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SIGNALLING RECORD SOCIETY OF VICTORIA INC



The first SRSV signalbox tour for some years was held on 19 September 2009 and visited the signalboxes at Lilydale, Ringwood, Upper Ferntree Gully, Mitcham, Blackburn, and Lilydale. The panel at Ringwood, shown here, has just celebrated its 10th birthday. It was commissioned on 15 June 1999 and brought fully into use on 2 August 1999. The panel works the local Ringwood yard and the connections to the maintenance depot at Bayswater on the Belgrave line. The design of the panel is similar to others supplied around the same time - Newport and Broadmeadows spring to mind. However, the development of VDU based interfaces has meant that it is unlikely that any further large panels will be installed in Victoria, and the existing panels are likely to be replaced when extensive alterations are required.

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MINUTES OF MEETING HELD FRIDAY SEPTEMBER 18, 2009,

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

- Present: - Wilfrid Brook, Brett Cleak, Graeme Cleak, Glenn Cumming, Graeme Dunn, Vance Findlay, Michael Formaini, Ray Gomerski, Chris King, Keith Lambert, David Langley, Steve Malpass, Bruce McCurry, Andrew McLean, Tom Murray, Trevor Penn, Colin Rutledge, Laurie Savage, Brian Sherry, David Stosser, Stuart Turnbull, Andrew Wheatland and Bob Whitehead.
- Apologies: - Mark Bau, Bill Johnston, Greg O'Flynn, Roderick Smith and Andrew Waugh.
The President, Mr. David Langley, took the chair & opened the meeting @ 20:07.
- Minutes of the July 2009 Meeting: - Accepted as published. Vance Findlay / Michael Formaini. Carried.
- Business Arising: - Nil.
- Correspondence: - Letter to Noel Reed thanking him for the slide presentation at the July 2009 meeting.
Email from Victrack advising that the gate across the station access road level crossing at Seymour was provided to stop people from crossing operational rail tracks because use of the crossing had not been authorised.
Letter to Mitchell Shire Council re closure of station access road level crossing at Seymour.
Letter to ARTC in Wagga Wagga NSW re closure of station access road level crossing at Seymour.
Letter to Steven Dunne of Glen Iris with membership information pack.
Invoice from SRSUK for supply of UK "Signalling Record" for 2008.
Letter to SRSUK with payment for UK "Signalling Record" for 2008.
Graeme Dunn / Laurie Savage. Carried.
- Reports: - Glenn Cumming advised that permission for the Signal Box tour tomorrow had been granted. Locations to be visited are Lilydale, Ringwood, Upper Ferntree Gully, Mitcham, Blackburn and Box Hill. Final details were discussed.
- General Business: - Keith Lambert advised that the unit lever control panel at Newport will be replaced by screen based equipment.
Keith Lambert described proposed works between Broadmeadows - Craigieburn. Extra signals will be provided for improved headways and new crossovers will be provided in the next month.
Brett Cleak reported that the SSI at Newport will be replaced by a "Westlock" interlocking when the new stabling sidings are commissioned. This will be the first use of a "Westlock" in Victoria. David Stosser asked how many stabling sidings will be provided at Newport. The final answer is not known. Different plans have provided different answers. Glenn Cumming reported that the Technical Training Centre at Newport will be relocated to make room for the new stabling sidings. The signals at the Technical Training Centre have already been removed.
Tom Murray provided an update on the grade separation project at Nunawading along with plans for the shutdown after Christmas.
Chris King asked if low profile concrete sleepers have a different cant for the rails?
It was noted that Connex / Mainco have been doing rail grinding work at various locations. Michael Formaini reported on various track maintenance activities across the Connex network. Keith Lambert noted that it is planned to carry out a large amount of track maintenance work before the end of the current rail franchise.
Andrew McLean described a proposal to re-open Harcourt for passenger business but noted that the single track is not adjacent to either of the platforms.
David Langley spoke about the funeral of well known rail enthusiast Wal Larsen in Bright yesterday.

David Langley provided an update on the Seymour - Albury project: -

- * New passenger station at Wodonga under construction
- * Bandiana Line now closed
- * New Standard Gauge track provided in the Dock at Albury
- * New platforms for the 1962 Standard Gauge line have been sighted at Violet Town, Springhurst and Chiltern with work at Euroa to start soon
- * The West Line between Seymour - Wodonga is expected to be ready by Christmas 2009 with Train Order working in force

Colin Rutledge advised that the crossing loops at Kilmore East and Tallarook are planned to be commissioned on 7 November 2009. The intermediate Automatic Signals at each loop will be converted to Home Signals.

Bob Whitehead provided an update on construction works for the new station at Coolaroo and the new platform at Broadmeadows.

Graeme Dunn asked about progress on the conversion of passenger cars for the Albury SG working. The proposed SG passenger working was discussed.

Keith Lambert described the proposed arrangements for works between Keon Park - South Morang. The final date of closure for Wal Wal was discussed.

Colin Rutledge described details of the closure of the Bandiana Line.

Colin Rutledge discussed proposed interlocking frame alterations and maintenance at South Geelong. The closing lever is expected to be commissioned.

Syllabus Item: - The President introduced member Doctor Stuart Turnbull to present the Syllabus Item.

Stuart presented a selection of approximately 100 slides from his collection. A variety of locations and subjects were viewed. Some were familiar but some were not eg. Signals in China. Stuart's slides depicted the constantly changing rail scene in Australia over the past 20 years.

The presentation was thoroughly enjoyed by those present.

At the completion of the Syllabus Item, The President thanked Stuart for the entertainment & this was followed by acclamation from those present, along with the promise of a future invitation for another presentation.

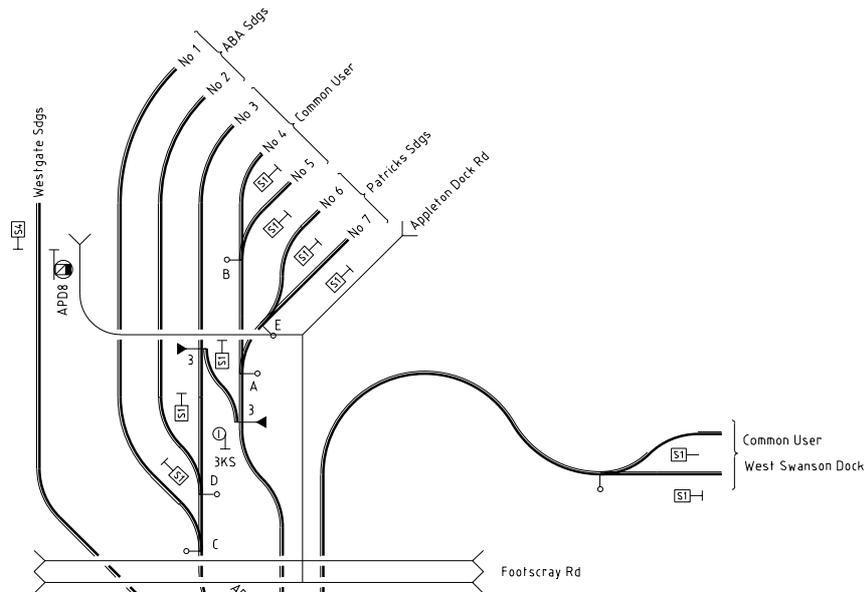
Meeting closed at 22:04 hours.

The next meeting will be on Friday 20 November, 2009 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 29/09 to WN 40/09 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.

