstown 1965b
 Based on box diagram

Newport A and Williamstown. Surprisingly few alterations were made at Williamstown during this change. The signals were replaced by three position light signals, but, for example, notice on the diagram that the track circuits were all unaltered from the previous relay interlocking. Williamstown was now worked from the panel at New-

port A. However, a closing lever for Williamstown was provided on the Newport panel. When Williamstown is switched out the points and signals work automatically. It would only be necessary to switch Williamstown to manual working during failures, or when it was necessary to have two trains in the platform at once.

WILLIAMSTOWN PIER

Williamstown Pier was opened for traffic on 3 October 1857 when the Geelong and Melbourne Railway Company's trains were extended from a temporary terminus near Newport to the Railway Pier. The formal opening of the line from Melbourne to Williamstown Pier occurred on 13 January 1859, and public traffic commenced on 17 January 1859. Photographs show that this station was situated immediately at the foot of the Railway Pier adjacent to the timeball tower.

The early history of Williamstown Pier station is shrouded in a certain amount of mystery. By December 1865 the timetable does not show any trains to or from the Pier, however, a footnote shows that most trains actually originated from the 'Pier Station, Williamstown', five minutes before the advertised departure from Williamstown itself. By 1 February 1874 no weekday trains originated at the Pier, but the footnote was still shown for 6 of the 8 trains on Sunday. The timetable of 1 August 1876 is the last known to show this reference. During this period, however, the traffic returns in the Commissioner's Report do not record any passengers to or from the Pier station. It is possible that all

accounting work was carried out at Williamstown.

It is recorded that in late 1874 the Engineer in Chief had been instructed to have a double line complete with passenger platform available to the New Railway Pier for the mail steamers. Nothing more is known of this platform.

From around 1877 to 1883 it appears that the lines between Williamstown and the Pier station were used solely for goods traffic and the Pier station was closed for passenger traffic. The timetables of the period show that Williamstown Pier was now only open for goods traffic.

A new Pier station was provided in February 1883. In December 1882 and January 1883 the Engineer for Existing Lines correspondence register records correspondence dealing with the laying of tracks to the "new Pier station" and the provision of signals. The new line and station had to be ready for use on Sunday 4 February 1883. It is believed that this new Pier station was located slightly to the west of the original station, but still at the foot of the Railway Pier. The platform, however, was approached by a new track that left the line to the New Railway Pier near the corner of Cecil St and what is now Kanowna Sts and ran north east

across the point to the Railway Pier. The report for the year ended 31 December 1883 was the first to show passenger traffic for Williamstown Pier - roughly 20,000 outwards passenger journeys were shown but none inwards.

Turning to the signalling, Williamstown Pier signalbox was brought into service on 3 December 1883. The Interlocking Register shows this box as 'Williamstown B' (note that this was nearly 4 months before Ann-street signalbox was opened), but all the other references I have seen are to 'Williamstown Pier'. It is almost certain that the box controlled the junction between the lines to the New Railway Pier and the Pier station. The frame contained a 12 lever frame with 10 working levers. Beyond this almost nothing is known of this frame, except that a locking alteration was carried out on the 20 August 1884.

The outwards passenger journeys at Williamstown Pier steadily increased in the following years, but no inwards passengers were shown. The timetable of 3 December 1885 shows that Williamstown Pier was open for passenger traffic, but that no trains were shown in the schedules as serving the station. The timetable noted that "passengers will be booked to Melbourne at the Pier station, but only by the trains leaving that station." It is possible that the Pier station was only open for special trains run in conjunction with shipping.

Winter's block was provided between 1 April 1886 and 1 July 1886 with the section Ann-street Box - Pier Signal Box. The July 1886 WTT notes that the block was only worked on the weekdays.

