

SOMERSAULT

JANUARY 2010

Vol 33, No 1

SIGNALLING RECORD SOCIETY OF VICTORIA INC



The Down Sea Lake DERM and C Van approaching Wedderburn Junction on 15.1.1977. The DERM is about to pass over the junction to the short branch line to Wedderburn, which can be seen leaving the picture on the right. The junction was worked from a small 5 lever 'self contained apparatus' (ground frame) fitted with rocker locking which can be seen in the centre of the photograph adjacent to the junction points. The frame was installed as late as 23 August 1927 and worked the signals to and from the branch, the points, lockbar, and an Annett locked pilot lever. The main line points at each end of No 2 Road were plunger locked, even though the Up end points were immediately adjacent to the ground frame. The main line signals were worked from non-interlocked quadrants on the platform with a pilot quadrant with the Annett lock. The signalling, including the ground frame, was abolished on 15 July 1988 when all signals and points were removed . David Langley

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Published by the Signalling Record Society Victoria Inc (A0024029F)

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MINUTES OF MEETING HELD FRIDAY NOVEMBER 20, 2009,

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

- Present: - Brett Cleak, Glenn Cumming, Graeme Dunn, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, David Langley, Steve Malpass, Tom Murray, Laurie Savage, Brian Sherry, Roderick Smith, David Stosser, Andrew Waugh, Andrew Wheatland, Bob Whitehead and Ray Williams.
- Apologies: - Mark Bau, Bill Johnston, Keith Lambert, Greg O'Flynn, Trevor Penn, Peter Silva and Stuart Turnbull.
The President, Mr. David Langley, took the chair & opened the meeting @ 20:07.
- Minutes of the September 2009 Meeting: - Accepted as published. Bob Whitehead / Andrew Wheatland. Carried.
- Business Arising: - Nil.
- Correspondence: - Letter to Stuart Turnbull thanking him for the slide presentation at the September 2009 meeting.
Letter from Mitchell Shire Council advising that there was no consultation re the closure of the station access road level crossing at Seymour.
Letter from member Bruce McLean advising a change of postal address.
Letter to Bruce McLean acknowledging change of postal address.
Letter to Bill Uren at Connex Melbourne thanking him for permission for the Signal Box tour.
Letter to member Keith Lambert thanking him for his assistance on the day of the Signal Box tour.
Letter to Surrey Hills Neighbourhood Centre with dates for meetings in 2010.
Email from member Graeme Dunn advising a change of postal address.
Vance Findlay / Michael Formaini. Carried.
- Reports: - Glenn Cumming reported on the successful Signal Box to Lilydale, Ringwood, Upper Ferntree Gully, Mitcham, Blackburn and Box Hill on Saturday 19 September 2009. An enjoyable day was had by all.
Glenn Cumming also noted that despite all the criticism that had been endured by Connex Melbourne over the life of its franchise, Connex had never refused permission for a Signal Box tour for the SRSV.
- General Business: - David Langley described track and signal works at Seymour last weekend.
Bob Whitehead provided a progress report on the construction of the new Standard Gauge platform at Broadmeadows.
Vance Findlay described works on the Flinders Street viaducts.
Vance Findlay and Ray Gomerski provided a progress report on the grade separation works at Nunawading.
Chris Gordon advised that the current Nunawading Railway Station would close on 18 December 2009.
Tom Murray noted that the new crossing loops at Kilmore East and Tallarook were not in service.
Chris Gordon advised that a new Standard Gauge crossover would be provided at Wodonga West next weekend and that Seymour Loop would be taken out of service this weekend.
Tom Murray asked when the Wodonga Bypass would come into use. The answer was not known.
Rod Smith noted that the Mildura Line upgrade was now complete but a long list of speed restrictions at level crossings were now in force.
Discussion took place concerning recent and future works on the North East Standard Gauge Lines and the recommencement of rail passenger services to Albury.
Andrew Waugh reported that gauge conversion works on the Benalla - Oaklands Line were now complete.
Vance Findlay asked when the Standard Gauge triangle at Tottenham would open for traffic. The answer given was the first half of 2010.

Rod Smith had received enquiries about the 150th Anniversary of the opening of North Melbourne Railway Station. This led to a discussion about the early development of North Melbourne Railway Station.

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

Rod presented the 20th annual screening of slides from the collection of the late Stephen McLean, this year featuring views of Queensland, the Lilydale - Healesville Line and Greece, dating from 1979.

The presentation was thoroughly enjoyed by those present.

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

Meeting closed at 22:39 hours.

The next meeting will be on Friday 19 February, 2010 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

SIGNALLING ALTERATIONS

The following alterations have come to hand. Dates in parenthesis are the dates of publication, which may not be the date of the alteration.

14.03.2009 **Tullamarine Loop**

As from 2200 hours, Saturday, 14.3., No 2 Track was taken out of use. Points 3 and 7 were secured normal. Before signalling any trains towards Tullamarine Loop from McIntyre Loop or Somerton Loop the ARTC Train Controller must clear the appropriate Home Departure signal at Tullamarine Loop.

22.03.2009 **Maroona**

The following instructions came into effect with the transfer of the Portland line and Maroona Yard to ARTC as from 1300 hours on 22.3.

The points and signals at Maroona are operated by the ARTC Train Controller in Adelaide. Maroona is a Train Order Terminal Station for the Portland line, and a Section Authority Terminal Station for the Melbourne line. CTC is in force on the Adelaide line.

All Down Portland trains will be brought to a stand at Maroona to receive a Train Order, except that Portland bound trains standing at Ararat or Pyrenees Loop may receive the Portland line Train Order there provided there are no movements or Train Orders issued between Maroona and Glen Thompson Loop. The ASW Network Controller must not clear a signal to depart Maroona towards Portland before being advised that the train has been issued with a Train Order for the movement.

The Network Controller must not clear a signal for an Up train to depart towards Melbourne with first confirming that a Section Authority has been issued and acknowledged by the Driver of the movement.

The points in the Loop line to the Good Siding at both ends are equipped with T21 point machines and point stand indicators. The indicators show a yellow circle when the points are set for the loop line and a white square when the points are set for the goods siding. V5PSW key switches are located at each set of points to request/accept a release for the point machines from the Train Controller.

The Medium Speed indication on Homes 244/10 or 244/12 will only apply until the whole of the movement has cleared the points.

23.03.2009 **Appleton Dock Sidings**

Commencing Monday, 23.3., the points in the Appleton Dock line leading to the West Swanson Dock, the Canal Lead, the Appleton Dock lead, the ABA lead, and the Victoria Dock lead are equipped with dual control point machines operated in the hand mode by a Safeworker under the direction of the ARTC Melbourne Metro train controller.

17.07.2009 **West Footscray**

Commencing 17.7., trains are not to be held at Homes WFS/4, WFS/16, or WFS/44 between 2200 hours and 0630 hours due to complaints from local residents about the noise and vibrations from trains.

Standard gauge services over 1000 metres in length that do not have a clear path into Melbourne must be held back at Somerton Loop or Laverton Loop if advancing the service to Tottenham would cause congestion. Standard gauge services under 1000 metres in length can be held at TOT/4 or TOT/16 at Tottenham.

29.06.2009 **Belgrave**

(A7/09)

On Monday, 29.6., the Up Outer Home was relocated to a new Post 4 which is located 8 feet further out. The disc signal for moves into Belgrave East loop was re-instated. Both signals are electrically lit and the position of the Home is repeated at the Belgrave ground frame.

The following alterations were published in WN 40/09 to WN 51/09 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.

24.09.2009 **Bairnsdale**

(TON 439/09, WN 39)

On Thursday, 24.9., No 3 Road was booked back into service. Access to No 3 Road is only via Points J at the Up end; Points K at the Down end remain booked out of service. A clear standing room of 151 metres was provided.