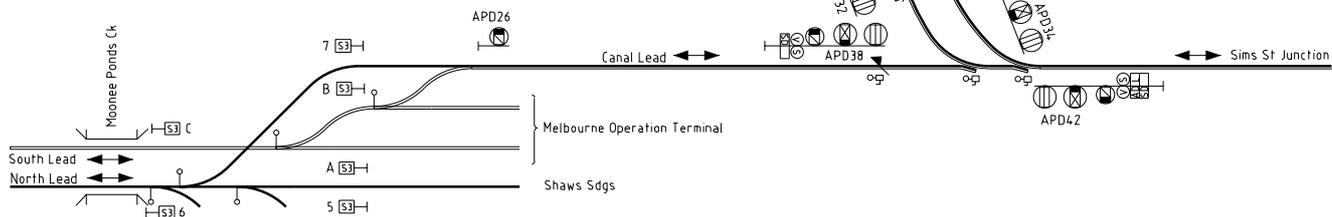
- 17.07.2009 **Seymour** (TON 287/09, WN 29)
 On Friday, 17.7., the former broad gauge Albury line was shortened to provide 100 metres standing room beyond Up Home 48. The baulks were relocated from 99.5 km to 99.195 km. All runaround movements will now need to be performed in the Loco sidings, but light engine movements can be made to the former Albury line.
- 18.07.2009 **Bendigo** (TON 288/09, WN 29)
 Commencing Saturday, 18.7., V/Line Operations will stable empty DMUs in No 2 Road, Bendigo Goods Yard. DMU operations are only to access No 2 Track at the Down end. No 3 Road was booked out of use and the points spiked to lie for No 4 Road (Down end) and No 2 Road (Up end). No 1 Road can be used for shunting, but vehicles are not to be left standing in the road. Hand Locking Bars were provided at the Down end to secure the points for No 2 Track, and at the Up end to secure the points away from Tracks 1 to 3.
- 22.04.2009 **Woomelang** (TON 304/09, WN 30)
 On Wednesday, 22.07., No 3 Road was booked out of use due to the condition of the sleepers.
- 24.07.2009 **Seymour** (SW 120/09, WN 30)
 On Friday, 24.7., the Down end of No 3 Road was taken out of use beyond a point opposite Post 36 at the Down end of the platform. No 4 Road, No 5 Road and the Goods Shed Siding were taken out of use, together with all pointwork at the Down end. Amend Diagram 32/07.
- 26.07.2009 **Sims St Junction - Melbourne Ports** (SW 119/09, WN 29)
 On Sunday, 26.7., signalling alterations were commissioned between Sims Street Junction and Melbourne Ports for the Dynon Port Rail Link upgrade project. This apparently involved the commissioning of power operated points and signals in the Appleton Dock line. The new signalling is worked by the ARTC Train Controller.
 Dual gauge movements from the Canal Area (broad gauge Stopboards 6 & 7 and standard gauge Stopboards B and C) were restored to use.
 Diagrams 23/09 (Moonee Ponds Creek Junction), 25/09 (Melbourne Docks), and 29/09 (South Dynon) replaced 59/08, 65/08, and 67/08. Operating Procedure 132 (West Tower Procedures) was updated to reflect the changed signalling of trains from the Canal Area.



Port of Melbourne 2009

Based on Diagrams 23/09, 25/09 & 27/09
 All points and signals worked from ARTC Mile End

- S1: Contact ARTC Train Control Prior to Proceeding
- S2: Points release not to be cancelled unless movements are clear of crossover
- S3: Stop
- S4: Contact Yard Operator before Proceeding



- 27.07.2009 **Swan Hill** (TON 319/09, WN 30)
 On Monday, 27.7., Nos 3, 4, and 5 Roads were booked out of service due to track condition.
- 31.07.2009 **Western line** (SW 121/09, WN 29)
 As from 1200 hours on Friday, 31.07., control of the following sidings was transferred to ARTC: Berrybank, Westmere, Tatyoon, Maroona, Stawell, Glenorchy, Lubeck, Jung, Doon, Dahlen, Pimpinio, Wail, Gerang Gerung, Kiata, Salisbury, Tarranginnie, Diapur, Miriam, Kaniva, Lillimur, and Serviceton. Control of the following sidings will be retained by VLine Passenger: Ararat, Murtoa, Horsham, Dimboola, and Nhill.
 Master Keys 31-35 (engraved Newport - Pyrenees) will be transferred to ARTC. Master Key 30 will continue to be held by Works Infrastructure for stabling at Berrybank. SW 118/09 will be cancelled.
- 02.08.2009 **Craigieburn** (SW 201/09, WN 31)
 On Sunday, 2.8., Points 417D leading from the Stabling Sidings to the future Holding Road was installed but not commissioned.
- (04.08.2009) **Dunolly** (SW 123/09, WN 31)
 Diagram 20/09 (Dunolly) replaced 40/06 as in service.
- 04.08.2009 **Sale** (SW 122/09, WN 31)
 On Tuesday, 4.8., the existing flashing lights at Raglan St (206.878 km) and Maffra Road (207.895 km) on the Down side of Sale were provided with boom barriers. Active Advance Warning Signs were also provided at Maffra Rd. The existing 80 km/h speed restriction for Up trains approaching Raglan St was removed and the notice board abolished. The protection equipment is operated by predictors and remote monitoring equipment is provided. Diagram 38/09 (Traralgon - Sale) replaced 37/09.

- 19.08.2009 **Maryvale** (TON 371/09, WN 34)
On Wednesday, 19.8., the Gippsland Intermodal Freight Terminal (GIFT) siding was booked out of service due to track condition. Points C and E have been secured normal.
- 23.08.2009 **Frankston** (SW 218/09, WN 34)
On Sunday, 23.8., banner indicator FKN19BI was converted from a upper quadrant indicator (three position) to a lower quadrant (two position) indicator.
- (25.08.2009) **Glenbervie - Craigieburn** (SW 222/09, WN 34)
Diagrams 33/09 (Glenbervie - Somerton) and 31/09 (Craigieburn) replaced 41/07 and 17/09 as in service.
- (25.08.2009) **Ferntree Gully** (SW 202/09, WN 34)
Signallers are not to operate Up Home 2L while there is a Down train between Ferntree Gully and Upper Ferntree Gully.
This is due to an issue with the traffic light co-ordination at Alpine Rd, Ferntree Gully. If Up Home 2L is operated while a Down train is travelling from Ferntree Gully to Upper Ferntree Gully, the traffic lights at Alpine Road are called to the railway phase and remain in that phase until an Up train passes over the crossing.
- 25.08.2009 **Womboota** (TON 384/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Bunnaloo** (TON 382/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Caldwell** (TON 383/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Wakool** (TON 381/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Nagambie** (TON 385/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Pine Lodge** (TON 386/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Cosgrove** (TON 387/09, WN 35)
On Tuesday, 25.8., the siding was booked out of use due to track condition. The points have been secured normal.
- 25.08.2009 **Dookie** (TON 388/09 & 389/09, WN 35)
On Tuesday, 25.8., the siding at the Dookie Sub Terminal and the yard at Dookie were booked out of use due to track condition. The points have been secured normal.
- 30.08.2009 **NE Standard Gauge Train Control** (SAFE 2-1131 & 2-1132, WN 34)
As from 0001 hours on Sunday, 30.8., Train Control for the NE standard gauge lines were transferred from ARTC Mile End to the Network Control Centre South at Junee. The NE standard gauge lines will be incorporated into the Network Controller Main South C Board. The lines affected are the NE main line from Tottenham Post 8 (exclusive) to Junee and the Oaklands branch.
The areas of control at Junee will be: Main South A Board - McArthur - Joppa Junct (inc) and Moss Vale - Unanderra (exc); B Board: Joppa Junct (exc) - Junee (exc), Joppa Junct (exc) - Canberra, and Cootamundra - Stockingbinal (exc); and C Board: Junee (inc) - Tottenham (exc) and Benalla - Oaklands.
- 31.08.2009 **Seymour** (SW 128/09, WN 33)
Between Saturday, 29.8., and Monday, 31.8., the following alterations took place.
The Tocumwal line was slued to connect with the former broad gauge Albury line on the Up side of High Street, and the former Tocumwal line was baulked 130 metres on the Down side of the platform. This allows access to the Tocumwal line from both platforms. The route indicators on Home 36 and normal speed aspect on Down Home 36 was abolished, and the signal will now display a Clear Medium Speed aspect for the Tocumwal line and a low speed caution aspect for moves to the Loco Depot. Down Home 38 will display a Clear Normal Speed aspect for the Tocumwal line and a low speed caution aspect for moves to the Loco Depot. Up Home 46 (formerly the Up Home from the Tocumwal line) was abolished. Up Home 48 (formerly from the Albury line) is now the Up Home from the Tocumwal line. Up Home 64 and Up Repeating signal E1024 (from the former broad gauge Albury line) were abolished. No 3 Road was booked out of use. Points 27 and the rodded derail and crowder at the Up end of No 3 Road was abolished. Dwarf 28 was abolished. The Down end Annett locked crossover to No 3 Road was abolished. Crosslock 35 was abolished, together with the V5PSW keyswitches for Homes 46 and 48. Levers 27, 28, 35, 46, and 64 were sleeved normal. The route detection pushbuttons for Home 36 were

abolished.

Diagram 70/08 (Seymour) replaced 32/07.

