

SOMERSAULT

JANUARY 2011

Vol 34, No 1

SIGNALLING RECORD SOCIETY OF VICTORIA INC



The Tasmanian Transport Museum in the Hobart suburb of Glenorchy has a range of signalling artifacts on display and is well worth a visit. A centrepiece of the museum is the relocated suburban Newtown station, which includes the signalbox. The 12 lever Newtown frame, block shelf, and diagram are shown here. Newtown was a double line block post on the double line through the suburbs of Hobart. The box diagram for Newtown is shown on page 15, but the frame controlled four running signals in each direction, a trailing crossover and a goods siding. The block instruments are Tyers one wire three position instruments. The frame is from McKenzie and Holland, but I am not sure of the pattern. The signalbox is complete even to the train register on its shelf.

SOCIETY CONTACT INFORMATION

Published by the Signalling Record Society Victoria Inc (A0024029F)

EDITOR: Andrew Waugh, 1/28 Amelia St McKinnon, VIC, 3204

Phone (03) 9578 2867 (AH), (03) 9348 5724 (BH), email andrew.waugh@gmail.com

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

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

SECRETARY and MEMBERSHIP OFFICER: Glenn Cumming,

Unit 1/4-6 Keogh St, Burwood, VIC 3125. Phone (03) 9808 0649 (AH), (03) 9859 5844 (BH)

NSW CONTACT: Bob Taaffe,

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

QUEENSLAND CONTACT: Phil Barker

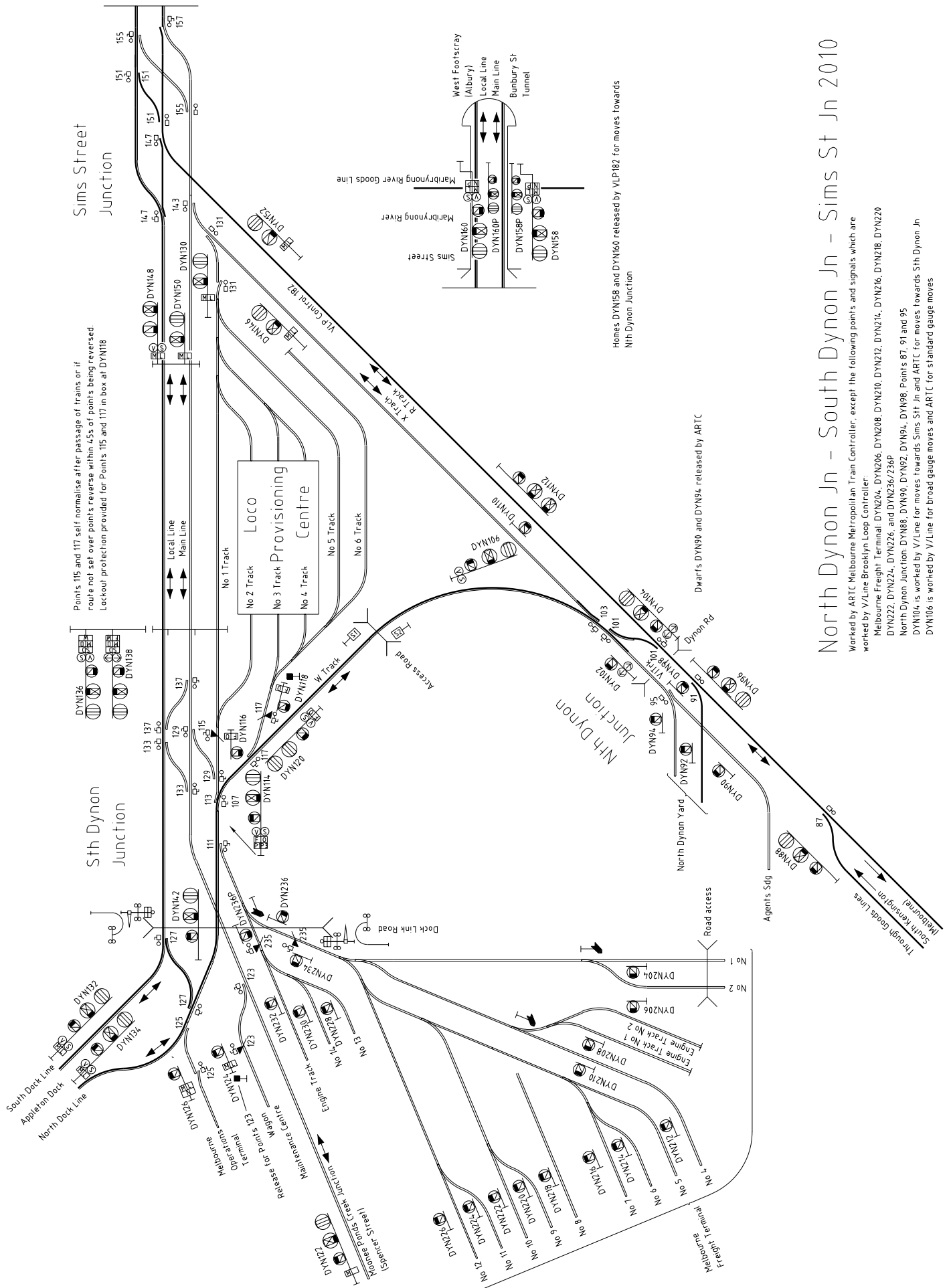
PO Box 326, Samford, QLD, 4520, Phone: (07) 3289 7177, email: signal-1@bigpond.com