- 27.09.2009 **Croydon - Mooroolbark** (SW 269/09, WN 39)
On Sunday, 27.9., Automatic H1031 was replaced by a new LED mast located 1 metre in the Down direction due to accident damage. (Apparently a car ran off the adjacent road and landed on the tracks.)
- 28.09.2009 **Echuca** (TON 445/09, WN 39)
On Monday, 28.9., the DMU stabling facilities were commissioned for use.
- 29.09.2009 **Barnes - Caldwell** (TON 450/09, WN 39)
On Tuesday, 29.9., EM100 travelled over the line for track maintenance purposes.
- 30.09.2009 **Murchison East** (SW 142/09, WN 39)
On Wednesday, 30.9., circuit alterations were carried out to the Up end plunger locked points and Up Home Post 3. Withdrawal of the plunger at the Up end points will restore Up Home Post 3 to stop. Post 3 can be cleared for Up movements from No 2 Road using the keyswitch at the Up end points.
Access to Nos 2 and 3 Roads at the Up end was restored to use. The baulk was removed from No 2 Road and the points in No 3 Road were freed.
SW 55/09 and SW 137/09 were cancelled.
- 03.10.2009 **North Shore** (SW 148/09, WN 40)
On Saturday, 3.10., the cantilever post for Down Automatic G2255 was replaced by a new straight mast. On the same date, Down Automatic GG2255 (located on the right hand side of the line) was replaced by a new mast on the left hand side of the line. Amend Diagram 14/09 (North Shore - North Geelong).
- 04.10.2009 **Camperdown** (SW 135/09, 139/09, & 143/09, WN 36, 37, & 39)
On Sunday, 4.10., the passive crossing at Cuthbert's Rd (201.577 km) and the existing flashing lights at Darlington Rd (202.893 km), on the Down side of Camperdown, were equipped with boom barriers. Operation of both level crossings will be by predictors. Trains travelling at more than 50 km/h at the predictor board may accelerate before the level crossing.
- 04.10.2009 **Dandenong** (SW 276/09, WN 40)
On Sunday, 4.10., a co-acting signal was provided for Down Home DNG704. Home DNG713 was converted to LED heads and new ladders and landings were provided. Amend Diagram 121/06 (Dandenong - Hallam & Lyndhurst).
- (06.10.2009) **Horsham** (SW 146/09, WN 40)
Effective forthwith the sidings at Horsham were transferred from V/Line to ARTC. Operating Procedures 34-75 (Horsham - Operation of Ground Frame) (SW 250/06) and 34-75A (Wimmera Container Lines) (SW 1044/04) were cancelled.
- 07.10.2009 **Sale** (SW 144/09, WN 39)
On Wednesday, 7.10., the existing flashing lights at the Sale - Heyfield Rd (200.144 km) on the Up side of Sale was equipped with boom barriers and active advance warning signs were provided. Operation will be by a predictor. On the same date the predictor boards at Aerodrome Rd (199.197 km) were replaced with boards as described in Rule 9, Section 36, Book of Rules. Trains travelling at more than 50 km/h at the predictor boards at both level crossings may accelerate before the level crossing.
- 08.10.2009 **Nunawading** (SW 273/09, WN 40)
On Thursday, 8.10., the Up and Down control track circuits for Springvale Road were altered to provide a minimum of 28 seconds warning time at line speed.
- 12.10.2009 **Kurting** (SW 145/09, WN 40)
On Monday, 12.10., the existing flashing lights at Calder Highway (262.958 km) on the Down side of Kurting were equipped with boom barriers and active advance warning signs were provided. Operation will be by predictors and remote monitoring equipment was provided..
- 12.10.2009 **Toolamba - Echuca** (TON 470/09, WN 42)
At 1007 hours, Monday, 12.10., the section Toolamba - Echuca was booked out of service due to track condition. At Toolamba the points have been clipped, and at Echuca baulks have been provided at the Stop Board on the Up side of the Murray Valley Highway. Electrical power has been disconnected from the level crossing protection equipment at Kyabram Rd (210.674 km), and the rail at Dunbar Rd (193.314 km) has been damaged by road traffic and will need to be replaced prior to the line be returned to service.
- 15.10.2009 **Werribee** (SW 289/09, WN 42)
On Thursday, 15.10., the Cherry St boom barrier 5P keyswitch was placed behind a paper seal. Instructions for use are contained in SWP 6/09.
- 15.10.2009 **Marshall** (SW 147/09, WN 40)
On Thursday, 15.10., active advance warning signs were provided at Surf Coast Highway (81.700 km) on the Down side of Marshall. The predictor boards were replaced with boards as described in Rule 9, Section 36, Book of Rules. Trains travelling at more than 50 km/h at the predictor boards at the level crossing may accelerate before the level crossing. Diagram 92/09 (Marshall) replaced 58/09.
- 17.10.2009 **Laverton** (SW 293/09, WN 42)
On Saturday, 17.10., a double track signal gantry was erected over the West Line at the Up end of Laverton. The fixed signals on the gantry will be turned to the side and bagged. Other signal field works were carried out, including change over of the 50 core cable.

- 18.10.2009 **Werribee** (SW 149/09 & 297/09, WN 41 & 42)
On Saturday, 17.10., and Sunday, 18.10., Down Home Departures 6 and 18 were replaced by new masts located 25 metres in the Up direction. Home 18 is situated to the right of the West Line and a co-acting signal is provided at ground level between the East and West Lines. Both new masts are fitted with tri-colour LED heads. Circular SW 175/09 was cancelled. Amend Diagram 139/06 (Aircraft - Werribee).
- 18.10.2009 **Blackburn - Nunawading** (SW 285/09, WN 41)
On Sunday, 18.10., Automatics L597 (19.749 km) and L619 (20.393 km) were replaced by new masts with TC2 tri-colour LED heads.
- (20.10.2009) **Failure of Signal Lights (Connex)** (SW 291/09, WN 42)
The Train Controller, Metrol, must be immediately informed if a light signal has one or more lights extinguished. The Train Controller must arrange for all Drivers approaching the signal to be informed of the failure giving the location and number of the affected signal. Form F355 may be used if a Signaller or station staff is to be used to convey this information. The information can be dictated or faxed to the issuing location. Drivers must approach the signal with caution and consider the signal to be at stop and act in accordance with Section 3, Book of Rules. All Drivers must be warned until advised by the Signal Maintenance Technician that the signal has been repaired.
Where two or more signals in the one direction have all signal lights extinguished, absolute block working of trains through the affected section must be instituted.
- (20.10.2009) **Werribee** (SWP 6/09, WN 42)
Operating Procedure 19 was re-issued. The main changes were the addition of clause b dealing with the failure of the Home Departure Signals on the East and West Lines on the Laverton - Werribee section, and clause c dealing with the Cherry St boom barrier 5P keyswitch.
- (27.10.2009) **Broadmeadows** (SW 304/09, WN 43)
Due to track and overhead work in C Siding, the baulks have been temporarily relocated 110 metres in the Up direction. The capacity of the siding is now two 6 car suburban sets.
- 27.10.2009 **Seymour - Tocumwal & branches** (TON 485/09, WN 43)
On Tuesday, 27.10., and Wednesday, 28.10., the radio channel used north of 115 km on the Goulburn Valley line was changed from Channel 1 to Channel 12. This affects the Seymour - Tocumwal, Shepparton - Dookie, and Toolamba - Echuca lines. The channel change board at 115 km will be removed.
- 30.10.2009 **Belgrave** (A10/09)
On Friday, 30.10., two indicators were provided to indicate the lie of the catch points. The indicators are provided under the eaves of the Belgrave Running Shed and will show a green light in both directions when the catch points are closed. The indicator will be dark if the catch points are open. The mechanical point indicator attached to the catch points will remain in use and will be electrically lit.
- 02.11.2009 **Cockatoo** (A12/09)
On Monday, 2.11., the safeworking equipment was relocated from the existing station building (tin box) to the new temporary station building in the middle of the platform.
- 02.11.2009 **Gembrook** (A11/09)
On Monday, 2.11., the existing push buttons for the calling-on arm on Post 1 were replaced by push button units with red and green buttons labelled 'STOP' and 'CLEAR'. Pressing the green button when the Home on Post 1 is at Stop will clear the calling-on arm. The arm will be restored to stop if the red button is pressed, or automatically at the expiration of a 10 minute timer. A LED indicator in each pushbutton repeats the position of the calling-on arm.
- 04.11.2009 **Lalbert** (TON 512/09, WN 45)
On Wednesday, 4.11., the siding was booked out of service due to sleeper condition.
- 07.11.2009 **Wendouree** (SW 157/09, WN 44)
On Sunday, 7.11., (sic) the existing flashing lights at the Ring Road (124.976 km) were upgraded to boom barriers. Operation will be by predictor. Amend Diagram 08/09 (North Ballarat - Wendouree).
- 09.11.2009 **Seymour** (SW 158/09 & 160/09, WN 44 & 45)
Between 0100 hours Saturday, 7.11., and 0300 hours on Monday, 9.11., the broad gauge back platform (No 1 Platform) was abolished and a new broad gauge platform was provided on a new No 3 Road on the Down side of the yard.
At 0100 hours on Saturday, 7.11., the broad gauge No 1 Road was abolished from the Down side of the signal bridge at the Up end of the platform. All broad gauge track between the Down end of the platforms and a point 100 metres on the Down side of Home 48 was taken out of use, including the broad gauge crossing to the Locomotive sidings. Crossover 37 between No 1 and No 2 Roads was abolished. Points 51U (to Locomotive Sidings) was taken out of use, and Points 51D were secured normal. Homes 32, 34, 36, and 38 were abolished. The keyswitch on the station building for Home 34 was abolished.
At 0300 hours on Monday, 9.11., the broad gauge line through Platform 2 was renamed No 1 Road and was slued at both the Up and Down ends of the platform. At the Up end of the platform the line was slued to run along the former alignment track to No 1 Platform, and at the Down end the line was slued on an easier curve to Home 48.
A new broad gauge platform, No 3 Platform, was provided on the Down side of the yard and is 160

metres in length. This platform is served by the new No 3 Road. It is permitted for Up and Down trains to arrive simultaneously at Seymour provided the Up train is signalled into No 1 Road and the Down train into No 3 Road. The existing siding between Nos 1 and 3 Roads was restored to service as No 2 Road.