- 01.09.2009 **Wodonga Coal Sidings - Bandiana** (SW 131/09, WN 34)
 At 1200 hours on Tuesday, 1.9., the Bandiana branch was booked out of service.
 At Wodonga Coal Sidings Points 13 were secured normal, and Up Homes 20 and 106 and Up Repeating Signal EC9958 were abolished. The level crossing protection equipment at Lawrence St (301.710 km), Murray Valley Highway (302.293 km), Pearce St (303.251 km) and Kiewa Valley Highway (305.915 km) were booked out of use. The Train Staff and Ticket section Wodonga Coal Sidings - Bandiana was abolished.
 At 1800 hours on Tuesday, 1.9., the Bandiana branch was transferred from V/Line to Victrack as a closed line.
 Amend Diagram 110/07 (Wodonga & Coal Sidings).
- 03.09.2009 **Swan Hill** (TON 408/09, WN 36)
 On Thursday, 3.9., Nos 3, 4, & 5 Roads were booked back into service.
- 04.09.2009 **Lascelles** (TON 416/09, WN 36)
 On Friday, 4.9., the siding was booked out of service due to sleeper condition. The points were secured normal.
- 06.09.2009 **Seaford** (SW 235/09, WN 36)
 On Sunday, 6.9., the pedestrian crossing at Station St was upgraded to meet DDA standards.
- (08.09.2009) **Sydenham** (SW 234/09, WN 36)
 Due to signalling issues, Up Homes SDM706 and SDM716 must be kept at stop until an Up train is ready to depart the platform. Up express trains must be brought to a stand in the platform before these signals can be cleared. Similarly, Down Home SDM717 must be held at stop until the approaching train has been brought to a stand at the signal. The signal can then be cleared.
- 08.09.2009 **Bridgewater** (SW 133/09, WN 35)
 On Tuesday, 8.9., the existing flashing lights at the Calder Highway (195.797 km) on the Up side of Bridgewater were equipped with boom barriers and active advance warning signs. Operation is via a predictor and remote monitoring equipment is provided.
- 10.09.2009 **Toolamba - Echuca** (TON 423/09, WN 37)
 At 1520 on Thursday, 10.9., the line between Toolamba and Echuca was booked back into service. This cancels TON 356/09.
- 11.09.2009 **Murchison East** (SW 137/09, WN 37)
 On Friday, 11.9., Nos 2 & 3 Roads were booked back into service. Access to these roads will only be available at the Down end. The plunger lock at the Down end was restored to use, but that at the Up end remains out of use. A baulk was provided at the Up end of No 2 Road and the points at the Up end of No 3 Road were secured away from No 2 Road.
 Murchison East is available to cross trains when attended.
- 12.09.2009 **Westona** (SW 241/09, WN 37)
 On Saturday, 12.9., the B head on Home WTO710 was lowered to solve a signal sighting issue.
- 13.09.2009 **Westona - Laverton** (SW 238/09, WN 37)
 On Sunday, 8.9., Automatic WR701 was converted to LED.
- 13.09.2009 **Dandenong** (SW 242/09 & 250/09, WN 37)
 On Sunday, 13.9., Homes DNG704, DNG714, and DNG724 were converted to LED and Dwarf 743 (No 5 Road) was booked out of service.
- (15.09.2009) **North Melbourne - Macaulay** (SW 248/09, WN 37)
 Diagram 35/09 (North Melbourne & Macaulay) replaced 101/06 as in service.
- 17.09.2009 **Seymour** (SW 138/09, WN 37)
 Between Tuesday, 15.9., and Thursday, 17.9., the following signals were converted to LED: Repeating Signals E913 & U1024, Automatic 2 (including the '65' indicator), Homes 4, 6, 18, 48 & 62 (including the '65' indicators on Home 4), and Dwarfs 16, 20, 50 & 52. The Dwarf signals were converted to display blue for stop.
- 20.09.2009 **Dandenong** (SW 259/09, WN 38)
 On Sunday, 20.9., Home DNG713 was converted to LED.
- (22.09.2009) **Spencer St** (SW 260/09, WN 38)
 Dwarf SST533 (No 2A Track) has been renumbered SST519. Diagram 37/09 (Southern Cross, Passenger Lines) replaced 47/08.
- 24.09.2009 **Teddywaddy** (SW 141/09, WN 38)
 On Thursday, 24.9., the existing flashing lights at Calder Highway (326.006 km) were equipped with boom barriers and active advance warning signs were provided. Operation is by predictors and remote monitoring is provided. Teddywaddy siding will remain booked out of service.

working on 5 April. This affected the Seymour Loop - Longwood Loop - Benalla Loop - Alumatta Loop sections. Automatic staff exchangers were provided at each loop.

Automatic and Track Control was provided between Broadford and Seymour Loop between 8 and 12 April 1962 and the electric staff was abolished. Diagram 6/62 (beyond Somerton Loop to Seymour Loop) was partially brought into use. This stage was scheduled to be commissioned on 8 April, but delays in commissioning meant that it was necessary to institute pilotman working which remained in force until 12 April 1962. The work involved the provision of full power signalling at Broadford Loop, including the provision of Automatic signals in the rear of the Arrival Home signals, except that the Up Departure Home signals remained dressed as two position signals due to the continued use of electric staff south of Broadford Loop. The mechanical Homes protecting the grade crossings at Tallarook and Seymour were abolished. At Tallarook two three position Home signals were provided, both controlled by lever 19 in the broad gauge signal box. Automatics were provided in the rear of each Home. At Seymour only one light Home replaced the three mechanical Home signals. This Down Home was worked by Seymour B to protect the grade crossings. In the Up direction, Seymour B controlled the departure Homes at Seymour B to provide similar protection. The points to the standard gauge locomotive siding were equipped with a switch lock. The Up Departure signals at Seymour Loop were converted to three position signals. The intermediate signalling in the Broadford - Tallarook section was unusual. An extra Up Automatic signal was provided near the Goulburn River (ES3242) in addition to expected Up Automatic ES3116 (the 'distant' for the Tallarook grade crossing). The provision of ES3242 allowed the Up Departure Home signals at Seymour Loop to display Normal/Medium Speed Warning if ES3242 was at danger. ES3242 could also display Normal Speed Warning if ES3116 was at danger. It is not clear why the additional Automatic signal was provided. The most likely reason was that it was expected that goods trains would stop at Seymour engine siding to attach an assisting locomotive, and the signal was provided to reduce the impact on headway of the goods trains accelerating from a stand.

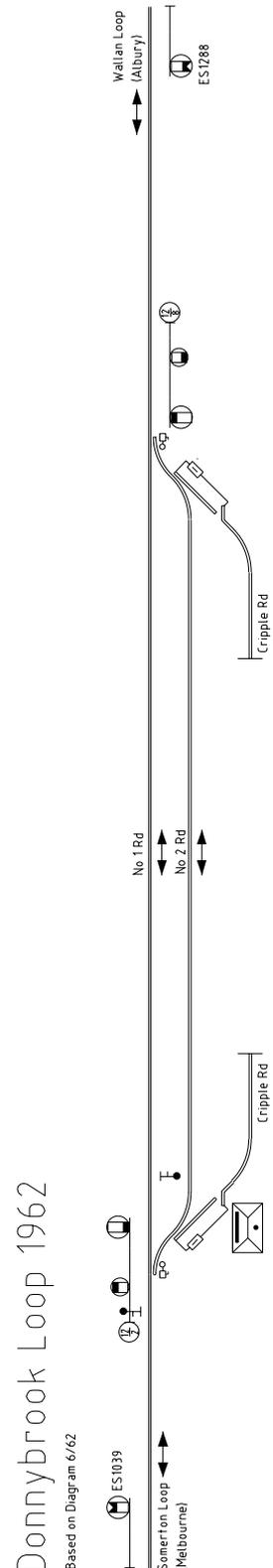
It appears that the portion of Diagram 6/62 covering Wallan and Donnybrook Loops was brought into service before the commencement of passenger services on 16 April. Wallan Loop was commissioned as an electric staff crossing loop, and both Donnybrook and Wallan Loops were provided partial power signalling. Light two position arrival Home signals were provided (with subsidiary light signals for moves into the loop). Distant signals (light) provided in the rear of each Arrival Home. Departure Home signals were not provided. It is not clear if power operation of the main line points was commissioned, but I would suspect that the points remained hand worked, however the arrival home signals would have detected the points. The control cabins were at the Up ends of the Loops and Intermediate Electric Staff instruments were provided at the Down end of both loops. These were to speed up crossings and allowed a staff to be withdrawn for a departing train after a cross. It appears that these intermediate instruments were worked by staff from the adjacent broad gauge stations. It is not clear if these intermediate instruments were provided at the other standard gauge crossing loops.