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

SIGNALLING ALTERATIONS

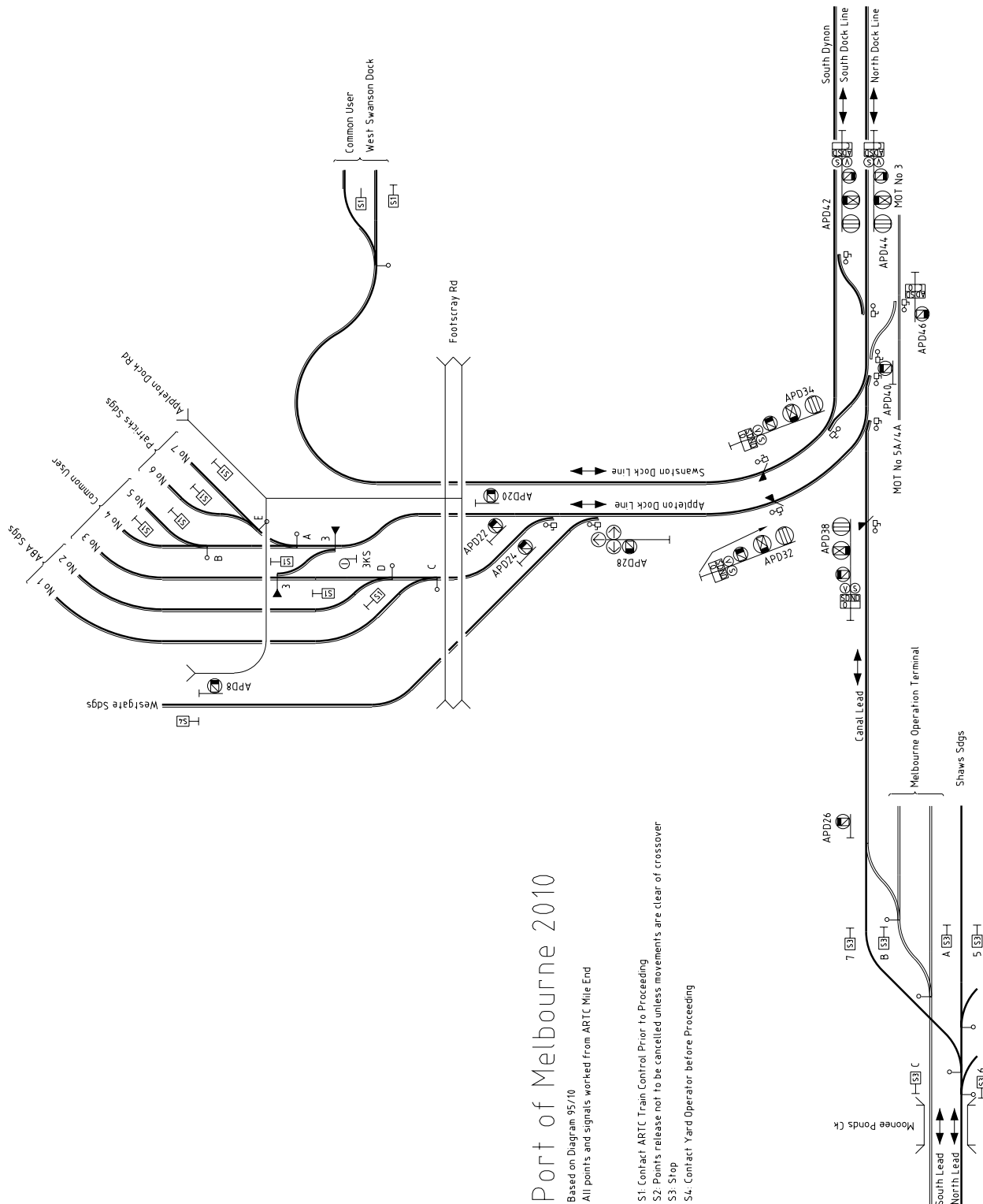
The following alterations were published in WN 42/10 to WN 49/10 (last issue for 2010) and ETRB A circulars. The alterations have been edited to conserve space. Dates in parenthesis are the dates of publication, which may not be the date of the alteration.

- 17.10.2010 **Bell** (SW 276/10, WN 42)
On Sunday, 17.10, Crossover 011 was renewed as a tangential turnout on concrete bearers. WBS M23A dual control point machines were fitted. Amend Diagram 49/10 (Northcote to Reservoir).
- 17.10.2010 **Bittern** (SW 271/10, WN 42)
On Sunday, 17.10, boom barriers were provided at Urquhart Cres (69.012 km). Level crossing predictors were provided and trains travelling at more than 50 km/h at the predictor boards may accelerate before reaching the level crossing. The boom barriers are already shown on Diagram 103/10 (Leawarra - Stony Point).
- 21.10.2010 **Port of Melbourne - South Dynon - North Dynon** (SW 130/10 & 131/10, WN 42)
On Thursday, 21.10., the dual gauge North Dock Line to the Port of Melbourne. The junction at the entrance to the dock was re-arranged. The signalling on the dual gauge Track W was commissioned. The broad gauge connection at Canal Junction between Stop Boards 6 and 7 and Dwarf APD26 will be available.
Points 101 were commissioned at North Dynon Junction and are operated by the ARTC Train Controller. When Points 101 are reverse, Home DYN106 will be operated by the VLine Train Controller for broad gauge moves from W Track and DYN104 will be operated by the ARTC Train Controller for broad gauge moves to W Track. When Points 101 are normal, Homes DYN104 and DYN112 will be operated by the VLine Train Controller for broad gauge moves.
Operating Procedures 10 (Dynon Area), 11 (North Dynon and South Dynon, Operation of Points and Signals), and 132 (West Tower Procedures) were modified.
- (26.10.2010) **South Kensington** (WN 42)
Diagram 91/10 (South Kensington) replaced 65/09 as in service.
- (26.10.2010) **Moonee Ponds Creek - South Dynon** (WN 42)
Diagrams 95/10 (Moonee Ponds Creek) and 93/10 (South Dynon) replaced 85/10 and 3/10 respectively as in service.
- (26.10.2010) **West Tower - Canal Lead** (SW 128/10, WN 42)
The Signaller West Tower authorises train movements on the Canal Lead between Stop Boards 6 & C and Dwarf APD26, and Stop Board 7 towards the North Lead/Stop Board 2 & the South Lead. Operating Procedure 132 is to be followed. Movements beyond APD26 towards Appleton Dock Junction are controlled by the ARTC Train Controller.
ATRC Train Notices 1818/2009 and 719/2010 have been cancelled.
- 27.10.2010 **Echuca - Deniliquin** (TON 642/10, WN 43)
On Wednesday, 27.10., the line was booked back into service. The baulks at 233.829 km were removed and power restored to the level crossings at Sturt St (233.939 km), Shaw St (235.110 km) and Francis St (235.471 km). TON 615/10 was cancelled.
- 27.10.2010 **Shepparton** (SW 129/10 & 138/10, WN 42 & 45)
On Wednesday, 27.10, boom barriers were provided at Wheelers Street (183.727 km) and New Dookie Rd (184.441 km). Level crossing predictors were provided. A level crossing predictor was also provided