The Up end of the broad gauge connection to the Locomotive Depot was restored to use on a new alignment.

A new Stabling Siding was provided at the Down end with a standing room of 70 metres from Dwarf 46 to the baulks. The Goods Shed Siding was connected to the new Stabling Siding.

The existing restrictions applying to Homes 32 and 36 will continue to apply.

Points 5 and 13, and Signals 2, 4, 6, 12, 14, and 16 were restored to use. The remaining points will remain hand worked and the signals secured at Stop. These points and signals will be progressively commissioned over the following week ending Monday, 15 November.

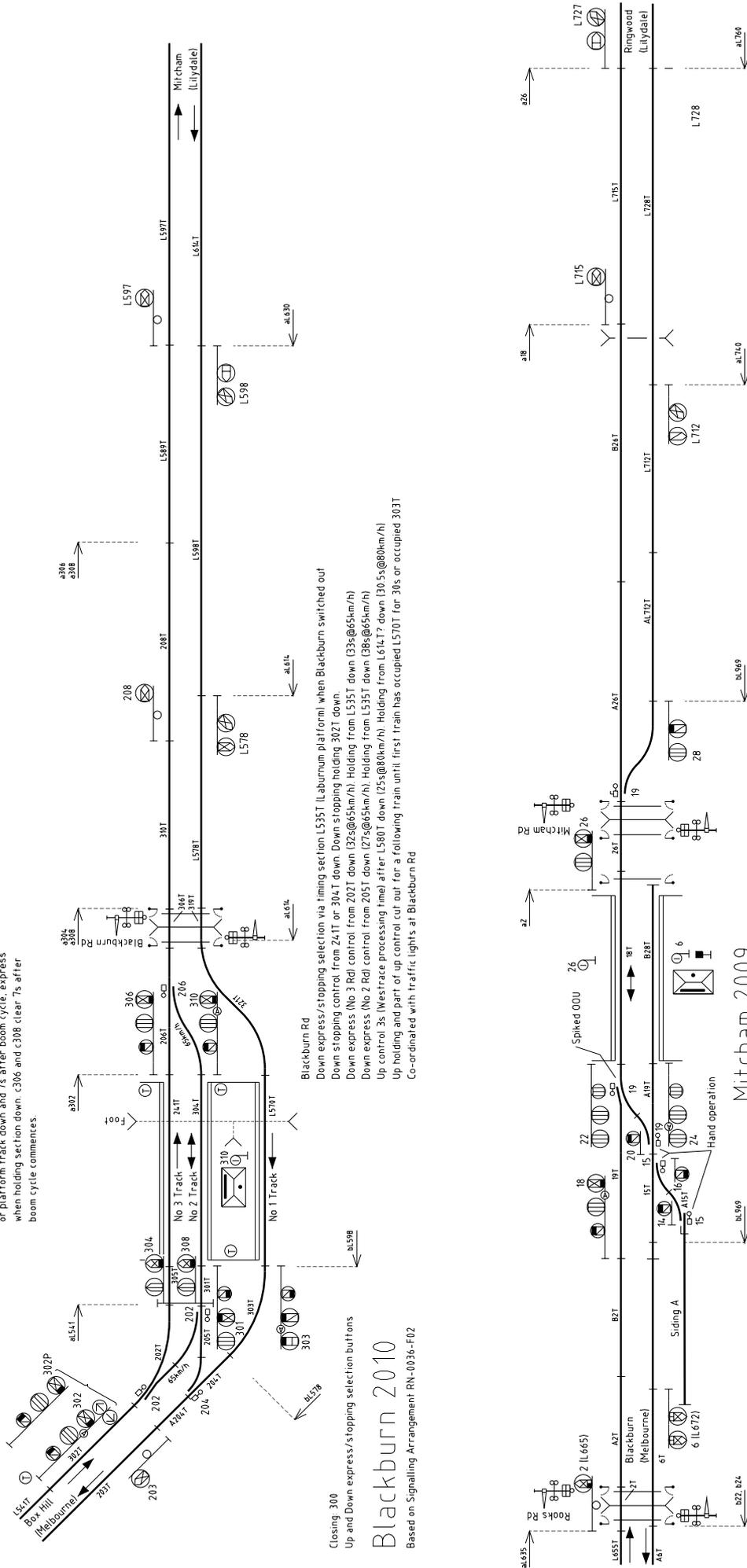
Platform No 1 will be transferred to ARTC and the track will be converted to standard gauge. The key for the gates to the Station Access level crossing will be transferred to ARTC. SW 151/07 is cancelled Upgraded Level Crossing Predictor Indicator Boards were provided at High St (249.088 km). Trains travelling at more than 50 km/h at the predictor boards may accelerate before the crossing.

Diagram 94/09 (Seymour) replaced 70/08.

- (10.11.2009) **Prahan - Sandringham** (SW 320/09, WN 45)
Diagram 43/09 (Prahan - Sandringham) replaced 49/07 as in service.
- 11.11.2009 **Camperdown** (SW 159/09, WN 45)
On Wednesday, 11.11., the existing flashing lights at Cressy Rd (198.129 km) were upgraded to boom barriers. Operation of the boom barriers will be interlocked with the Home signals on Posts 1 and 2. Operation will be by a predictor and remote monitoring equipment will be provided.
- 12.11.2009 **Eaglehawk - Inglewood** (TON 531/09, WN 46)
On Thursday, 12.11., the section Eaglehawk - Inglewood was booked out of service due to track condition. The points at Eaglehawk and Inglewood have been clipped normal.
- 15.11.2009 **Blackburn - Heatherdale** (SW 316/09 & 325/09, WN 46)
On Sunday, 15.11., Automatics L614, L636, L696, and L712 were converted to TC2 tri-colour LEDs.
- (17.11.2009) **Operating Procedure 131 (Train Order Status of Locations etc)**(WN 46)
This Operating Procedure was re-issued. The term 'Attended junction location' was defined as 'A location which has to be attended for the purpose of routing trains between the primary and secondary corridors'. The following locations were defined as attended junction locations: Eaglehawk; Inglewood; Barnes; and Toolamba.
- (17.11.2009) **Moonee Ponds Creek - South Dynon** (SW 163/09, WN 46)
Diagrams 47/09 (Moonee Ponds Creek) and 41/09 (South Dynon) replaced 23/09 and 29/09 (respectively) as in service.
- (17.11.2009) **South Kensington** (SW 330/09, WN 46)
Diagram 39/09 (South Kensington) replaced 59/08. The main alterations were the replacement of Posts DYN136 and DYN138 by new posts situated on a gantry 21 metres in the Down direction, the abolition of the co-acting signal DYN138P, and the relocation of Points DYN121 21 metres in the Down direction.
- (17.11.2009) **Seymour** (SW 161/09, WN 46)
Operating Procedure 103 was re-issued with minor alterations.
- 19.11.2009 **Lakeside Block Point** (SW 162/09, WN 46)
On Thursday, 19.11., Lakeside Block Point was established at 616.000 km in the Yatpool Block Point - Yelta train order section (located on the Down side of Mildura about 1 km on the Up side of Gibbs St). Up and Down Location Boards were provided 2500 metres from the Block Point. Bi-directional electronic end of train detection is not provided, however ETAS Location Clearance signs will be provided on the rear of each location board. Diagram 104/09 (Mildura - Yelta) replaced 12/08.
- 22.11.2009 **Middle Brighton - North Brighton** (SW 333/09, WN 46)
On Sunday, 22.11., Automatic B420 was relocated from the overhead structure to a new ground mast 3 metres on the Down side of the overhead structure. Amend Diagram 43/09.
- 22.11.2009 **Bendigo** (SW 150/09, 155/09, & 164/09, WN 42, 43 & 46)
On Saturday, 22.11., and Sunday, 22.11., Homes BDG10, BDG16, BDG22, and BDG24 were upgraded with LED light units.
- 23.11.2009 **Newport** (SW 331/09, WN 46)
Between 2000 hours Friday, 20.11., and 0400 hours Monday, 23.11., the unit lever control panel will be replaced by a WestCAD VDU route setting control panel.
- (24.11.2009) **Yatpool Block Post - Lakeside Block Post - Yelta** (SW 166/09, WN 47)
Permission is granted for the issue of a return Train Order for both the Yatpool Block Post - Lakeside Block Post and Lakeside Block Post - Yelta sections. This is facilitate operation of local train movements between the intermediate sidings at Merbein and the Mildura Cement Siding. HyRail movements will not be permitted in these single line sections while a return Train Order is in force.