The signalling on the final section of the standard gauge line, between Spencer Street and South Dynon Junction, was commissioned on 12 April and Diagrams 7/62 (Melbourne Yard) and 8/62 (South Dynon) were provided. Only

about half the length of the new dual gauge No 1 Platform (East Yard No 1 Road) was commissioned as the bottom end of the platform was still the site of construction activity for the new station building. The standard gauge run-around (East Yard No 3 Road) was not provided. Consequently, the standard gauge focus at Spencer Street was No 2 Platform (Centre Yard No 1 Road) which had been converted to dual gauge. As No 2 Platform was the traditional platform used for the broad gauge Daylight and Spirit, this meant that for the average passenger all the new standard gauge meant was the introduction of a new train (the Aurora) and the lack of the need to change trains at Albury.

In an apparent attempt to get everything ready for commencement of standard gauge passenger services, no changes were initially made to South End signal box. Instead, all points in Centre Yard No 1 Road were spiked on 19 March to allow sluing of the platform road to the final position and provision of the 3rd rail. The points and signals in Centre Yard No 1 Road worked from South End were abolished on 23 March 1962, leaving a plain dead end platform controlled solely by No 1 Box. It would appear that the passenger trains were docked from South Dynon by a pilot which remained trapped at the bottom end of the platform until the train departed. Similarly, the train engine on arriving trains would have been trapped until the pilot came from South Dynon to haul the carriages away. No 1 platform was probably mostly used for broad gauge trains, however it was used for a display of the new standard gauge carriages just prior to the opening of the gauge to passenger traffic.

The standard gauge lines merged into the single track to South Dynon near No 1 Box. The standard gauge points and signals at Spencer Street were worked from the existing rocker frame in No 1 Box. The points were all mechanically worked, and the signals were all three position light signals. From Spencer St single track standard gauge line ran via the former Up East Country Line (which had been converted to standard gauge) to Franklin St Junction and then via the new Engine Flyover to Moonee Ponds Creek Junction. Moonee Ponds Creek Junction was (and is) situated at the eastern end of the South Dynon yards. At Moonee Ponds Creek Junction a turnout to the south led to the



Donnybrook Loop 1962

Based on Diagram 6/62

standard gauge portion of the new Dynon locomotive depot and the standard gauge car shed, and one to the north led to the eastern end of South Dynon yard. The points and signals at Moonee Ponds Creek Junction were worked from a small panel in No 1 Box. From Moonee Ponds Creek Junction the standard gauge line ran between the loco depot and South Dynon yard to the existing South Dynon Junction. The signalling system between Spencer St and South Dynon Junction was classified as three position signalling. Control over movements entering the single line from South Dynon Junction to Spencer Street was exercised by the Moonee Ponds Creek Junction panel slotting Home 138 at South Dynon Junction.

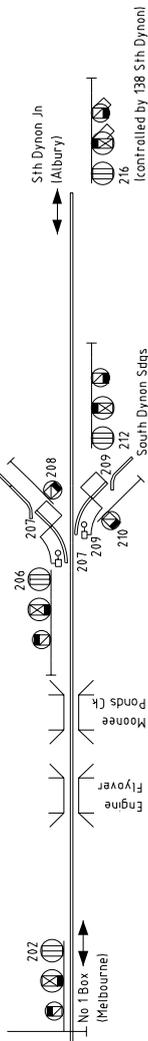
The inaugural passenger train through run was made on 12/13 April. The two Aurora sets left Sydney on the night of Thursday, 12 April, conveying His Excellency the Governor-General, the official party, and press representatives and arrived at Melbourne the following morning. I

suspect there must have been considerable pressure to commission the signalling on the section to Spencer Street on the 12 April! One Aurora set returned empty to Sydney on the evening of 13 April ready for commencement of general passenger services.

The standard gauge Spirit of Progress sets were in Melbourne and one set travelled to Sydney on Saturday 14 April in preparation for the commencement of general passenger services. The opportunity was taken by the ARHS to use this delivery run for members to travel over the new line. The special departed Spencer Street at 1245 on 14 April