North Dynon Jn - South Dynon Jn - Sims St Jn 2010

Worked by ARTC Melbourne Metropolitan Train Controller, except the following points and signals which are worked by V/Line Brooklyn Loop Controller:
Melbourne Freight Terminal: DYN204, DYN206, DYN208, DYN210, DYN212, DYN214, DYN216, DYN218, DYN220
DYN222, DYN224, DYN226, and DYN236/238P
North Dynon Junction: DYN88, DYN90, DYN92, DYN94, DYN98, Points 87, 91 and 95
DYN104 is worked by V/Line for moves towards Sims St Jn and ARTC for moves towards Sth Dynon Jn
DYN106 is worked by V/Line for broad gauge moves and ARTC for standard gauge moves



at Knight St (183.003 km) which remains equipped with flashing lights. Trains travelling at more than 50 km/h at the predictor boards for these level crossings (Up trains only at Knight St) may accelerate before reaching the level crossings. Diagram 64/10 (Mooroopna - Shepparton) replaced 30/10.

28.10.2010 **Congupna** (SW 132/10, WN 42)

On Thursday, 28.10, boom barriers were provided at Shepparton - Katamatite Rd (191.737 km). Level crossing predictors were provided and trains travelling at more than 50 km/h at the predictor boards may accelerate before reaching the level crossing.

The existing push button at the Up end points to control the flashing lights was replaced by a three position V5PSW keyswitch. The noticeboard was replaced by one that reads "All Shunting Trains/Boom barriers must be horizontal before entering crossing". Diagram 48/10 (Congupna - Tocumwal) replaced 92/08..

29.10.2010 **Brighton Beach** (SW 292/10, WN 43)

On Friday, 29.10., traffic light co-ordination was provided at South Road.