- (24.11.2009) **Prahan - Sandringham** (SW 339/09, WN 47)
Diagram 63/09 (Prahan - Sandringham) replaced 43/09. The diagram shows B420 as a ground mast.
- (24.11.2009) **Elsternwick** (SWP 7/09, WN 47)
Operating Procedure 51 was reissued. The main alteration is the definition of station limits when Elsternwick is attended by a Signaller to terminate Up or Down trains using the emergency crossover. For the Up line, station limits are defined as extending from Home B330 to Automatic B306 at the Up end of the Platform, and for the Down line from Home B313 to overhead structure 328 (Down end of SPOT path).
- 24.11.2009 **Inglewood** (SW 165/09, WN 47)
On Wednesday, 24.11., the existing flashing lights at Calder Highway (248.435 km on the Dunolly line) were upgraded to boom barriers. Active advance warning signs were provided. Operation is by a level crossing predictor and remote monitoring equipment was provided. New approach section indicator boards were provided between the Up end of the former platform and the junction lettered "Maximum speed to crossing 40 kph Dunolly Line". Diagram 84/09 (Inglewood - Korong Vale) replaced 111/06.
- 25.11.2009 **Echuca** (SW 167/09, WN 48)
On Wednesday, 25.11., a left hand hand operated derail was provided 50 metres on the Down side of the stabling compound. The derail is secured with a V5PSW padlock. Amend Diagram 36/07 (Rochester - Echuca).
- 29.11.2009 **Blackburn** (SW 336/09, WN 47)
On Sunday, 29.11., a new Dwarf BBN307 was provided at 18.957 km on the Down side of Blackburn Rd applying to setback movements from the Down line to No 2 Road (and No 3?). Automatic BBN208 was converted to TC2 tri-colour LEDs. Diagram 55/09 (Blackburn - Ringwood) replaced 1/08.
- 30.11.2009 **Southern Cross** (SW 169/09, WN 48)
Commencing 0300 hours Monday, 30.11., the area operated by No 1 Signalbox will be transferred to V/Line. Operating Procedures 5 (SWP 6/08), 6 (SWP 12/08), 7A (SWP 3/09), 7B (SWP 1/09), and 7C (SW 111/09) were reissued with negligible alterations.
- 13.12.2009 **Mitcham** (SW 357/09, WN 50)
On Sunday, 13.12., Down Automatic L691 was relocated 6 metres in the Down direction and converted to a TC2 tri-colour LED head. The trainstop at L691 was relocated to the Up side of the station pedestrian crossing. Dwarf 20 was converted to a U2L LED type.
- (15.12.2009) **Ardeer - Rockbank** (SW 173/09, WN 50)
Diagram 64/09 (Ardeer - Rockbank) replaced 126/07 as in service.
- 15.12.2009 **Ballarat** (SW 174/09, WN 50)
On Tuesday, 15.12., the following alterations were made to the Phoenix signalling equipment. Releases were provided to be operated prior to clearing Home 6 towards the Maryborough line or Home 46 towards the Geelong line. The location for entering train numbers on non-indicated tracks was altered, and the indication for Home 26 was moved.
- 16.12.2009 **Murtoa - Hopetoun** (TON 612/09, WN 51)
On Wednesday, 16.12., the line was booked out of use due to vandalism at Warracknabeal station.
- 16.12.2009 **Lalbert** (TON 614/09, WN 51)
On Wednesday, 16.12., the siding was booked back into service.
- 16.12.2009 **Donnybrook Loop**
Between 0800 hours Friday, 12.12., until 1800 hours Tuesday, 16.12. (or finish of work), the crossing loop was extended at the Down end. The Down end points were relocated to 35.756 km to give a clear length of 1950 metres in the loop (the Up end points are located at 33.572 km). Home Departures DBK6 and DBKU6 were relocated to 35.646 km and converted to LED heads. Up Home Arrival DBK8 was relocated to 35.776 km and converted to LED heads. Up Automatic ES1288 was replaced by a new LED Up Automatic ES390. The Down end Cripple Track was abolished. The pilot keys for the Somerton Loop - Donnybrook Loop - Wallan Loop will be removed from service. Diagram 84/08 (Donnybrook - Wallan) replaced 114/07.
- 21.12.2009 **Nunawading** (SW 366/09, WN 51)
On Monday, 12.12., the approach clearing of Up Automatic L640 was removed due to the closure of the existing station. Express operation will now apply to all Up trains. Amend Diagram 55/09 (Blackburn - Ringwood).
- (22.12.2009) **South Kensington** (SW 176/09 & SWP 9/09, WN 51)
Operating Procedure 13A (Empty passenger car or empty sprinter/Vlocity run around or reverse movements) has been reissued to allow for signals DYN112 and DYN96 to be cleared for a movement toward Dynon yard while an empty passenger train or Sprinter/Vlocity is on the Down Through Goods line at South Kensington. SW 2/09 and SWP 2/09 are cancelled.
- (22.12.2009) **South Dynon** (SW 182/09, WN 51)
Shaw's Sidings (located at the rear of South Dynon Loco Depot) have been abolished. Additional standard gauge sidings have been constructed in their place as part of the Pacific National Melbourne Operations Terminal. Broad Gauge Stop Board No 5 has been abolished. Amend Diagram 47/09 (Moonee

a306 and a308 approach operated -- stopping trains when holding or platform track down and 7s after boom cycle, express when holding section down. c306 and c308 clear 7s after boom cycle commences.



Closing 300
Up and Down express/s topping selection buttons

Blackburn 2010
Based on Signalling Arrangement RN-0036-F02
Co-ordinated with traffic lights at Blackburn Rd

Blackburn Rd
Down express/s topping selection via timing section L535T (Laburnum platform) when Blackburn switched out
Down stopping control from 241T or 304T down Down stopping holding 302T down
Down express (No 3 Rd) control from 202T down (32s@65km/h). Holding from L535T down (33s@65km/h)
Down express (No 2 Rd) control from 205T down (27s@65km/h). Holding from L535T down (38s@65km/h)
Up control 3s (West trace processing time) after L580T down (25s@80km/h). Holding from L641T down (30.5s@80km/h)
Up holding and part of up control cut out for a following train until first train has occupied L510T for 30s or occupied 303T
Co-ordinated with traffic lights at Blackburn Rd

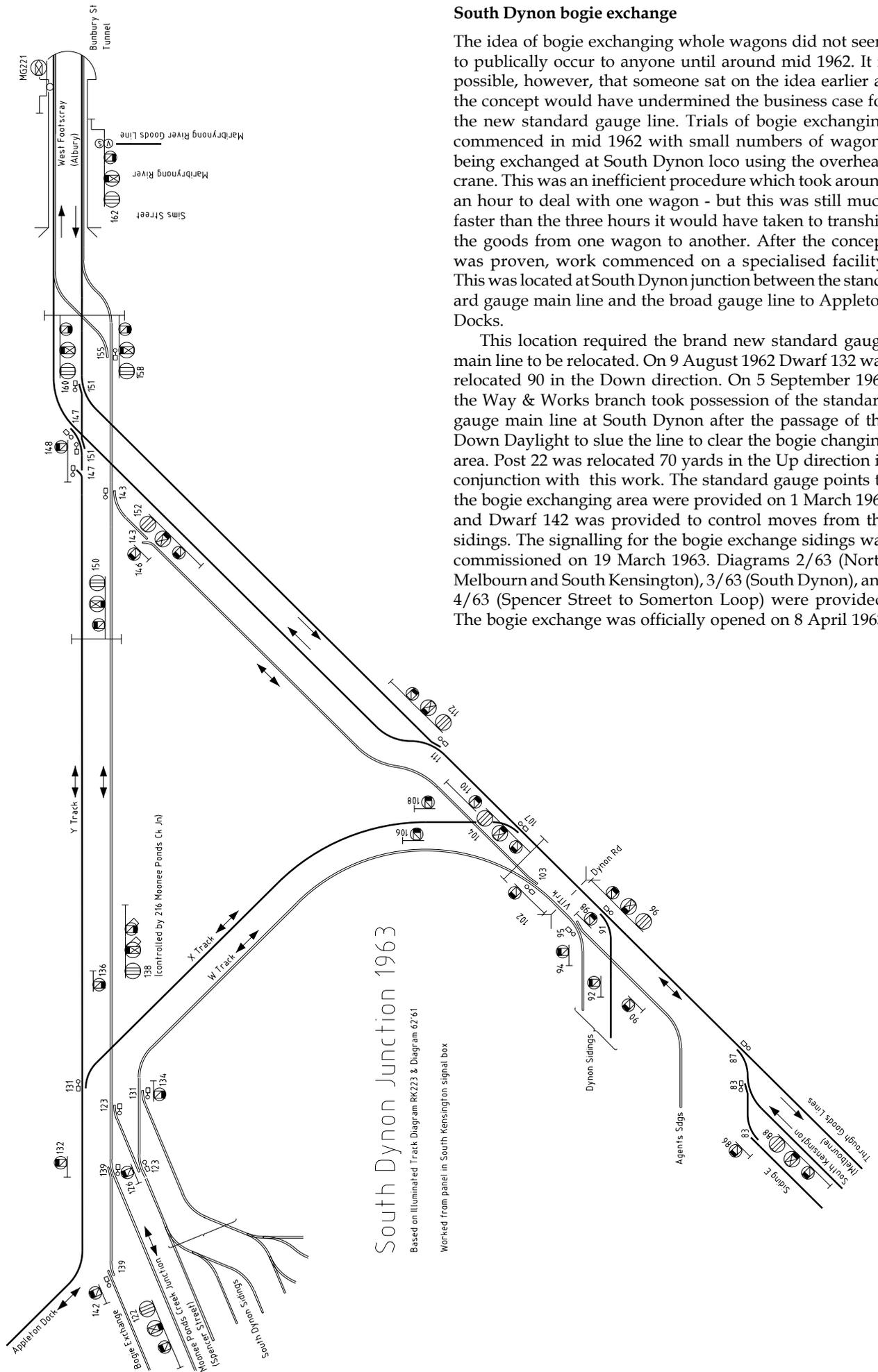
Mitcham 2009
28 Lever Unilever Panel
Spare 1, 3, 5, 7, 9, 11, 13, 17, 21, 23, 25, 27
Closing 12