A new 15 lever No 6 Pattern frame was provided in the signalbox on 5 August 1886. A locking sketch survives of this frame. Although dated 30 December 1886, it appears the locking sketch has been amended to September 1898. Although the layout appears to be a standard double line junction, with a short section of double track leading to the Pier platform, the table of locking belies this impression. While Home 2 applies from the 'Up line' to the New Pier, Home 3 applies from the 'Down line' to the Pier Station. (None-the-less, the two Distant 1 are released by either Homes 2 or 3!) Home 14 applies from the Pier station back along the 'Down line'. The most likely explanation for the curious layout is that the lines were originally laid out as conventional double lines, and this may have still been the case in 1886 when the new frame was provided. At some time the Down line became a bi-directional single line serving Williamstown Pier station, and the former Up line became a bi-directional goods line. It is possible that this occurred when the suburban service was extended to Williamstown Pier as there was no connection at Ann-street between the former Down line and the platform.

The Commissioner's Report for 30 June 1888 is the first to show inwards passengers - a mere 91, but the number did build up. The August 1889 WTT is the first to show the suburban service serving Williamstown Pier.

On 29 September 1898 an additional lever was brought into service in the signalbox, and judging by lettering on the locking sketch, this was the short arm 12 applying from the passenger platform to the goods line.

By 1898 the two lines were definitely being worked as two single lines. However, there is no record of any form of Staff working being applied to the Passenger line between Ann-street and Pier. The list of 'Particulars of Lines of Way and How Worked' in the 1898 General Appendix records that the section between Ann-street Box (Williamstown) and Pier was double track and was worked by block telegraph. It then refers to the following special instruction:

The two lines of way between Williamstown (Ann-street Box) and Williamstown Pier Box are worked

as Single lines of way, the left-hand road (from Melbourne) being used only for Passenger trains, and the right-hand road being used for Goods traffic either to the New Pier (road to which branches off at the Pier Box) or to the Railway Pier. The passenger line between the Pier Signal Box and Pier Station is also worked as a single line.

No Goods train or Pilot engine must be allowed on the "Passenger" line at either end, and only one Passenger engine under steam may be permitted on this line, except by special authority from the Chief Traffic Manager or District Traffic Superintendent.

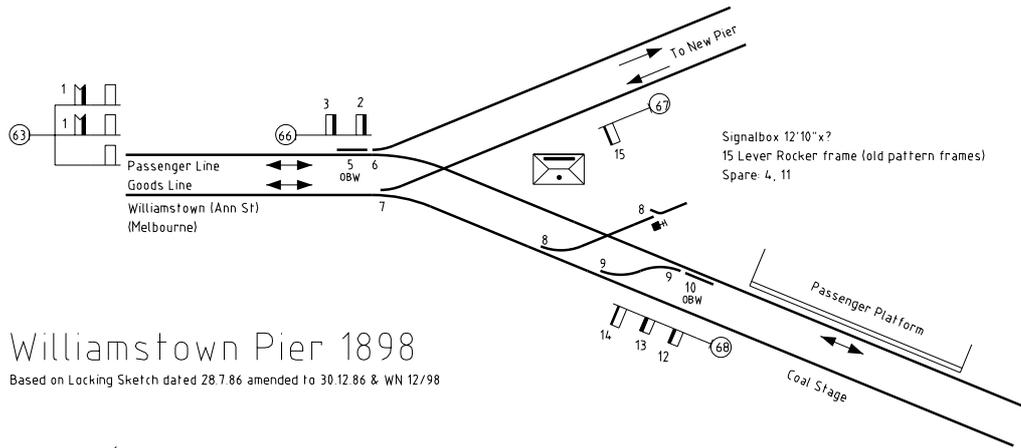
The situation had not changed by the issue of the 1902 General Appendix.