- 31.10.2010 **North Melbourne** (SW 293/10, WN 43)
On Sunday, 31.10., Posts NME508 and NME550 were converted to tri-colour LEDs.
- 01.11.2010 **Upfield** (SW 289/10, WN 43)
On Monday, 1.11., No 1 Siding was booked out to allow the construction of a new siding. Points 409 are secured reverse.
- 03.11.2010 **Echuca - Deniliquin** (TON 651/10, WN 45)
On Wednesday, 3.11., the line was booked out of service. Baulks were provided at 233.829 km.
- 06.11.2010 **Violet Town Loop**
On Saturday, 6.11., Violet Town Loop was booked out of service to allow for commissioning of the new signalling. Points 3 and 7 were secured normal. When signalling a train between Longwood Loop and Benalla Loop, the Train Controller must first clear the Home Departure signal for the move away from Violet Town Loop before clearing the Home Departure signal for the move towards Violet Town Loop.
- (09.11.2010) **Craigieburn** (SW 298/10, WN 44)
Down trains must not be shunted into or through the Holding Road. Trains shunting to the Sidings must be routed via the Down Line past CGB519. Up trains from the Sidings can be routed via the Holding Road.
- 10.11.2010 **North Geelong - Corio Quay Sidings** (SW 140/10 & 141/10, WN 45)
On Wednesday, 10.11., the connection to the dual gauge Corio Quay Sidings in the Corio Independent Goods Line was restored to service. Points CGL39, Catch CGL47, and Dwarf CGL54 were restored to service. Dwarf CGL54 was provided with 'V' and 'S' indicators and arrow route indicators. Security gates CGL45 were provided in advance of Dwarf CGL54. Operation of the gates is interlocked with Points CGL39, Catch CGL47, and Dwarf CGL54, but they may be operated independently of these. The gates will close automatically after the passage of a train, and movement of a train is detected using axle counters. V5PSW keyswitches were provided to locally operate the gates if the remote control system fails. The VDU at North Geelong C was upgraded to reflect these alterations.
The broad gauge connection from the Corio Independent Goods Line and the East Yard was restored to use.
Diagrams 62/09 (Little River - Corio) and 60/09 (North Shore - North Geelong) replaced 108/08 and 14/09 respectively. Operating Procedure 57 (Corio Independent Goods Lines) was reissued.
- 11.11.2010 **Creswick** (SW 144/10 & 145/10, WN 45)
On Thursday, 11.11., boom barriers were provided at the previously open crossings at Grays Road (169.956 km) on the Up side of Creswick and Black Swamp Road (190.130 km) on the Down side off Creswick. Operation of the boom barriers is by a predictor. Trains travelling over 50 km/h at the predictor boards can accelerate before entering the crossings. Remote monitoring equipment is provided.
- 13.11.2010 **Seymour Loop - Benalla Loop**
From 0530 hours Saturday, 13.11., trains were diverted from the East Line to the West Line between Seymour Loop and Benalla and will return to the East Line at the crossover on the Down side of Benalla. Trains will be worked under the Train Authority System with the sections Seymour Loop - Longwood Block Point (133.500 km) - Balmattum Block Point (163.399 km at Maher's Rd) - Baddaginnie Block Point (186.220 km at Carroll Rd) - Glenrowan Loop.
The baulk on the West Line at SEY134 was removed. 'Commence' and 'End' Train Authority Boards were provided on the West Line at Home SEY134 Seymour Loop and BNL46 Benalla. An 'End' Train Authority Board was provided at GRW2 at Glenrowan and 'Commence' Train Authority Board at GRW4 and GRW/U4. Homes SEY134, GRW/4, and GRW/U4 will be fixed at Stop. The points at the end of the single line Seymour Loop - Glenrowan Loop will normally be in hand operating mode and clipped for movements into the single line, except when it is necessary for a train to arrive from the single line. In this case, the points must be restored to the motor position so that the Arrival Home will operate correctly.
Block Point Boards were provided at each block point. These are positioned back to back on the Down side of the line and take the form of a yellow triangle with black lettering. The boards will be lettered with the block point name, the kilometres from Melbourne and the words 'Block Point'. Location Boards will be provided 2500 metres in the rear of each block point. These will take the form of a white triangle with black lettering showing the name of the block point and its kilometres from Melbourne. At Baddaginnie and Balmattum Block Points a sign lettered "Up Trains not to proceed past this point unless in possession of a Train Authority for the section in advance" are provided to prevent trains waiting for Line Clear from obstructing Maher's Road and Carroll Rd.
Signallers will be stationed at Seymour Loop and Glenrowan Loop to deliver Train Authorities. Roving Signallers will attend the block points as required. The Signallers at the block points will conduct roll by inspections and inform the Train Controller of the train's integrity. Immediately the train passes, the Signaller must place three audible track warners 10 metres apart in advance of the block point sign and not remove them until the following train has come to a stand at the block point and the Signaller has received a Train Authority for the section in advance.
The signalling on the East Line between Seymour Loop and Benalla Loop from ES3609 to ES6588 will be taken out of use and the line placed under Absolute Occupation. The CTC sections Seymour Loop - Longwood Loop - Violet Town Loop - Benalla Loop were abolished. Longwood Loop, Violet Town

Loop, and Benalla Loop were abolished.

The West Line Absolute Occupation Sections No 1 (Seymour to 170.500 km Violet Town) and 2 (175.500 km to 232.500 km Wangaratta) were returned. Section No 3 was extended to to run from Benalla BNL36 to WOD14 at Wodonga West Junction. A baulk was provided at BNL36

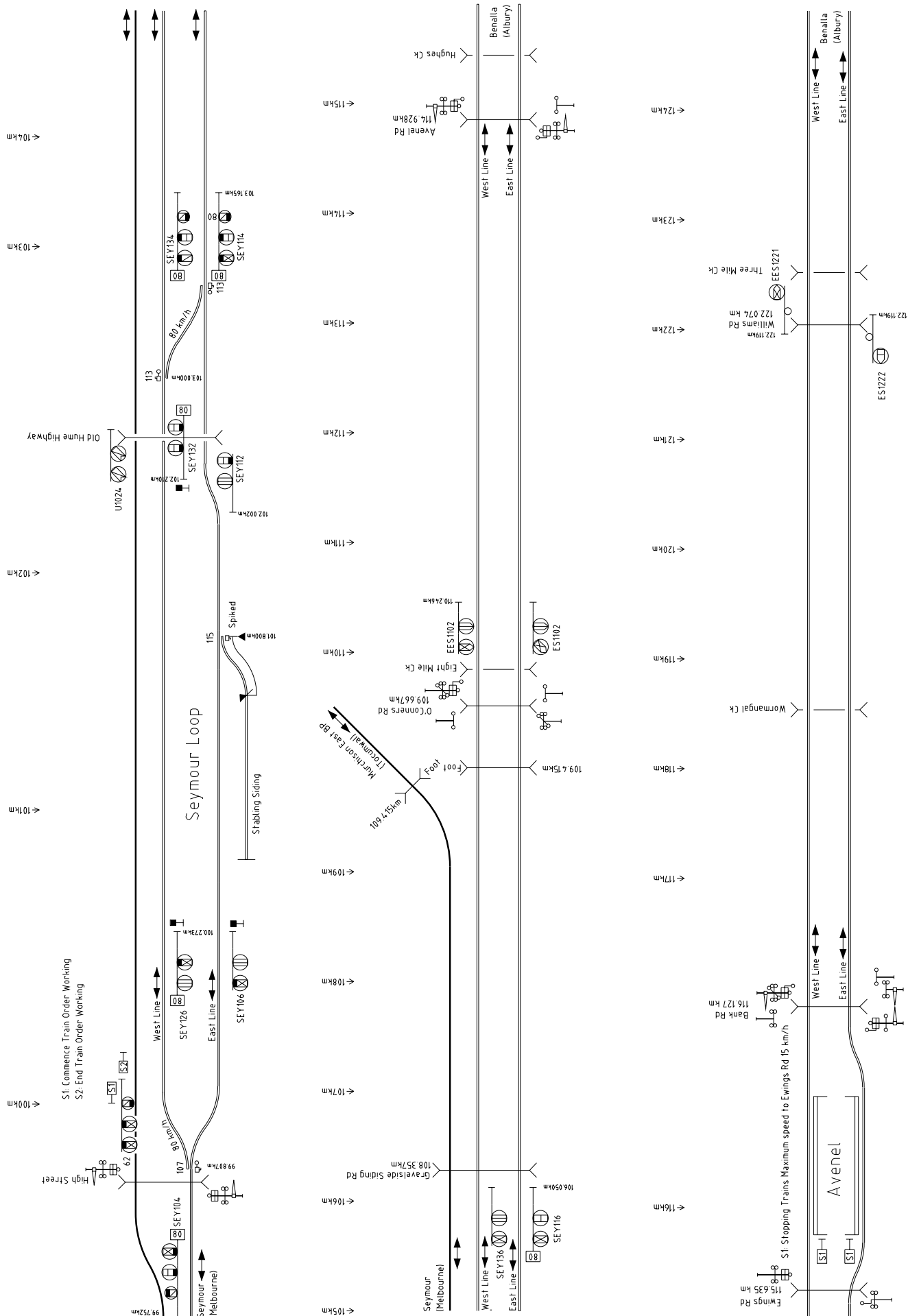
The level crossings at Cowslip Rd and Hurt St, Violet Town, and Nunn St, Arundel St, and Cemetery Rd, Benalla, will be temporarily closed to road traffic.