Mitcham Rd/Foot Crossing
Down shunt control from A19T down (25s) up line or siding
Down stopping control not given (from B2T down). Holding from L665T down (30s)
Down express control from B2T down (23s/25s). Holding from L635T down (34)
Down stopping/express selection via timing section BL635T (25s) through Nunawading platform
Up control (foot crossing) from AL712T down (25s). Holding from L728T down
Up control (Mitcham Rd) from L712T down (29s). Holding 5s after L740T down (33s)
L691 interlocked with boom barrier cycle if cleared when holding or control section is occupied
L696 interlocked with boom barrier cycle if cleared when holding or control section is occupied
Up holding and part of control is not effective for a following train until the first train has occupied A19T.

Ponds Creek).

- 22.12.2009 **Manangatang** (SW 175/09 & 178/09, WN 50 & 51)
 On Tuesday, 22.12., the passive crossing at Mallee Highway (455.782 km) at the Up end of Manangatang will be upgraded to boom barriers. Active advance warning signs will be provided. The crossing will be worked by level crossing predictors and remote monitoring will be provided.
 The points at the Up end of the siding were secured by an Annett lock and the hand locking bar was removed (the hand operated derail blocks in the siding, and the hand locking bar at the Down end points were retained). A Master/Annett Key exchange apparatus was provided at the Up end points. An Up approach section indicator board will be provided 566 metres on the Down side of the level crossing. A two position Up Automatic signal was provided on the Down side of the level crossing. This signal will normally display proceed and is controlled by 3 position V5PSW keyswitches located opposite the signal and at the Up end points.
 If an Up train is detained between the Approach Section indicator board and the Mallee Highway, either the Master/Annett Key exchange apparatus or the V5PSW keyswitch is to be operated to restore the Automatic signal to the Stop position. After a 30 second timeout, the level crossing equipment will stop. Shunting movements can then be carried out without the level crossing equipment activating. If it is necessary to enter the level crossing, the keyswitch is to be operated. The level crossing equipment will commence to operate and the Automatic signal will clear. When shunting has been completed the Annett key is to be restored to the exchange apparatus, and the level crossing equipment will commence to operate.
- 22.12.2009 **Lakeside** (A 15/09)
 On Tuesday, 11.12., the telephone box at the Up end of Lakeside platform was replaced by a larger box with provision for a Staff Ticket box, TR Book, and Staff Lock Away facilities.
- 26.12.2009 **Dynon** (SW 177/09, WN 51)
 Commencing 0600 hours on Friday, 26.12., the Dynon Area control panel at Centrol will be temporarily taken out of use. All points between Home 206 at Moonee Ponds Creek Junction and Homes WFS4, WFS16, WFS42, and WFS44 at West Footscray will be operated manually by hand signallers and signals will be secured at stop. This will include the Appleton Dock line, and North Dynon Junction.
- 28.12.2009 **North Geelong** (SW 180/09, WN 51)
 From 0001 hours Monday, 28.12., Operating Procedured 60B (North Geelong Yard, Driver in Charge operations) was reissued. A new procedure was added for the arrival and departure of trains at North Geelong under Driver in Charge conditions when an area co-ordinator is not on duty. SW 54/09 is cancelled.
- 03.01.2009 **Blackburn** (SW 2/10, WN 51)
 Between 1310 hours Friday, 1.1., and 1700 hours Sunday, 3.1., the following signalling alterations were carried out due to the closure of the Up and Down lines between Blackburn and Mitcham. Down Automatic BBN208 was converted to a fixed Home signal. Baulks will be provided on the Down line at BBN208. The pedestrian gates at Cottage St will be disabled.
- 03.01.2009 **Mitcham** (SW 4/10, WN 51)
 Between 1310 hours Friday, 1.1., and 1700 hours Sunday, 3.1., the following signalling alterations were carried out due to the closure of the Up and Down lines between Blackburn and Mitcham.
 To allow Up trains to terminate in the Down platform, the Up line will be cut on the Down side of Mitcham Road and slued to connect with a set of points in the Down line. These points will be worked by lever 19 and will be operated by a dual control point machine. Up Controlled Automatic L696 (lever 28) will be converted to a Home signal and renumbered 28. Down Controlled Automatic L691 will be converted to a Home signal and renumbered 26.
 Crossover 19 will be secured reverse, and Points 15 will be secured normal. Up Homes 22 and 24 will be secured at Stop. Baulks will be provided on the Up line opposite Down Home 18.

THE COMMISSIONING OF SIGNALLING ON THE NE STANDARD GAUGE



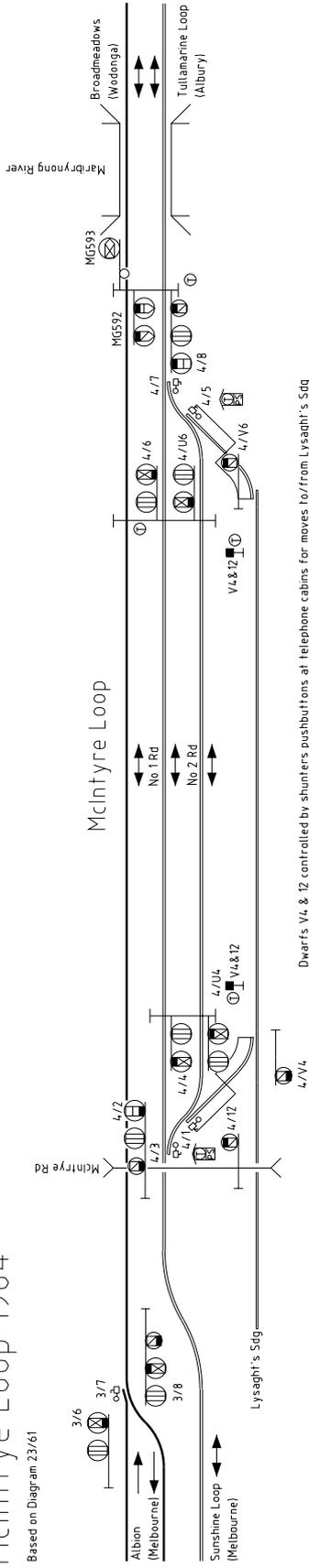
South Dynon bogie exchange

The idea of bogie exchanging whole wagons did not seem to publically occur to anyone until around mid 1962. It is possible, however, that someone sat on the idea earlier as the concept would have undermined the business case for the new standard gauge line. Trials of bogie exchanging commenced in mid 1962 with small numbers of wagons being exchanged at South Dynon loco using the overhead crane. This was an inefficient procedure which took around an hour to deal with one wagon - but this was still much faster than the three hours it would have taken to tranship the goods from one wagon to another. After the concept was proven, work commenced on a specialised facility. This was located at South Dynon junction between the standard gauge main line and the broad gauge line to Appleton Docks.

This location required the brand new standard gauge main line to be relocated. On 9 August 1962 Dwarf 132 was relocated 90 in the Down direction. On 5 September 1962 the Way & Works branch took possession of the standard gauge main line at South Dynon after the passage of the Down Daylight to slue the line to clear the bogie changing area. Post 22 was relocated 70 yards in the Up direction in conjunction with this work. The standard gauge points to the bogie exchanging area were provided on 1 March 1963 and Dwarf 142 was provided to control moves from the sidings. The signalling for the bogie exchange sidings was commissioned on 19 March 1963. Diagrams 2/63 (North Melbourne and South Kensington), 3/63 (South Dynon), and 4/63 (Spencer Street to Somerton Loop) were provided. The bogie exchange was officially opened on 8 April 1963.