In July 1900 the following special instruction was issued. After the last passenger or goods train for the day had run, the Pier Box was closed and block working ceased. The engine of the last Down Williamstown suburban, however, had to proceed to the Pier station to go over the pit and returned the same way the next morning to form the first Up pass. The engine was to proceed Down on the Passenger line and Up on the Goods line; the signals at Pier box were to be left at clear for these movements. After the engine's departure from Williamstown, the Signaller there was not to permit any movement on either line until the loco arrived back again the next day. On Sundays the carriages for the first Up were permitted to be propelled from Williamstown to Williamstown Pier. These instructions were modified in February 1904. Now, after the last Up passenger train had run from Pier box to Ann-street, block working ceased and the passenger line was closed until the signaller at Pier resumed duty the next morning. However, the engine of the last Down Williamstown passenger train was allowed to travel over the passenger line to go over the pit. While the signaller was off duty, the Shunters were to work the points and signals at Pier box as required for all traffic. The signals were to be normally kept at danger.

In April 1904 a further instruction was issued to cover working on the Goods line. To prevent conflicting movements on the Goods Line, the signaller, Pier box, was to obtain permission from the Signaller, Ann-street, by telephone, before allowing any train to enter the Goods line section. Ann-street signaller was to take all necessary precautions. The shunters were informed that no occupation of the Goods line at the Ann-street end was permitted until the signaller had given permission. After passenger traffic had ceased, Shunters were to carry out instruction for the Pier Signaller.

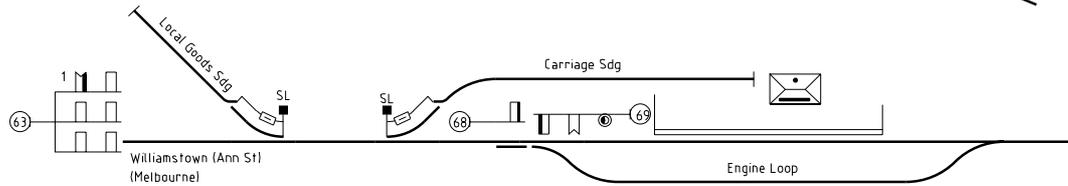
On 8 January 1905 Williamstown Pier station was relocated to a site on the western side of the yard adjacent to what is now Kanowna St with the end of the platform at Nelson Place. The new station was served by the former 'Down' line to the New Railway Pier which became the single track Passenger line. Williamstown Pier signalbox was abolished and the former passenger line leading to the old Pier station was lifted. The remaining points at the former Pier box were converted to be worked by hand.

A six lever frame was provided at the new Pier station to work the Up end of the engine run-around and associated signals. The former block working between Ann-street and the Pier signalbox was abolished and (large) electric staff working substituted. Two staff locked sidings were provided in the very short section between Williamstown and Pier stations. The first was a public goods siding, which ran parallel to Hanmer St to Ann St. The second was a dead end carriage siding situated behind the Pier passenger platform. A coal stage was provided on the main line at the Up