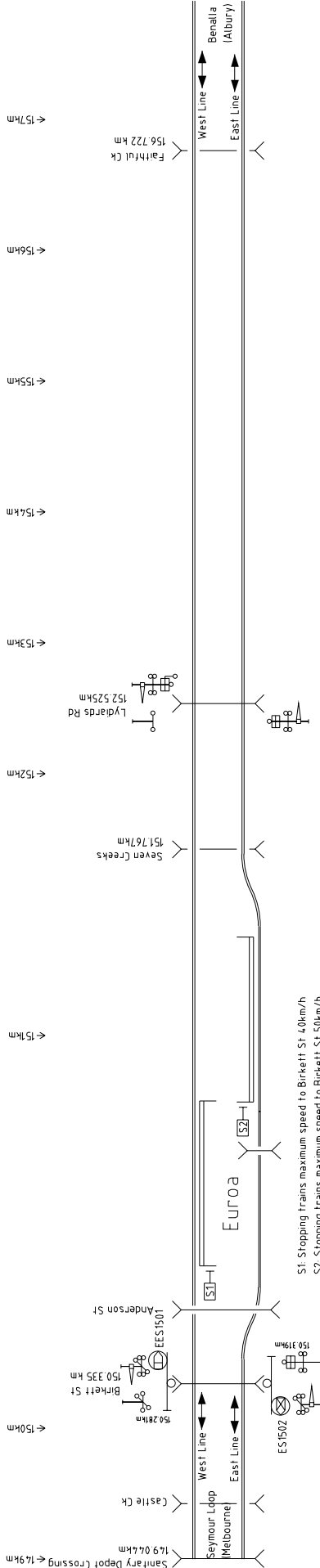
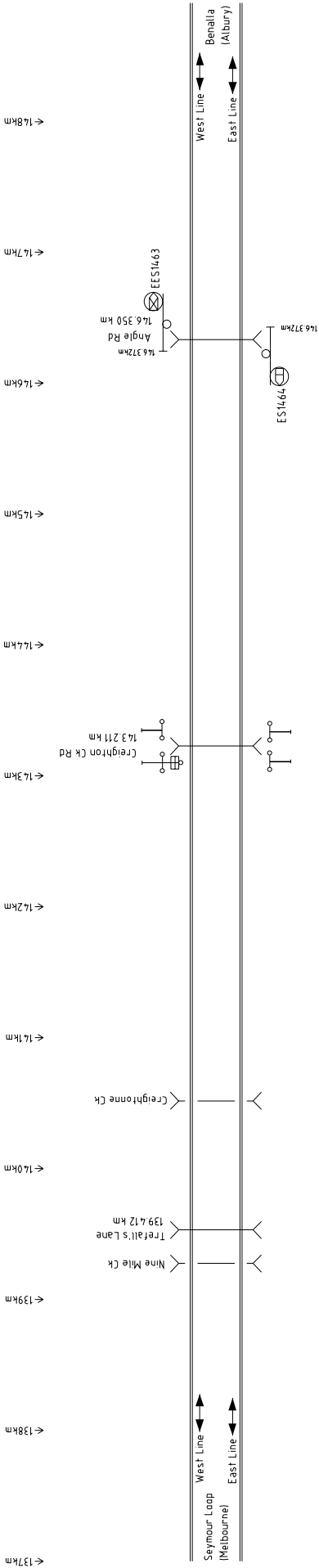
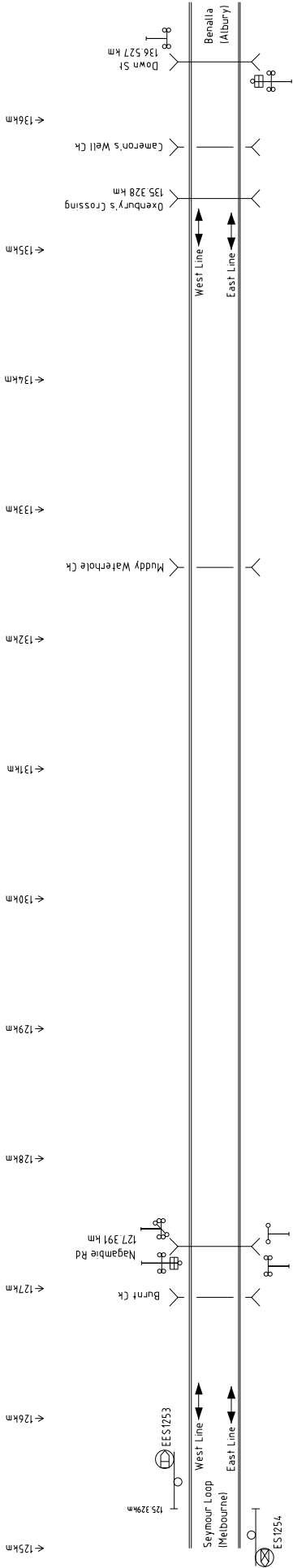
- 14.11.2010 **Westall** (SW 300/10, WN 45)
On Sunday, 14.11., Up Home 24 was replaced by a new post situated 19 metres in the Down direction. The illuminated letter A was removed. Up Controlled Automatic 26 was replaced by a new post situated 3 metres in the Down direction. Both new posts are fitted with TC2 LED heads. Derail 631 was installed on the Up side of Dwarf 8 but was not commissioned and is secured off the rail.
- 15.11.2010 **Westall** (SW 299/10 & 304/10, SWP 5/10, WN 45)
On Monday, 15.11., the pedestrian crossing on the Down side of Westall Rd overbridge at 22.743 km was closed.
Voice recording was provided for the signal post phones. Operating Procedure 43 was amended and reissued. Diagram 105/10 (Westall - Yarraman) replaced 67/10. Note that Diagram 101/10 was not issued.
- (16.11.2010) **Corio - Elders Siding** (SW 143/10, WN 45)
The Elders Siding was abolished. The broad gauge points in the West Line have been secured normal. The V5PSW keyswitches for the operation of the HLM point lock and the flashing lights at Forrest Rd have been taken out of use. Operating Procedure 56 (SW 27/06) was cancelled.
- (16.11.2010) **Maryborough** (SW 139/10, WN 45)
Operating Procedure 80 (Maryborough) was reissued due to the provision of a record radio channel (154) for the issuing of Caution Orders.
- (16.11.2010) **Sunshine - Ararat** (SW 137/10, WN 45)
Diagrams 66/10 (Ardeer - Rockbank), 68/10 (Melton - Parwan Loop), 70/10 (Bacchus Marsh - Bank Box Loop), 74/10 (Bungaree), 76/10 (Warrenheip - Ballarat East), 78/10 (Ballarat), 80/10 (North Ballarat Junction), 82/10 (Wendouree - Beaufort), and 84/10 (Ararat) replaced 64/09 (Ardeer - Rockbank), 40/05 & 66/09 (Melton - Bacchus Marsh), 68/09 (Bacchus Marsh West - Gordon), 70/09 (Gordon - Warrenheip), 34/10 (Ballarat), 8/09 (North Ballarat - Wendouree), 90/06 (Beaufort), and 96/06 (Ararat).
- 16.11.2010 **Curyo** (TON 657/10, WN 47)
On Tuesday, 16.11., the siding was booked out of use due to sleeper condition.
- 18.11.2010 **Seymour Loop - Glenrowan Loop**
On Thursday, 18.11., it was planned to commission the new signalling on the East and West Lines between Seymour Loop and Benalla and to restore to operation the signalling on the East Line between Benalla and Glenrowan Loop. The signalling will be controlled from a temporary workstation located at Benalla and will operate all signalling between Tallarook Loop and Glenrowan Loop.