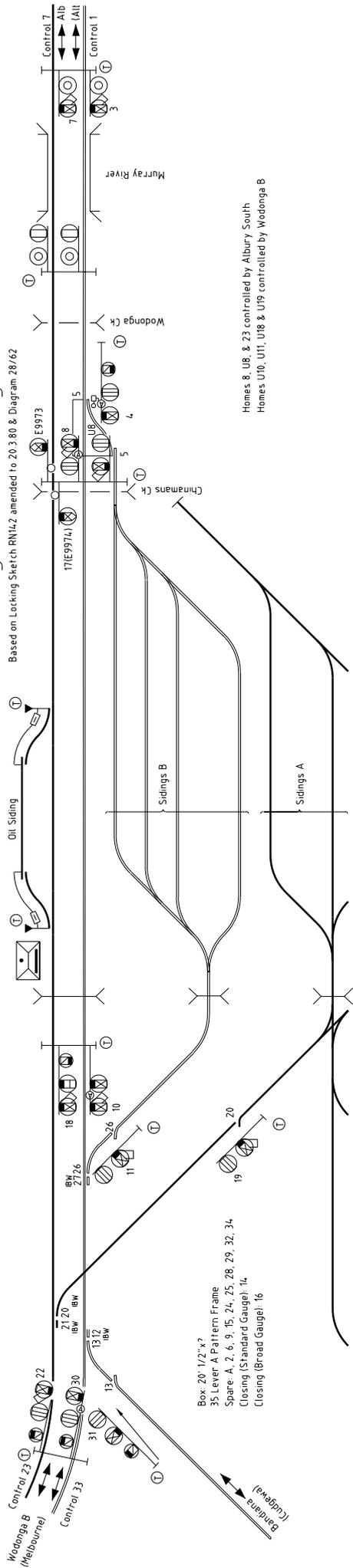
McIntyre Loop 1964

Based on Diagram 23/61



Wodonga Coal Sidings 1962b

Based on Locking Sketch RNI42 amended to 20 380 & Diagram 28/62



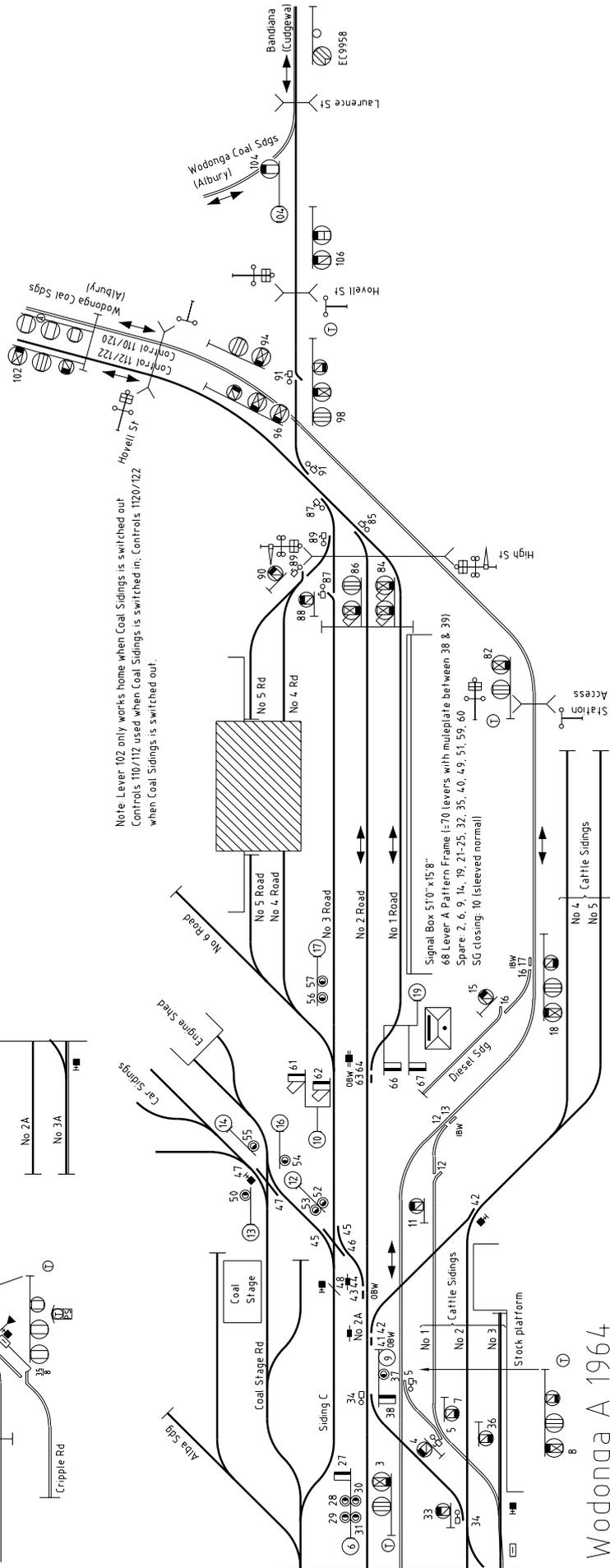
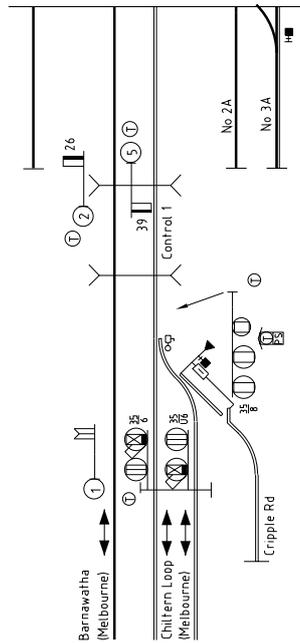
- Box: 20 1/2" x 7"
- 35 Lever A Pattern Frame
- Spare: A. 2, 6, 9, 15, 24, 25, 28, 29, 32, 34
- Closing (Standard Gauge): 14
- Closing (Broad Gauge): 16

Homes 8, U8, & 23 controlled by Albury South
 Homes U10, U11, U18 & U19 controlled by Wodonga B

Lysaghts Siding and McIntyre Loop

A proposal for a standard gauge private siding for John Lysaght (Aust) Ltd at Albion had been under consideration since at least August 1961. A plan had been prepared by June 1962, but by late July it had been decided that it would be preferable to connect the Cripple Roads at McIntyre Loop together to form No 3 Road and extend them at the Up end to provide access to the siding. This plan was approved by the Traffic Branch in October 1962. The company submitted a revised plan of its internal layout in October 1962, and this was quickly approved. The revised signalling plan for McIntyre Loop was approved by the Traffic Branch in September 1963. On 11 December 1963 the catch in the cripple road at the Up end was replaced by a set of points to allow construction of the new siding, but the Up end cripple road was to remain booked out until 13 December 1963. By 30 April 1964 the modifications had been completed to McIntyre Loop and part of the siding was available for traffic. The track to the Company fence (together with the engine run-around) was available, together with one track inside the fence. The loop inside the fence would not be available until a drain had been covered.

At McIntyre Loop the two Cripple Roads were connected together to form No 3 Road and the access points motor operated. Dwarfs 4/V4 and 4/V6 were provided to control moves from No 3 Road towards the main line at each end. Dwarf 4/V4 also controlled moves to Lysaght's Siding, and Dwarf 4/12 controlled moves from the siding. All points and signals were worked from the CTC panel, but the local shunters controlled Dwarfs 4/V4 and 4/12 for moves to and from Lysaght's Siding. Start and stop buttons were provided at the telephone cabins at Dwarfs



Wodonga A 1964

Based on diagrams 165, Interlocking Sketch dated 21.1.63 & and box diagram dated 29.11.1961

4/V4 and 4/V6. These buttons were mounted on a small panel with three lights arranged in a triangle. When the two Dwarfs were at Stop the left-hand red light was illuminated. When one of the two signal were off, the right-hand green light was lit. The bottom light was white. Its function was not given in the instructions, but it probably indicated that the signal had been called by the Train Controller. To perform a shunting move the route was set by the Train Controller who then operated the signal. The signal would not clear, however, until the Guard or Shunter pressed the start button. When the movement was completed the signal would be restored to stop by pushing the Stop button. Either panel could be used to control the two Dwarfs.

Additional passenger platforms

A standard gauge platform was proposed for Sunshine as early as May 1963 to provide a connection between the Down Daylight and the Up Overland. The platform was brought into use on 5 August 1963. An 'automatic timing device' was installed in the control circuits for the Anderson Street boom barriers on 31 December 1963 to prevent undue operation of the booms when a standard gauge train was stopped at Sunshine platform.