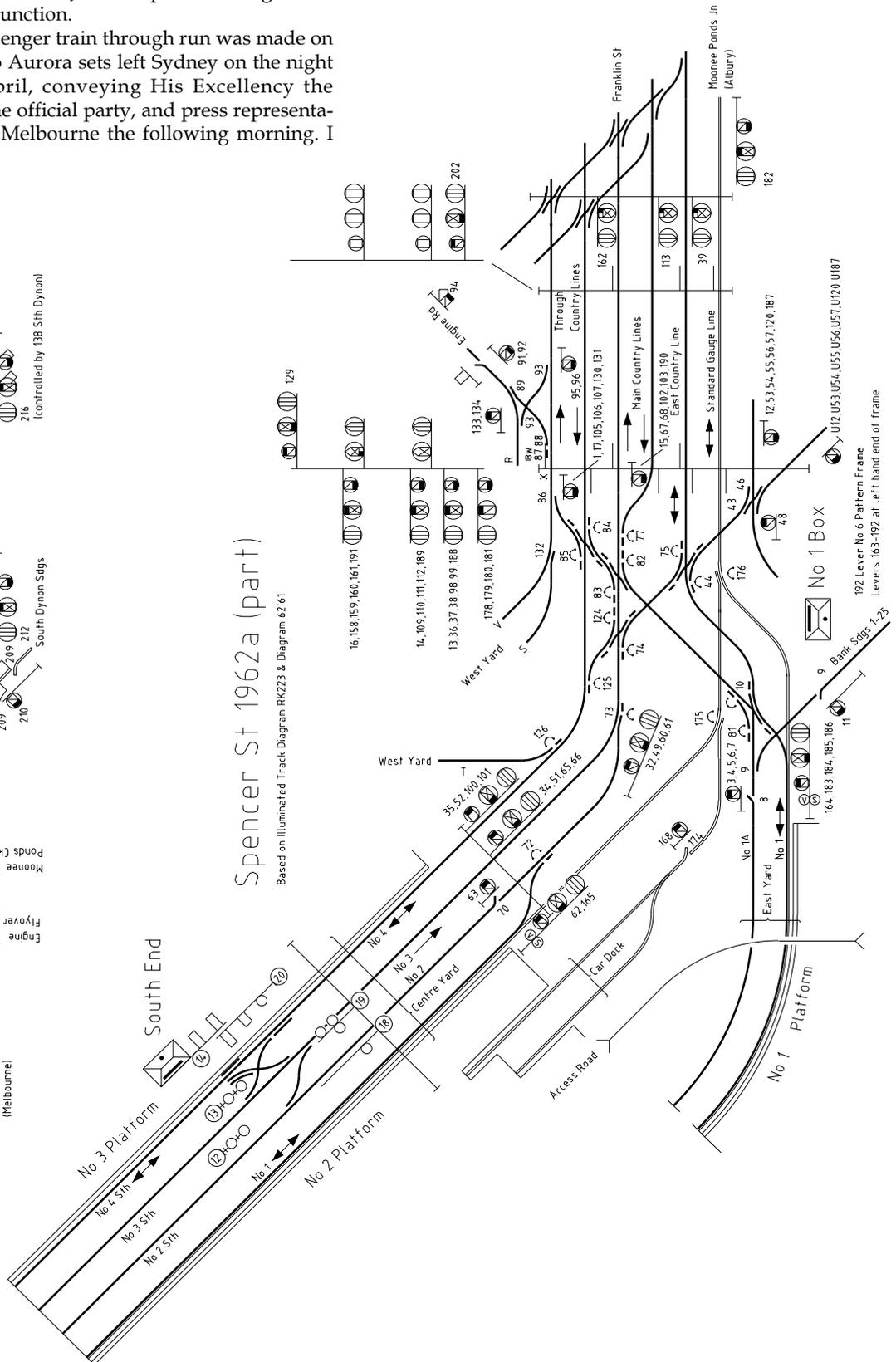
Moonee Ponds Creek Junction 1962

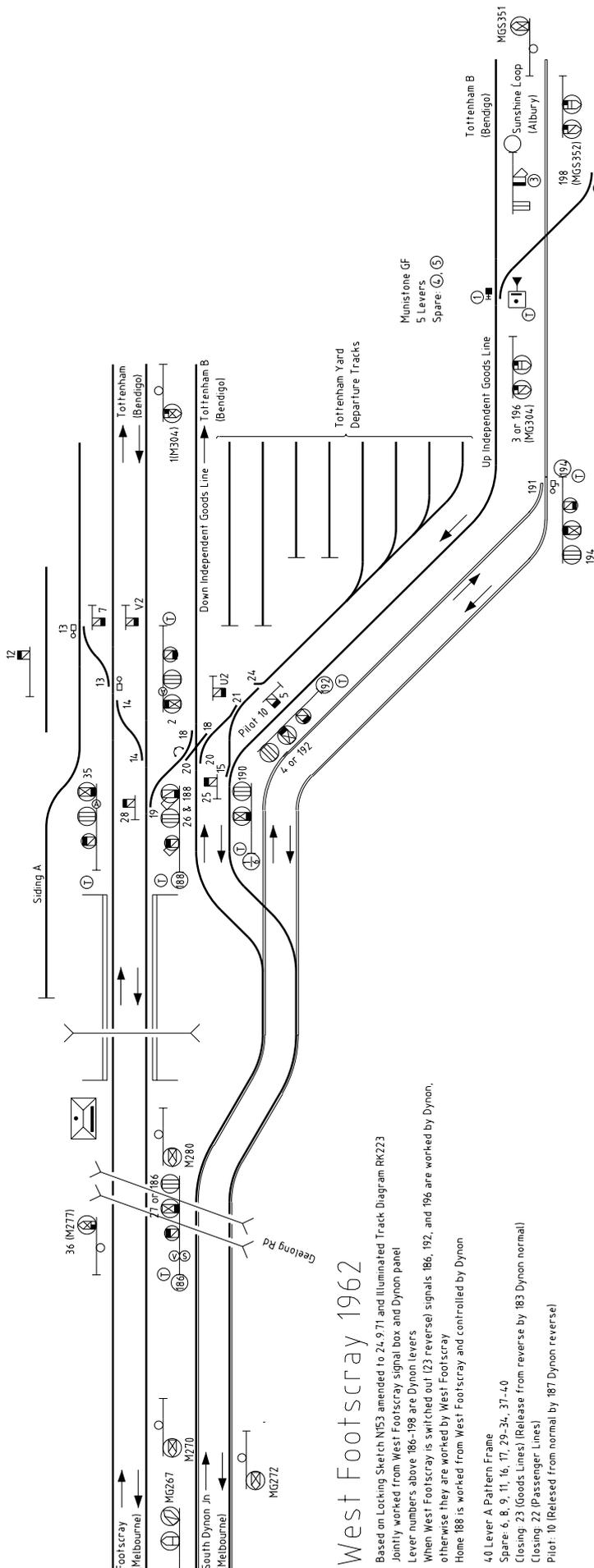
Based on Panel Diagram dated 27/3/62
Worked from panel in Spencer St No 1 Box



Spencer St 1962a (part)

Based on Illuminated Track Diagram RK223 & Diagram 62'61





West Footscray 1962

Based on Locking Sketch M153 amended to 24, 9, 71 and Illuminated Track Diagram RK223
 Jointly worked from West Footscray signal box and Dynon panel
 Lever numbers above 186-198 are Dynon levers
 When West Footscray is switched out (23 reverse) signals 186, 192, and 196 are worked by Dynon, otherwise they are worked by West Footscray
 Home 188 is worked from West Footscray and controlled by Dynon
 40 Lever A Pattern Frame
 Spare: 6, 9, 11, 16, 17, 29, 31, 37-40
 Closing 23 (Goods Lines) (Release from reverse by 183 Dynon normal)
 Closing 22 (Passenger Lines)
 Pilot: 10 (Released from normal by 187 Dynon reverse)

and arrived at Albury at 1756. The set stabled overnight and was then hauled to Sydney on the Sunday by double headed 38 class.

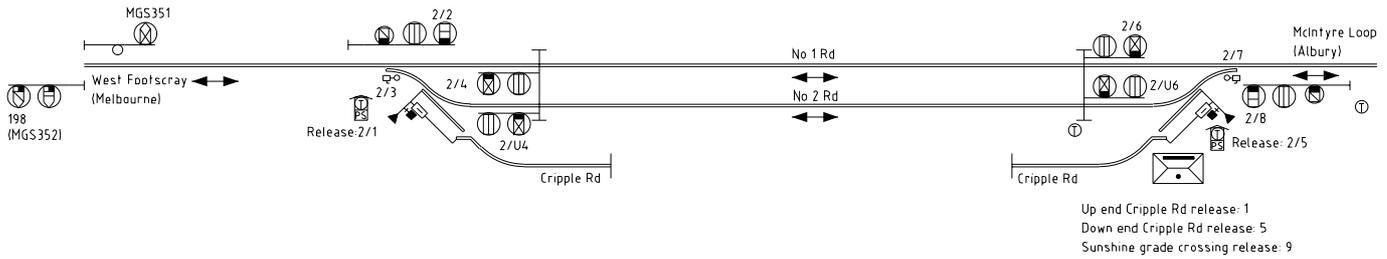
Work then continued on upgrading the signalling for the passenger service. On 14 April the Munistone grade crossing was temporarily taken out of service to alter the ground frame. Post 7G (the standard gauge mechanical Down Home) was abolished and the control was removed from Automatic MGS352. A switch lock was provided to secure the ground frame.

The following day, 15th April, the Automatic and Track Control system replaced the electric staff system between West Footscray Junction and Somerton. Diagram 5/62 (Spencer Street to Somerton Loop) was provided. The standard gauge crossing loops at Sunshine, McIntyre, and Tullamarine were commissioned. Full power signalling was provided between West Footscray Junction and Somerton Loop (including Somerton Loop). All of the loops were worked from local control panels. The control exercised by West Footscray on Up Home 194 was removed and lever 6 became spare. The mechanical Home signals protecting the Sunshine grade crossing were removed and levers 77 and 78 at Sunshine became spare. The crossing was now protected by the Home Departure signals at Sunshine Loop and the Up Automatic MGS482. Pilot lever 7 at Sunshine was probably released from lever 9 on the panel at Sunshine Loop. Albistore siding remained spiked out of use, and, as noted earlier, it is thought that the actual grade crossing was not even provided. The Broadstore (Broadmeadows) and Somerton grade crossings were also shown as spiked out of use although both were protected by signals. At Somerton Loop the cripple roads provided on opening were removed in preparation for the construction of a small standard gauge yard. Sunshine and McIntyre Loops were close enough that there was only one set of intermediate automatic signals (acting as distants for the loops) provided at the same location on the Down side of Anderson St. McIntyre and Tullamarine Loops were sufficiently far apart that two sets of intermediate automatic signals were provided.

Regular passenger services on the standard gauge commenced the very next day on 16 April. The first trains were the northbound evening passenger trains on the 16 April: the 1645 Spirit of Progress and the 2000 Southern Aurora, followed by the southbound balancing services early the next morning. The last broad gauge 'interstate' trains were the Up and Down Daylights on 16 April (the standard gauge Daylight did not commence until the 17 April).

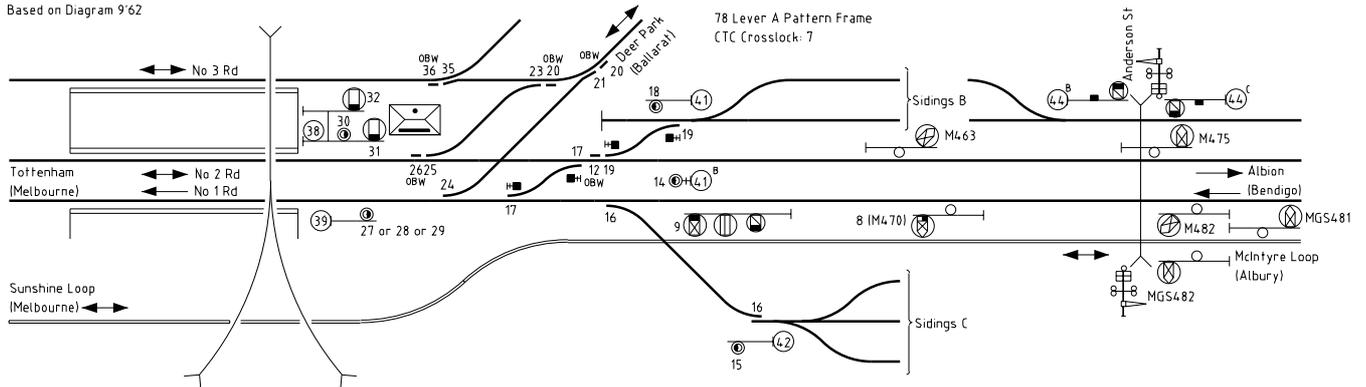
The safeworking at the commencement of the passenger service was: three position signalling from No 1 Box to West Footscray, ATC West Footscray - Somerton Loop, miniature electric staff Somerton Loop - Broadford Loop, ATC Broadford Loop - Seymour Loop, miniature electric staff Seymour Loop - Alumatta Loop, ATC Alumatta Loop - Wodonga A, probably LL&TC between Wodonga B - Wodonga Coal Sidings and large electric staff Wodonga Coal Sidings - Albury South. It will be noticed that ATC had primarily been provided on the sections containing an active grade crossing (particularly the branch lines at Tallarook and Bowser), which I would consider a very sensible precaution.