- 21.11.2010 **Clayton - Springvale** (SW 308/10, WN 46)
On Saturday, 20.11., and Sunday 21.11., Automatics D620, D625, and D634 were replaced by new masts with LED heads. Points 647 were provided in the Through Siding between Dwarfs 48 and 74 but not commissioned. Derail 631 was detected into the circuit of Points 9, but remains out of service and secured off the rail.
- 25.11.2010 **Brighton Beach** (SW 320/10, SWP 6/10, WN 47)
On Thursday, 25.11., Sidings A and B were booked back into service. No 1 Road remains booked out of service and Points 6 and 9 are secured normal. Operating Procedure 52A (Brighton Beach - Train Stabling Sidings) was issued.
- 28.11.2010 **Seymour - Benalla** (SW 153/10, WN 47)
On Sunday, 28.11., bi-directional CTC was planned to be commissioned on the East and West Lines between Seymour Loop and Benalla with a single section Seymour Loop - Benalla. The CTC is controlled by a Phoenix system and is operated by June control.
An intermediate siding leading off the East Line and facing in the Down direction is provided at Violet Town (the former crossing loop). The main siding is 1557 metres clear, with a second 358 metre dead end siding leading off the main siding. The main line points (Points 9) are situated at 171.540 km (the former Down end points to Violet Town Loop) and are equipped with a dual control point machine. The derail and crowder in the siding is also equipped with a dual control point machine. Points 9 are not worked by the ARTC Train Controller at June. Instead, they are operated locally by V5PSW keyswitches released by the ARTC Train Controller. Two keyswitches are provided on the Down side of Hurt St. One keyswitch is used to accept/return the release from the Train Controller, and the second is used to control Points/Derail 9. To enter the siding the train must be stopped so that the closest vehicle is between 3 and 100 metres from the points. The competent employee must then request a release from the Train Controller. When the yellow 'release' light is flashing the keyswitch can be turned to accept the release. This will cause the flashing light to become steadily lit, and the 'Points Free' (white) indication to light. The point control keyswitch can then be operated to reverse the points. When the points reverse indication lights, the movement can be hand signalled into the siding. The release is given up by