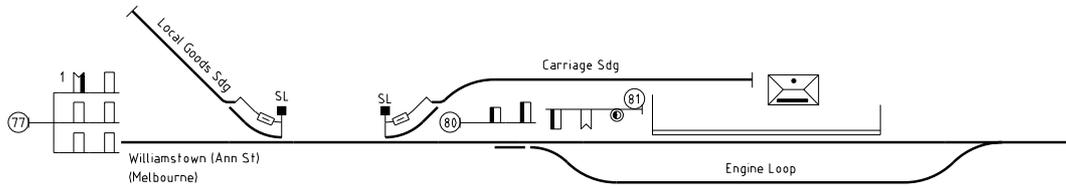
Williamstown Pier 1898

Based on Locking Sketch dated 28.7.86 amended to 30.12.86 & WN 12/98



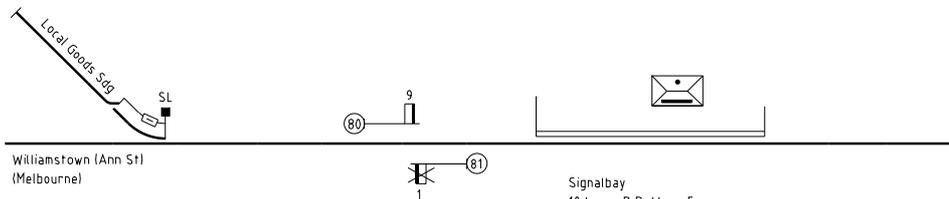
Williamstown Pier 1905

Based on WN 52/04



Williamstown Pier 1912

Based on WN 3/12



Williamstown Pier 1925

Based on Interlocking Sketch F2062 as in service 27.8.25

end of Pier station to refuel the suburban tank locomotives when running around.

In mid January 1912 the platform road at Williamstown Pier was track-locked and the Home arrival signal was fitted with a reverser. A call-on arm was provided on the same post for engines shunting back onto their trains. There were no spare levers in the frame to work the call-on arm, and it appears that it was worked by the same lever that worked the Home signal with the two signals being electrically selected. The signalman was instructed to switch out the calling-on from the track locking before going off duty and clear it to allow engines to access the coal stage. The use of electric selection must have been inconvenient, for a new 10 lever B Pattern frame was provided on 4 September 1913 and this allowed the calling-on to be worked by a separate lever.

The electrification was brought into use in 1920 as already noted. The full electric service to Williamstown Pier was provided on 30 August 1920. The elimination of run-around movements at Williamstown Pier allowed some simplification at that station. In the middle of June 1921 Train Staff and Ticket replaced the electric staff system between Williamstown and Williamstown Pier. This Staff was recorded as being a No 1 Pattern lock staff. Then, on 19 Au-

gust 1925, the run-around (No 2 Road) was abolished. The WN only mentions the removal of the disc on Post 81, but this probably marked the removal of the track-locking, the calling-on on Post 80, and the Down distant. It may also have marked the removal of the carriage siding. All these changes had definitely occurred by the issue of the 1930 Book of signals.

The February 1928 General Appendix included instructions for stabling an off train at the Pier station while the Signalman was off duty. The train was to be accompanied from Williamstown to the Pier by the Guard who was to collect the staff from the Driver and return it to the Signalman at Ann-street. Before doing so, he was required to ensure that the signal lamp and tail lamp were burning brightly, that the hand brake was applied, and the vans were locked. When it was required to put the train in service, the Guard was to collect the Staff from the Signalman and proceed to the Pier to hand the Staff to the Driver. The signalman was to record the times the staff was received from and delivered to the Guard in the TRB.

In late August 1928 the signalman was withdrawn from the Pier station. The Driver was instructed to retain the Staff when changing ends at the Pier, and was to show the Staff to the Guard when doing so. The arrival Home on

Post 80 was normally left at proceed, except when it was necessary to shunt an 'off' passenger train. The departure Home on Post 81 was provided with a cross.

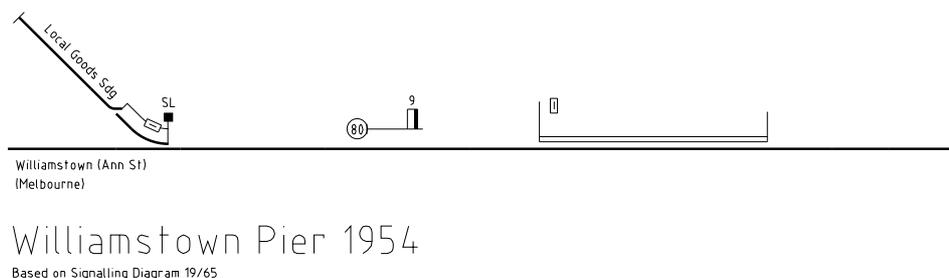
The interlocking frame and Post 81 was abolished on 3 August 1954. The arrival home on Post 80 was subsequently worked by a quadrant on the platform. On 17 October 1965 the local goods siding was abolished and replaced by a new siding in the goods yard.