Sunshine Loop 1962



Sunshine 1962 (part)

Based on Diagram 9'62



Light signalling had been provided at all locations south of Wodonga B.

Grade crossings were provided at Spencer Street (worked from No 1 Box), both legs of the South Dynon triangle (worked from Dynon panel), Munistone, Sunshine, Broadmeadows (not in use), Somerton (not in use), Tallarook, Seymour, Benalla, Wangaratta, Bowser, Wodonga A, Wodonga B, and Wodonga Coal Sidings. Grade crossings were worked from an adjacent broad gauge signal box (ground frame in the case of Munistone). Where the grade crossing was at or adjacent to a standard gauge loop, the pilot lever in the broad gauge box was released from the standard gauge panel. It appears that the broad gauge connection to the Glenrowan Quarry Siding was finally taken out of service on the introduction of the passenger service. On 18 April the broad gauge points to the Quarry Siding were taken out of service and the Annett locks removed.

With the removal of electric staff between West Footscray and Somerton Loop, West Footscray could switch out on the dual gauge lines and it is appropriate now to discuss the complex slotting and controls between West Footscray signal box and the Dynon panel at South Kensington. (Note that West Footscray could switch out separately for the suburban passenger lines and the dual gauge lines. The discussion in this section only relates to switching out on the dual gauge lines.) West Footscray signal box operated the broad gauge connections between the Independent Goods Lines and the east end of Tottenham Yard. The signalling was arranged so that West Footscray only needed to be switched in when access was required to (or from) Tottenham Yard or to the local sidings at West Footscray. When West Footscray was switched out, the Dynon panel could signal all trains to and from the dual gauge line whether they were standard gauge trains or broad gauge trains running to or from the Independent Goods Lines. With South Kensington switched out, Dynon panel worked Homes 186, 192, and 194 and Automatic MGS352, and it also controlled Home 188 (note that all the Home signals were identified by the Dynon lever num-

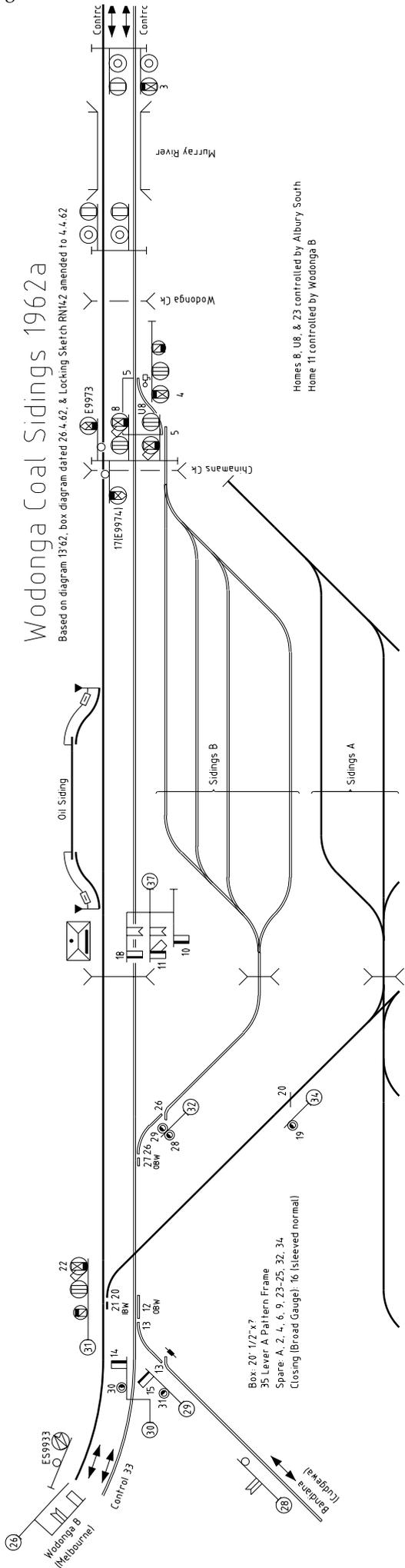
bers, not the West Footscray lever numbers). When it was necessary to switch West Footscray in, the Dynon signaller gave a release to West Footscray by reversing lever 183. This allowed West Footscray to restore closing lever 23 which freed the interlocking and transferred the working of Home 186 from Dynon to West Footscray. When switched in West Footscray could also work Home 188 (which was only controlled by Dynon). This meant that switching in allowed West Footscray to signal Down trains to the Independent Goods Line, Tottenham Yard, or the North East standard gauge line. It did not, however, allow West Footscray to signal Up trains from Tottenham Yard or the Goods Line to the dual gauge line as control of Home 192 and Automatic MGS352 remained with Dynon. Presumably giving the release to West Footscray prevented Dynon from signalling a train from the Up Independent Goods Line to the dual gauge line, but I do not know this for sure. To get Up trains out of Tottenham Yard or from the Up Independent Goods Line it was necessary for Dynon to give a second release to West Footscray by reversing 187. This allowed West Footscray to reverse Pilot lever 10 (this could only be done with West Footscray switched in). Reversing lever 10 switched Home 194 and Automatic MGS352 to be worked by West Footscray, and freed the interlocking on Points 15.

Towards CTC

With the signalling in place to safely work the passenger service, work continued on commissioning the full signalling system under CTC control.

Violet Town Loop was commissioned on 13 May as a locally controlled power signalled crossing loop. The electric staff sections were Longwood Loop - Violet Town Loop - Benalla Loop and automatic staff exchangers were provided at the Up end. It was noted that the cripple sidings would not initially be available for use, but it is not known when these were commissioned. Curiously, it does not appear that a diagram was issued for the commissioning of the loop.

North of the border control of the south end of Albury



yard was transferred to a new signal box containing a relay interlocking at Albury South on 14 May 1962. Power signalling was provided at the south end of Albury yard and this extended southwards across the Murray River to Wodonga Coal Sidings. The safeworking system between Wodonga Coal Sidings and Albury South became Lever Locking and Track Control on both the broad and standard gauge line, but this was not mentioned in the Working Time Table. Diagram 13/62 was provided. In preparation for this work, the double wire standard gauge points at the Down end of Wodonga Coal Sidings had been taken out of service for renewal on 30 April and conversion to motor operation. Levers 1, 3, and the associated Discs 6 and 7 were sleeved normal.

Full power signalling at Wallan Loop was provided on 28 May. This was, again, a standard power operated crossing loop locally controlled from a panel. The electric staff sections were Donnybrook Loop - Wallan Loop - Broadford Loop. The following day boom barriers were commissioned at Barber's Lane (29 miles 28 chains) on the Up side of the loop and on 30 May at Boundary Road on the Down side of the loop. Again, it does not appear that a diagram was issued for this alteration.

Wodonga Loop, another standard locally controlled loop, was commissioned on 18 June. Diagram 17/62 (Bowser - Wodonga Loop) was provided. The safeworking section southwards was ATC with the section Chiltern Loop - Wodonga Loop. The safeworking system between Wodonga Loop and Wodonga A was not specified. Wodonga A controlled the Down Home Departure signals at Wodonga Loop and train description bells were provided between the temporary panel and Wodonga A box. The pilot staff for the ATC section to Chiltern Loop was relocated to Wodonga Loop. The commissioning of Wodonga Loop meant that all the standard gauge crossing loops were in service except for Glenrowan Loop.

The final mechanically signalled crossing loop, Donnybrook Loop, was provided with standard locally worked power signalling on 24 June. Yet again, no diagram appears to have been issued for this alteration.

On 9 July the electric staff system on the sections Somerton Loop - Donnybrook Loop - Wallan Loop - Broadford Loop was replaced by ATC. The local panels remained in use to control the signalling locally. One set of intermediate Automatic signals were provided at Kilmore East, dividing the Wallan Loop - Broadford Loop section. Diagram 14/62 (beyond Somerton Loop - Seymour Loop) was provided.