On 1 December 1963, the Up and Down Spirit of Progress commenced to stop at Benalla and Wangaratta. Passenger platforms 300 feet long were provided at both locations.

Wodonga area

The commissioning of the CTC left only the area around Wodonga to be cleaned up. The signalling between Wodonga B and Coal Sidings was largely unchanged from pre standard gauge days. The upgrading of the signalling was carried out in connection with the abolition of Wodonga B box and its replacement by a panel in Wodonga A. There is some suggestion that the delay was caused by discussion of a plan to provide grade separation of High Street at Wodonga B.

By mid 1961 planning was well underway for the new signalling at Wodonga B. In mid May the Chief Civil Engi-

neer suggested to the Traffic Branch that the reversing loop at Wodonga could be removed as it was no longer necessary to reverse the Spirit of Progress and its removal would give considerable savings in signalling. He suggested providing a turntable in the station yard and proposed two schemes - one with locomotive storage roads and one without. The local traffic branch officials preferred the scheme with storage roads as this would avoid taking siding space to stand locomotives, but the CME agreed that the scheme without storage roads would meet his needs. The local officials were eventually overruled as the extension of bogie exchange and diversion of traffic from broad to standard gauge was expected to result in the Albury transfer traffic being reduced to a minimum.

The first stage was the replacement of the remaining two position signals at the Up end of Wodonga Coal Sidings by three position signalling. Diagram 28/62 replaced 13/62. At Wodonga Coal Sidings Posts 29, 30, 31, 32, 34, and 37 were abolished. Curiously, it appears that neither of the Down standard gauge routes had Repeating signals to provide advanced warning that the Down Homes were at danger. The fixed Down Distant for both the standard gauge Bandiana line and the main line were abolished. This is doubly curious as a Repeating signal had been provided earlier in 1962 for the broad gauge line. At Wodonga B the reversing loop was abolished together with Post 27 and all points and signals worked from the Auxiliary Frame.

Wodonga B was abolished on 10 May 1964 and control was transferred to a panel in Wodonga A. Diagram 2/64 was provided. Electric staff working between Wodonga B and Wodonga Coal Sidings was abolished the following day and Lever Locking and Track Control was brought into operation on both lines.

On 12 May switch out facilities were provided at Wodonga Coal Sidings. Separate switchout levers were provided for the broad and standard gauge lines. In connection with the provision of switchout facilities, flashing lights were provided at Howell Street on both the Albury and Tallangatta lines.

The abolition of Wodonga B effectively completed the provision of the initial signalling on the NE standard gauge.

ERATTA

Michael Guiney has made the following comments on the previous installment of 'The Commissioning of Signalling on the NE Standard Gauge'. The number of the northbound Spirit of Progress was 1845 instead of 1645. Boom barriers at Barbers Lane and Boundary Road, Wallan, were both commissioned on 30 May 1962.

The service to Ford's Siding had not been introduced when WTT 1043/62, effective from 20 August 1962, had been introduced. The WTT amendment first showing the service (WTT 1006/63) was issued on 24 January 1963 and was effective from 29 January 1963.

Barnawartha was spelt incorrectly twice.

THE INNER CIRCLE

NORTH CARLTON TO NORTH FITZROY AND FITZROY

Photos by John Thompson

Captions and diagrams by David Langley

The internet has produced some unexpected side-effects one of which is the unearthing of wonderful pictures from the depths of a photographers collection that may never have seen the light of day. One such set is the few we are presenting here from the camera of John Thompson.

Back in early 1963 as a school boy at that illustrious school – Box Hill High – John participated in a school excursion to Princes Park and was intrigued by a railway that appeared little used but was electrified and had extensive signalling. John had discovered the Inner Circle line.

Returning there on Saturday 23 March 1963 John proceeded to record some of the features that still existed on the line at that time. We now know that it all disappeared over the next 20 years and today we have a linear park of mostly greenery and walking tracks..

Originally opened in 1888 between Royal Park and Clifton Hill and Fitzroy, there were two intermediate stations – Langridge St (later North Carlton) and Nicholson St (later North Fitzroy). The line was doubled by the end of 1888 from Royal Park, including a short section to Scotchmer St Box on the Fitzroy line. In 1889 the double track Whittlesea line was opened from North Fitzroy. In 1904 a double track connecting link was opened between the Whittlesea and Clifton Hill lines at Northcote Loop Jcn.

After the Northcote Loop was opened the Whittlesea line was singled between North Fitzroy and Northcote Loop Junction as all suburban trains now ran directly to Prince's Bridge via Clifton Hill. Whittlesea passenger and all goods trains continued via North Fitzroy until Northcote Loop Jcn was closed converting the Inner Circle into a branch from Royal Park.

The subject of the direction of trains on this line was one never seemed to be solved. North Fitzroy was one of those unusual places where down trains could approach from the opposite ends simultaneously viz. from Spencer Street as was the normal case but also from Prince's Bridge, however, a train from the Whittlesea line was an Up. Now that was fine whilst the passenger service consisted of through Whittlesea trains running in the conventional Down and Up directions to and from Spencer Street. The service from Prince's Bridge in the steam days terminated at North Fitzroy and thus was independent of the Whittlesea services and so were Down trains to North Fitzroy and Ups on the return but then they used an independent line between North Fitzroy and Northcote Loop Jcn so no problems there.

The problem arose when electrification came along so what to do then as the North Fitzroy service was to be extended to North Carlton. The problem was solved by effectively doing nothing, the North Carlton trains remained Downs and ran in the same geographical direction with the Up Whittlesea trains and similarly in the other direction. Even for the few trains that extended to Royal Park nothing changed and so a Down train could terminate in the Up platform at Royal Park and form an Up service to Prince's Bridge departing parallel with a Down Fawkner train. It, to me at least, seemed a neater solution to the problem than having trains change direction at North Fitzroy.

The story of the train service is quite complex and I don't propose to dwell on it here but a few words with

regard to North Carlton will suffice to give you an idea of what there was. At first the service was quite OK with the Heidelberg, Preston (Reservoir) and Whittlesea trains all stopping all stations. The 1890 WTT shows 13 trains to Preston, five to Whittlesea and 13 to Heidelberg although there were a few more between Victoria Park and Heidelberg connecting with the cable trams that ran along Johnson Street.

In 1901 North Carlton the Heidelberg trains, which had run to and from Spencer Street reversing direction at Victoria Park, were withdrawn and the Heidelberg service now operated from Prince's Bridge. The Preston Reservoir suburban trains which ran about hourly along with a few trains running to Clifton Hill lasted until 1904 when they too were withdrawn in favour of a service from Prince's Bridge. It appears that for a very short time, the service of merely five trains a day between Spencer Street and Clifton Hill via Royal Park remained but it had gone by 1908 and quite possibly earlier than that.

This then gave North Carlton a very sparse service, just the through Whittlesea trains – the 1908 WTT shows merely two each way and one on Sundays. Of course the residents did have an excellent cable tram service along Sydney Road and also one in Rathdowne Street which commenced its city bound journeys at Park Street. At that stage there was nothing along Lygon Street, the electric trams of the Melbourne, Brunswick and Coburg Tramway Trust were yet to materialise.

With electrification the good service to North Carlton resumed with the extension of the North Fitzroy locals. A train about every 20' operated during the off peak times with about a 10' service during the peaks. On weekdays there were two trains – one morning and evening – that extended to Royal Park but on weekends a majority of the daytime services went to Royal Park enabling people from the east to visit the Zoological Gardens. This service must have always been a borderline case what with the short distance to the city anyway and the extensive tram services operating directly from the area to the city.

However it was a survivor and managed to last right through the 1939-1945 wartime period, a time when resources were stretched and it would not have been a surprise to see it succumb. But it eventually did, electric trains ceasing on 2 July 1948. The last WTT I have for the line shows the electric service having a very similar pattern of North Carlton and Royal Park trains but the frequency had reduced at about 30' in the off peak and about 20' in the peak. The weekend service was again about every 30' but the service did cover the normal operating hours and didn't stop before the end of regular services elsewhere.

The Whittlesea rail motors continued to run through North Carlton and North Fitzroy until 15 November 1948 when they were truncated to shuttle between Thomastown and Whittlesea. This was the end of regular passenger trains on the Inner Circle.

The overhead remained in place until May 1961 and no doubt suburban electric trains on charter trips operated along the line in fact it was on one of these trains that our photographer John Thompson travelled as a school boy. It is believed that suburban trains were run around the Inner Circle from time to time in order that cars could be turned

to try to obviate wheel wear and also to attempt to save the paint from fading.

A short but fascinating account of the line, written by Mr. C. D. Gavin Duffy, can be found in the ARLHS Bulletin No 142, dated August 1949. Charles Gavin Duffy held the title of being the most official unofficial railway employee of the day. His presence in various signal boxes was appar-

ently generally ignored by the hierarchy.