Williamstown Pier lingered on with fewer and fewer trains venturing down the rickety, sharply curved track. The end came for Williamstown Pier in 1987. Services were

suspended after a derailment on the 23 March 1987. It was decided not to repair the track and services were suspended until further notice as from 25 March 1987. The line was subsequently lifted (as, indeed, was all of the Williamstown yard). The site of the last Williamstown Pier station is now a car park for the Tenex shipyard.

Acknowledgements

Reference has been made to 'Electrification Dates 1918-2007', Ross Willson, Newsrail, May 2008.



LETTERS TO THE EDITOR

Glenn Cumming writes :-

I refer to the letter from Dr Peter Fisher printed in the January 2009 issue of "Somersault".

While I do not want this discussion to descend into a "he said - they said" type of tit for tat argument, I do believe in the theory that there are always two sides to every story and the comment by Peter in his letter about the level of support from the SRSV during the evolution of his book needs to be addressed.

Having been aware of the development of "Victorian Signalling: By Accident or Design?" over many years, I was delighted when Peter's book was finally published by the ARHS Victorian Division. Any book concentrating on Victorian railway signalling was eagerly awaited.

I have never met Dr Peter Fisher despite being Secretary of the SRSV since 1994 even though Peter has been a member of the SRSV since 1996. To the best of my knowledge, Peter has never attended a meeting of the SRSV nor has he attended one of the many activities conducted by the SRSV away from meetings. However, Peter and I have corresponded by written letter, email (many times) and have had discussions over the telephone.

I became aware of the existence of Peter's manuscript in the late 1990's and when Peter and I commenced our exchange of emails and telephone conversations, I asked Peter about the existence of this manuscript that was reported to be about Victorian railway signalling. Peter was reluctant to provide me with any detail about his manuscript.

During the course of our discussions, on two separate occasions I offered to assist Peter in making contact with various members of the SRSV to provide support in the areas of checking of facts and details along with proof reading of the manuscript. Peter chose not to take up these offers of assistance and advised me that he had already arranged for others to undertake these tasks.

At no time during our discussions was access to the SRSV archives sought by Peter.

I became aware that the manuscript of Peter's book had been offered to Train Hobby Books for them to publish. I approached Mr John Sargent, the proprietor of Train Hobby

Books, and after introducing the SRSV made the same offer of assistance that I had made to Peter. Again, my offer was not taken up.

When the Publications Group of the ARHS Victorian Division took on the role of publisher for Peter's book, I did not make any offer of assistance. A long standing member of the SRSV was heavily involved in the Publications Group of the ARHS Victorian Division and the production of Peter's book and I expected that if any assistance was required from the SRSV, then this SRSV member would make contact with me or other members of the SRSV if required.

I note that four members of the SRSV (including myself) are acknowledged by name in the front of the book. Two SRSV members are given credit for the provision of photographs for the book while the published works of four other SRSV members and two former members of the SRSV are listed as sources for Peter's book.

While these members might not have been representing the SRSV officially, SRSV members did provide support during the evolution of Peter's book.

The SRSV supported the pre - publication sales of Peter's book by arranging for the sales brochures for the book to be mailed to every SRSV member. I know that this resulted in at least a few SRSV members purchasing the book direct from the ARHS Victorian Division.

In his letter, Peter notes that he intends revising and republishing the book in the future. When that time comes, I trust that Peter will contact me directly to avail himself of the resources that the SRSV and its members have to offer. Peter might consider attending a meeting of the SRSV to meet fellow researchers in the SRSV and to provide the SRSV with details of his additional research.

Dr Peter Fisher is to be congratulated on bringing his research to print. The SRSV did support the evolution of Peter's book but only as far as Peter was prepared to allow the SRSV to assist.

Finally, I hope that the publication of "Victorian Signalling: By Accident or Design?" will encourage other railway signalling titles to be published.