On 20 August the electric staff system Seymour Loop - Longwood Loop - Violet Town Loop - Benalla Loop was similarly replaced by ATC and Diagram 20/62 (Mangalore to Violet Town Loop) was provided (note that no diagram was provided at this time for the ATC section Violet Town Loop - Benalla Loop). Intermediate Automatic signals were provided to divide all three single line sections: south of Locksley (in the Seymour Loop - Longwood Loop section), near Euroa (in the Longwood Loop - Violet Town Loop section), and at Baddaginnie (in the Violet Town Loop - Benalla Loop section). The provision of ATC south of Benalla Loop left just one section of electric staff in use on the gauge: Benalla Loop - Alumatta Loop.

On 16 September the cabin at Alumatta Loop was relocated to the Down end of the loop.

Before detailing the introduction of CTC, a few oddities will be noted.

The Estate Office noted on 18 June 1962 that the departmental siding at 166 3/4 miles used for ballast purposes for standard gauge work had been disconnected and would not be used in future. This was probably the old Berambogie

Ballast Siding (166 miles 62 chains) which had been opened on 17 January 1955 to replace the Chiltern Ballast Siding (165 miles 59 chains). When opened the broad gauge siding was noted as facing Down trains with the points rodded to catch points in the siding and secured by a staff lock. The siding was situated on the Up (east) side of the line and consisted of a single lead for 1100 feet, then a 900 foot loop, and then a single floating track. The intermediate staff instrument at the old Ballast Siding was transferred to the new siding. The broad gauge siding was closed on 14 September 1960 and the points and intermediate staff instrument was removed. I have no other reference that the siding was actually refurbished as a standard gauge ballast siding.

Some idea of the conditions at the temporary crossing loops can be gained from the request of the SM Wangaratta in May 1962 for the provision of electric light in the cabin at the standard gauge loop. This was declined because, as the S&T Engineer explained, the signal power supply transformer had insufficient capacity to provide lighting in the cabin, which would, anyway, be withdrawn around October 1962.

The North Eastern Standardisation section in the Way and Works branch was disbanded on 14 May 1962 and responsibility for maintaining the standard gauge was transferred to the Metropolitan District Engineer (to 10 miles 61 chains via Essendon) and the Seymour District Engineer. The Chief Civil Engineer formally requested that Traffic Branch staff be on duty from 20 May between 0730 and 1050 to allow patrolmen to obtain train running information for the standard gauge.

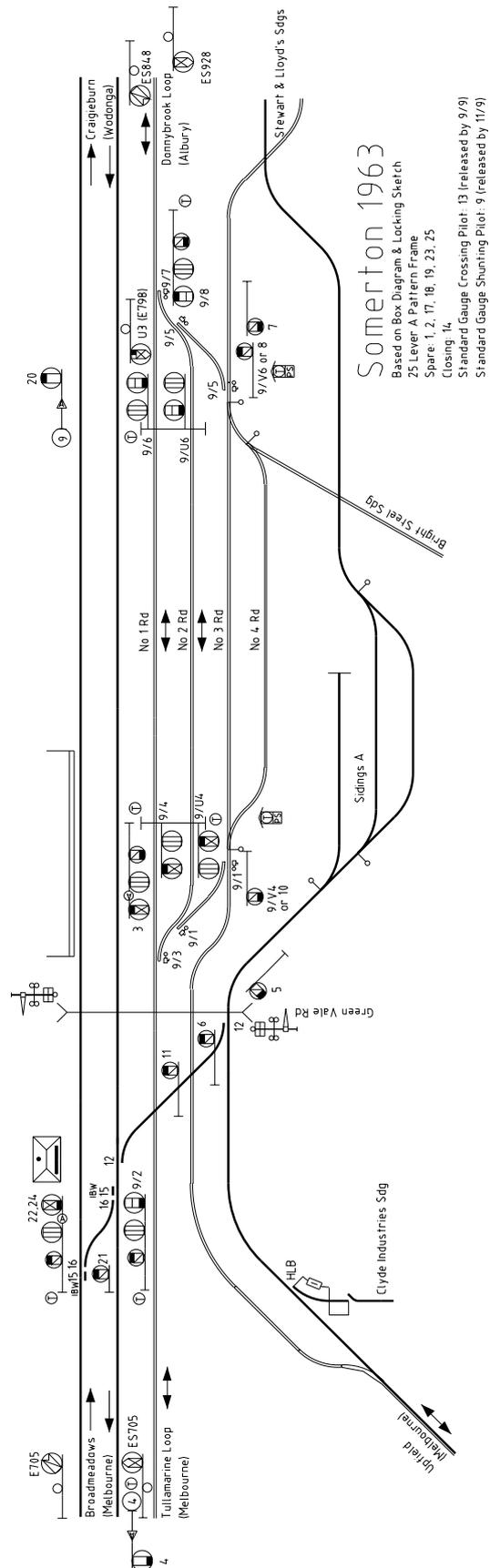
Belonging to the "nice try" department was the Public Relations and Betterment Board Suggestion 59818 around July 1962 that the CTC on the new standard gauge be operated from Benalla B box. This suggestion was declined, as was a suggestion from the SM that the temporary panel at Benalla Loop be operated from Benalla B box.

Somerton and Ford's Siding

The Ford Motor company had a large assembly plant at Upfield on the broad gauge Melbourne - Coburg - Somerton line. The Ford company would become a substantial user of the new standard gauge line shipping new cars northwards to Sydney (and beyond). Provision of standard gauge access to Ford's Siding involved converting the broad gauge branch between Somerton and Ford's Siding to dual gauge. In addition, there were other companies setting up around Somerton to gain access to the standard gauge line. All this involved the provision of a small standard gauge yard at Somerton.

The standard gauge yard at Somerton was provided on 9 July 1962, the same day that ATC was commissioned between Somerton Loop and Broadford Loop, and consisted of two standard gauge roads, Nos 3 and 4. Access to the standard gauge main line was provided by motor operated crossovers at each end of No 3 Road in lieu of the cripple sidings provided at the other loops. Dwarf signals 9/V4 and 9/V6 were provided to control movements from No 3 Road to the standard gauge main line. All these signals were worked from the standard gauge panel. Diagram 9/62 was provided.

On 4 October 1962 broad and standard gauge sidings were provided to Stewart & Lloyd at the Down end of Somerton. The standard gauge siding consisted of a lead extending from the Down end of No 3 Road. The new siding was worked by Somerton (broad gauge) signal box, reflecting an apparent decision by the VR that the Somerton (standard gauge) panel, and later the CTC panel, would



control the crossing loop and the access between the standard gauge yard and main line, while the Somerton (broad gauge) signal box would control the shunting in the yard and sidings. A new Dwarf 7, worked from Somerton signal box lever 7, was provided to control broad gauge moves from the siding. Dwarf 9/V6 for Down moves from No 3 Roads was now worked jointly by Somerton signal box (lever 8) for moves to Stewart and Lloyd and the panel (lever 6) for moves to the standard gauge. Interlocking between the panel (and later the CTC) and the signalbox was provided by a release (9) on the panel releasing a control lever (9) in the box. Giving the release allowed the signal box to signal moves between the siding and Nos 3/4 Roads.

A second standard gauge private siding was provided in December 1962 for Bright Steels Pty Ltd, however this lead from the Up end of No 4 Road and had no signalling associated with it.

The existing cabin at Somerton was in the way of the new standard gauge lead to Upfield and in mid October CE W&W notified the Traffic Branch that the control panel and telephones would be transferred to a new temporary signal cabin located on the Down side of the broad gauge tracks opposite its existing position. The local staff immediately complained about this proposal as the new cabin was only 6 feet square and was considered too small (was it the former gatekeepers cabin?). The S&T Engineer quickly agreed that the existing cabin could be relocated and this was done on the 26 October after the passage of the Up Spirit of Progress.

The signalling for the dual gauge line to Ford's Siding, Upfield was brought into service on 11 January 1963. No 3 Road was extended in the Up direction towards Upfield and connected with the dual gauge branch line. Dwarf 11 was provided to control standard gauge moves from the branch. In a similar arrangement to that provided at the Down end, Somerton signal box worked Dwarf 9/V4 (lever 10) for moves towards Upfield and Dwarf 11 from the standard gauge branch. Control 9/13 was provided on the panel to release the Up end of Somerton yard. Given that Somerton signal box controlled signalling to and from the branch, it is assumed that it continued to work the Train Staff for the branch.