restoring the points to normal and cancelling the release by the keyswitch. Trains can be locked away in the siding.

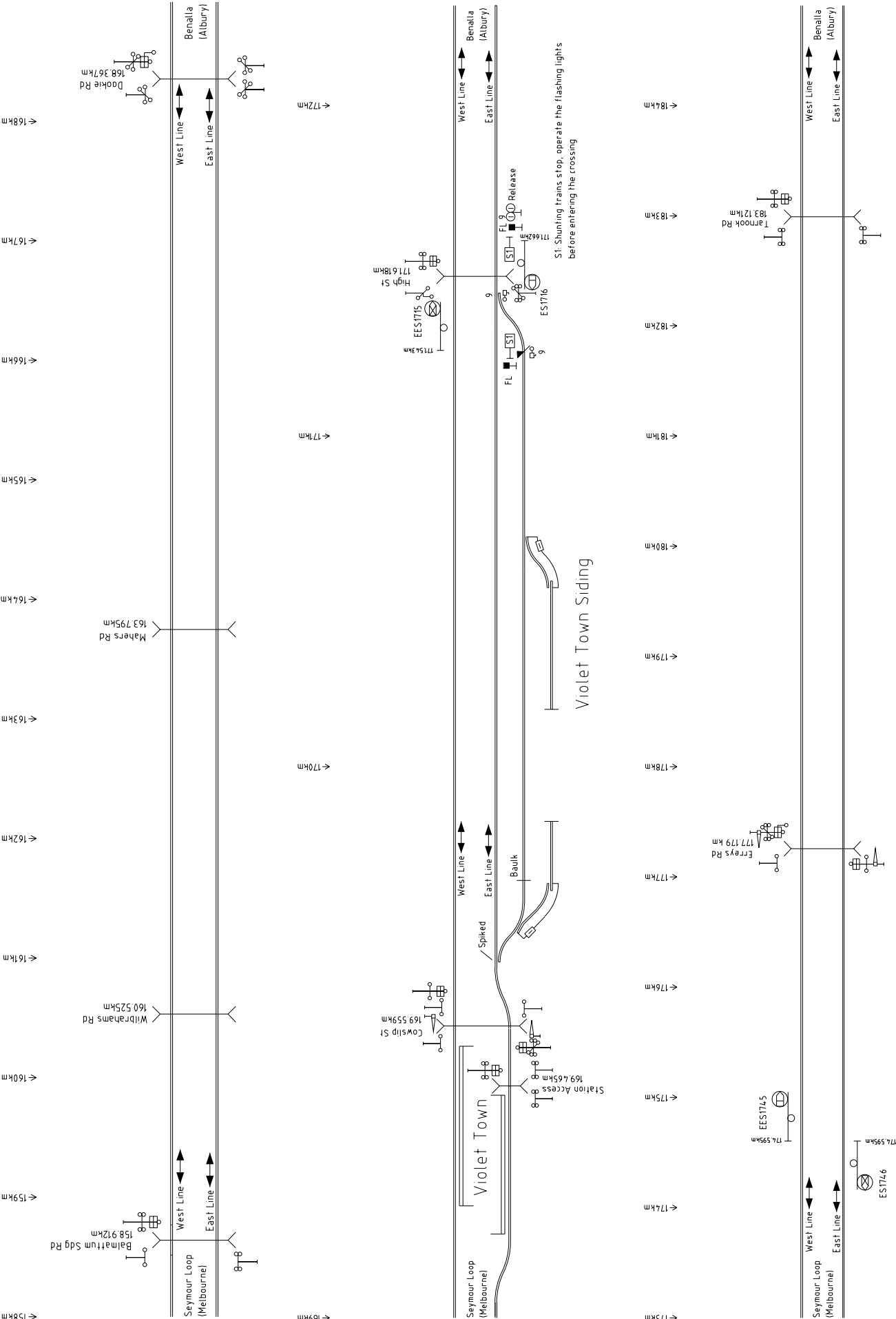
Diagrams 58/10 (Seymour), 46/10 (Mangalore - Creighton), 14/10 (Euroa - Baddaginnie), and 22/10 (Benalla - Glenrowan Loop) replaced 36/10, 112/09, 116/09, and 118/09 respectively.