This survey does not purport to be a conclusive history of Royal Park to Northcote Loop, that is yet to come, but rather it is a brief glimpse of the line in the early 1960's.

So let us go for a wander along this fascinating railway that unfortunately slipped from view before most of us reading this had a chance to see it.

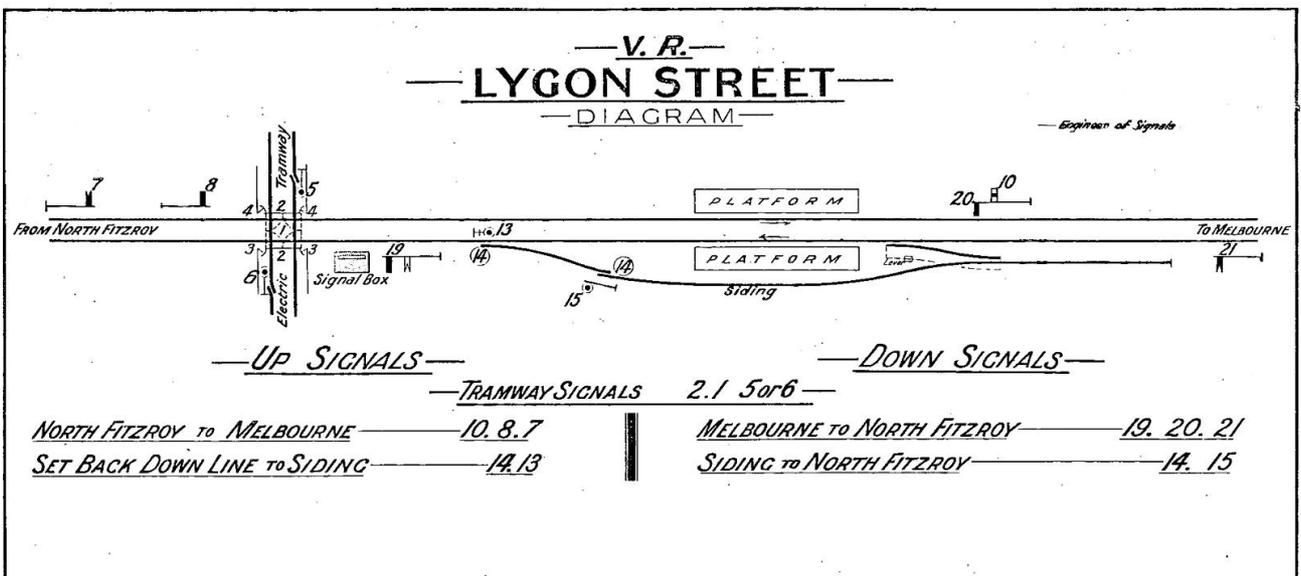


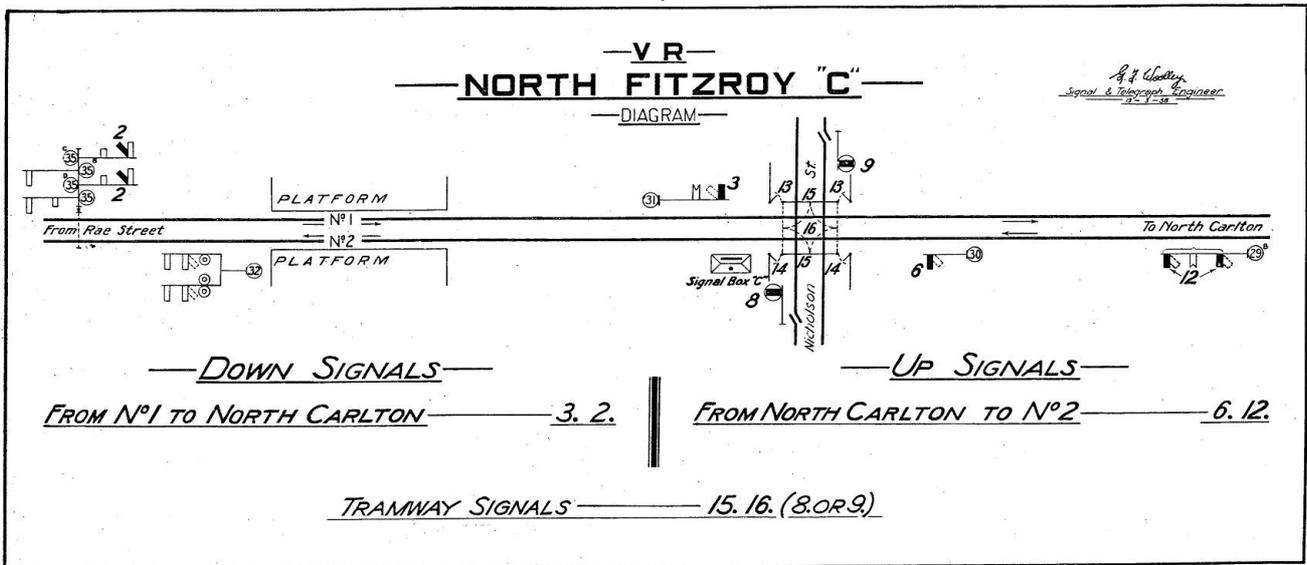
Here we are standing on the Bowen Crescent level crossing and looking towards Royal Park. The signal post is No 25, the top arm is the down home signal for the Bowen Crescent gates and the bottom arm is Lygon Street boxes down distant signal, worked by lever 21, Lygon Street box, opened on 30 October 1916, was provided with a 20 lever tappet machine with a gate wheel hence numbers to 21. Its opening coincided with the official opening of the Melbourne, Coburg and Brunswick Tramway Trust electric tram line from Queensberry St to Coburg Cemetery (now East Coburg) and Bakers Road (now North Coburg). The over bridge in the distance carries Sydney Road (nowadays known as Royal Parade) over the Inner Circle line. This is actually three bridges – the middle one also carries the North Coburg tram tracks, the outer bridges are for the side road lanes. Just visible through the bridge opening is the Up distant signal for Royal Park. The area around this point is part of Princes Park with the Princes Park Bowling Club just visible through the trees and not far away on the left is the football oval popularly known as Princes Park but more correctly the Carlton Football Ground.



ABOVE: Looking east at North Carlton. We can see the two home signals for departing trains – post 26C on the left, for moves from the Down platform and post 26B on the right which is the new signal provided for the electric train service which started 1921. Trains from Prince’s Bridge would terminate in the Up platform and return directly from there to North Fitzroy and thence to Prince’s Bridge. The crossover was located very near the platform and gave insufficient room for a conventional lock bar, and from the diagram the lock bar was actually located along what would be the closed blade when the road was set for a local train to depart. Just visible on the left behind the overhead structure is the disc signal for moves out of the siding and the ground disc for set back movements can be seen between the running lines. Part way along the platforms we can see the foot crossing between the platforms with the very basic steps against the platform face. This crossing was used by station staff to reach the Down platform to attend to trains without the need to go around the long way via public paths. Of course in today’s safety conscience era, these crossings are frowned upon and are pretty much all gone but all railway staff of the last century will well remember the occasional bashed shin bone as your foot did not make the step or not enough momentum was achieved to hoist your body up onto the platform. It was an art I can assure you.

BELOW: This copy of the Lygon Street signal box diagram dates from the opening of the box and the tramway crossing in 1916. It does not show the main line crossover to allow trains to depart from the Up platform, or Posts 26B or 26C.





ABOVE: As John did not take any pictures around Lygon Street nor Amess Street we move onto North Fitzroy and the above signal box diagram is for Nicholson Street signal box which was opened 4 May 1923. The original signal box at this end of North Fitzroy – known variously as Nicholson Street Box then North Fitzroy A Box was situated diagonally opposite the 1923 signal box as shown here. To facilitate running round steam suburban trains, a crossover had been located on the west side of the level crossing but it was moved to the east side of the crossing probably in conjunction with the closure of A Box and the removal of the gates. It now was under the control of Rae Street box and was crosslocked until June 1912 when it was connected to the interlocking. Three additional signals were also provided – one being a disc on post 31 which applied towards North Carlton but only to enable an engine to go clear of the crossover. New disc signal post 30A then signalled the engine back through the crossover and towards post 32 at Rae Street. The crossover and signals were retained when the new signal box was provided at Nicholson St but were removed on 15 Sep 1924 owing to the North Fitzroy platforms being extended to cope with the electric trains, the running round of steam suburbans having ceased.

BELOW: This view is from the Down platform looking towards North Carlton. The tram is operating along Nicholson Street to East Brunswick and C Box is barely visible on the right behind those bushes. The signal post carries A Boxes Up starting, controlled by C Box as a home signal protecting the gates, and North Carlton's Up distant. Also note that the railway overhead has been lifted clear of the tram overhead thus enabling the switching gear to be dispensed, this work being carried out on 9 May 1961.