It is not known when standard gauge trains began to serve Ford's Siding. No mention of the service was made in WTT 1043/62 (date?) However, the new standard gauge timetable issued 29 January 1963 (WTT 1004/63) shows trains 4141 (Down) attaching loaded car wagons at Somerton for Sydney and 4132 (Up) detaching the returning empty car wagons.

Spencer Street

Although it is taking things a little out of sequence, it is convenient now to detail the subsequent standard gauge alterations at Spencer St. The broad gauge engine release road for No 2 Platform (Centre Yard No 1 Road) was commissioned on 21 September 1962 and Diagram 11/62 (Melbourne Passenger Yard) was provided. At the same time van docks were provided at the dead ends of Centre Yard Nos 1, 3A and 4 Roads. The points and signals at the bottom end of Centre Yard No 1 Road were worked by South End box. A standard gauge engine release road was not provided which led to the problem of preventing the South End signalman from attempting to put standard gauge vehicles onto the broad gauge. There was no track circuit gauge detection in those days, and so a 'gauge detection bar' (i.e. a lockbar) was provided on the standard gauge rail to prevent the road being made for a broad gauge

move with a standard gauge locomotive or vehicle standing in the dead end.

A further section of No 1 Platform was brought into use on 14 December 1962, giving a length of 1150 feet. At the same time 1150 feet of East Yard No 3 Road (the future standard gauge engine run-around for No 1 Platform) was provided. The points and signals connecting No 1 and No 3 Roads at the bottom end of No 1 Platform were not yet provided. Points 172 and Catch 172 were provided to connect No 3 Road to the existing lead to the Dock Roads. Dwarf 167 was provided to control moves from No 3 Road, and lever 179 was brought into use to control the low speed aspect on Home 178 for moves into the new road. Diagram 26/62 was amended.

The full length of East Yard No 1 Road was not brought into service until 25 March 1964, and the standard gauge engine run-around was provided on the same day. The points at the bottom end of No 1 Platform were motor operated, the only standard gauge points at Spencer St so worked. Curiously, a gauge detection bar was not provided in the dead end; perhaps track circuits were used.

CTC at last

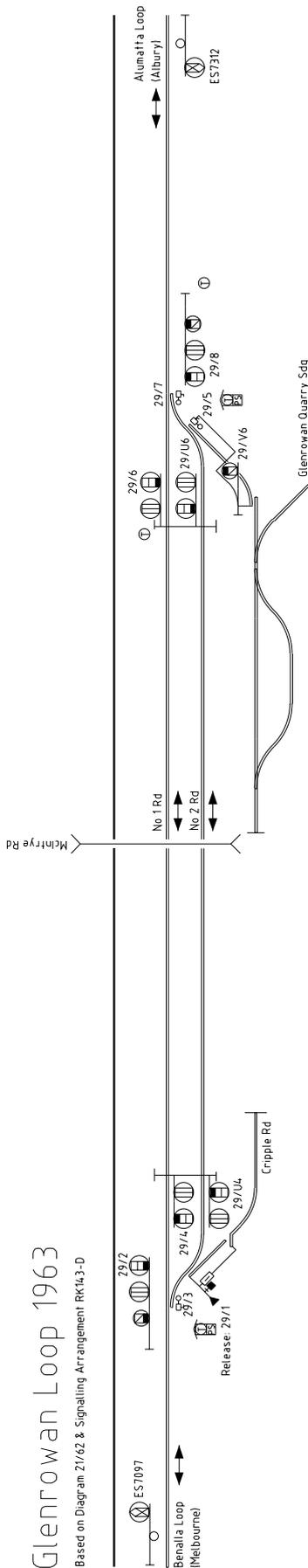
On Monday 21 January 1963 the first section of the CTC was commissioned. After the passage of the Down Daylight the local panels were withdrawn from use at Alumatta Loop, Bowser, Chiltern Loop and Wodonga Loop and the standard gauge points and signals were worked from the CTC panel at the Train Control office Spencer St. The references I have are quite clear that the local panel at Alumatta Loop was withdrawn from use, however, it appears that miniature electric staff was still in use between Benalla Loop and Alumatta Loop. Presumably staff were retained at Alumatta to work the electric staff southwards for the next two weeks. No Diagram was issued as the signalling did not alter.

CTC working was commissioned between Seymour Loop and Alumatta Loop after the passage of the Down Daylight on 4 February 1963 and all local panels were withdrawn from use. Diagram 21/62 (Baddaginnie - Wangaratta) was provided. This involved the commissioning of the final standard gauge loop at Glenrowan Loop and the replacement of the last electric staff section between Benalla Loop - Alumatta Loop. A set of intermediate automatic signals was provided near Winton to divide the Benalla Loop - Glenrowan Loop, but not in the Glenrowan Loop - Alumatta Loop section. A standard gauge siding was provided at Glenrowan Loop into the Glenrowan quarry to load ballast. The siding replaced the normal switchlocked cripple siding at the down end. The points to the siding were motor operated with a rodded catch and a Dwarf was provided to control movements from the siding. A short loop was provided in the siding as the Quarry siding proper lead off in the Down direction.

The grade crossing at Mangalore (to the Defence Siding) was commissioned on 11 February 1963 after the usual passage of the Down Daylight. On the same date the grade crossing at Seymour and the standard gauge loco siding were brought under CTC control. Diagram 32/62 (Mangalore to Violet Town Loop) was provided.

The final section of the standard gauge CTC, between West Footscray and Tallarook, was commissioned on 4 March 1963 after the passage of the Down Daylight and Up Spirit. The local control panels were withdrawn and the local control over Homes 20/2 and 20/4 at Tallarook was abolished. CTC releases were provided for the grade crossings at Munistone, Sunshine, Somerton, and Tallarook.

The following day, the 5 March, the CTC was officially



Glenrowan Loop 1963

Based on Diagram Z1/62 & Signalling Arrangement RK143-D

commissioned by the Victorian Minister of Transport E.R. Meagher. As this date would have been fixed well in advance, I would assume there was a significant pressure on the VR and McKenzie and Holland to get the CTC working.

After the official ceremony, work continued on the final touches. On 12 March the standard gauge Munistone siding was provided. The points to this siding were secured with a switch lock that was released by the CTC panel and a short track circuit release. Broadstore Siding (Broadmeadows) was restored to service on 18 March and the two protecting standard gauge signals (ES605 and ES632) were converted to Home signals (8/2 and 8/4 respectively). A CTC release was provided for Broadstore. It was noted that the siding was again booked out around the 22 March due to track (circuits) not being available.

The final portion of the CTC panel to be commissioned was that covering the broad gauge line between Albion and Broadmeadows that paralleled the standard gauge line. CTC control was commissioned on 25 March 1963 and worked the points and signals at each end of the single broad gauge tracks. The Home signals were 3/6 and 3/8 at Albion and 7/2 and 7/4 at Jacana (one amusing note was the renumbering of these Home signals: the previous numbers were 36, 38, 72, and 74 respectively, so renumbering simply consisted in putting a dash between the digits). The junction of the broad gauge goods line with the Bendigo line at Albion was controlled from Sunshine signal box, while that at Broadmeadows with the NE line was worked from Broadmeadows signal box. No crossing loops were provided in the single line section, and the only points in the section were those to Albistore which remained spiked out of use (in fact were never commissioned).

The withdrawal of the local panels released a large number of signalmen for duties elsewhere. As early as mid January 1963 the Traffic Branch Staff Officer wrote to the SM at Wodonga asking "in connection with leave for signalmen would you please advise when additional staff ex SG will become available". In March 1963 head office suggested that the DS Seymour have more local staff qualified in the operation of the standard gauge loops (i.e. to use the local panels in an emergency) so that the mobile staff at Seymour and Benalla could be withdrawn. The DS responded "Since [the] introduction of [the standard gauge] at Seymour, 3 Junior Station Assistants have been terminated for misconduct without replacement at the request of this office as it was found duties could be distributed between these standard gauge standby men. In the event of these men being withdrawn it would be necessary to provided 3 unqualified Station Assistants, and it would be desirable to retain a safeworking employee at both Benalla and Seymour to book signalmen off for leave."

ERATTA

The errata in the last issue corrected the date of opening of Mentone to 20 December 1883. This date is still incorrect; it should be 20 December 1881. The editor would like to apologise to Michael Guiney and Des Jowett for associating their names with this incorrect information.