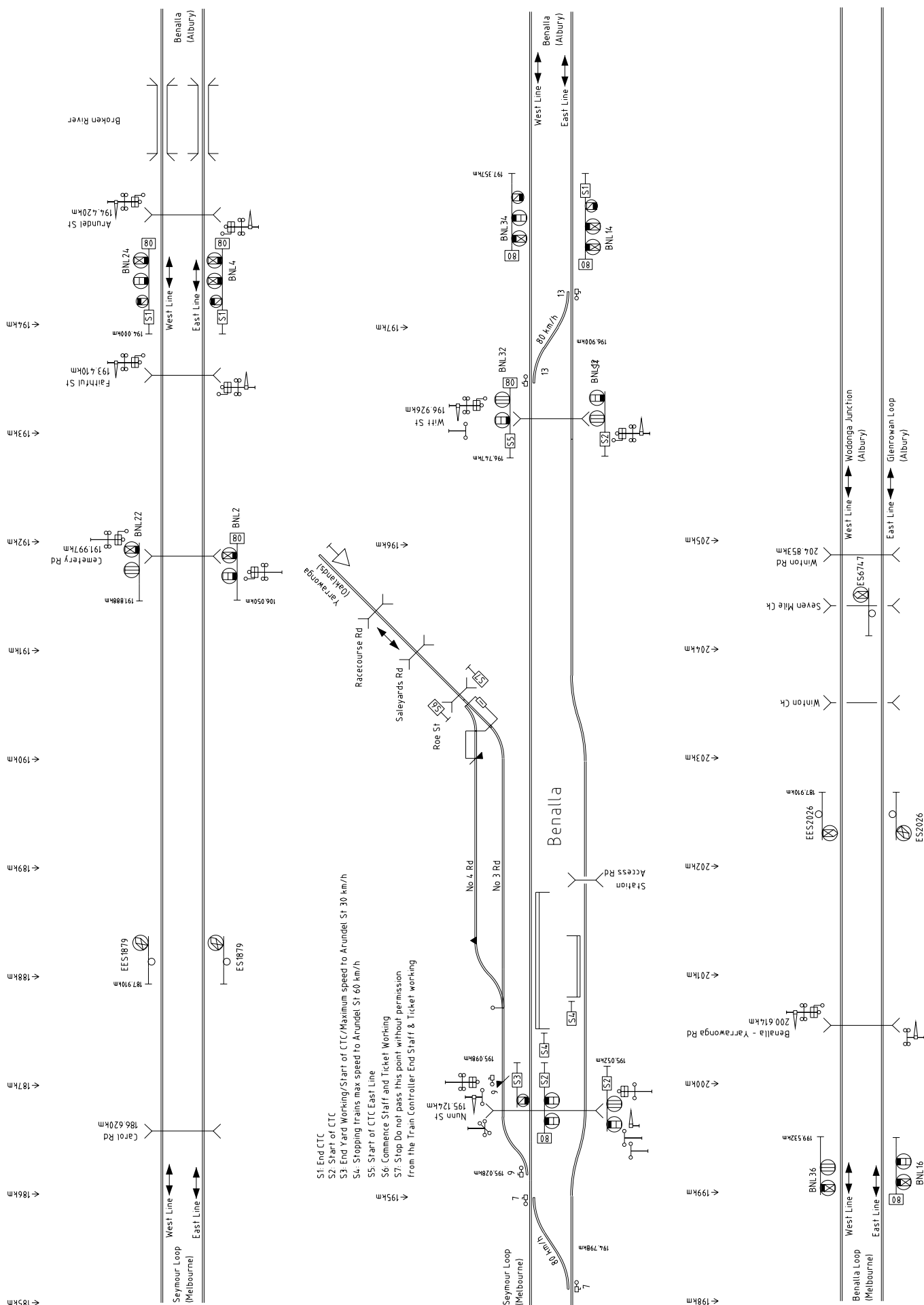
- 28.11.2010 **Upfield** (SW 317/10, WN 47)
On Sunday, 28.11., track circuit 404T, Derail 404 and Dwarf 504 were removed to allow construction of a new siding.
- 28.11.2010 **Carrum - Frankston** (SW 318/10, WN 47)
On Saturday, 27.11., and Sunday 28.11., the following signals were converted to LED heads: F1157, F1157P, F1183, F1215, F1257, F1257P, F1281, F1315, F1337, F1359, and Home 71.
- (30.11.2010) **Geelong** (SW 151/10, WN 47)
The two sets of hand operated points forming the connection between No 1 Siding at the Locomotive Depot and the Locomotive Departure Track have been abolished. A new facing crossover has been provided for Up movements between the Locomotive Arrival Track and Nos 2 - 5 Roads and the Turntable. A new facing crossover has been provided for Down movements between the Gantry Tracks and No 1 Siding and the Locomotive Arrival Track. The construction of the locomotive fuelling facility has been completed and Nos 4 and 5 Roads at the Locomotive Depot are again available for use. SW 315/06 is cancelled. Amend Diagram 76/06 (Geelong).
- (30.11.2010) **Bacchus Marsh - Warrenheip** (SW 419/10, WN 47)
Diagram 72/10 (Ballan - Gordon) replaced 68/09 (Bacchus Marsh West - Gordon) and 70/09 (Gordon - Warrenheip).
- 04.12.2010 **Epping** (SW 328/10, WN 48)
On Saturday, 4.12., Post EPP121 was relocated to the opposite side of the line.
- 06.12.2010 **Litchfield** (TON 685/10, WN 49)
On Monday, 6.12., the siding was booked out of service due to clearance infringements.
- 06.12.2010 **Somerton** (SW 332/10 & 343/10, WN 48 & 49)
Between Saturday, 4.12., and Monday, 6.12., Crossover 487 and Points 489U were replaced by tangential turnouts on concrete bearers. WBS M23A point machines were provided. SW 28/10 is cancelled.
- 06.12.2010 **Keon Park - Lalor** (SW 327/10, WN 48)
Between Friday, 3.12., and Monday, 5.12., the level crossings at Settlement Rd and Manns Crossing were renewed as double track. Both were equipped with new masts, boom arms, S40 boom mechanisms, LED flashing lights, and bells. The boom barriers at the pedestrian crossings were replaced by motorised gates to DDA standards. V5P keyswitches were provided in the test box to disable the boom mechanism.
- (07.12.2010) **Melbourne Docks** (WN 48)
Diagram 97/10 (Melbourne Docks) replaced 25/09 as in service.
- (07.12.2010) **West Tower** (SW 341/10 & 158/10, WN 48)
Diagram 115/10 (West Tower) replaced 77/10 as in service.
- (07.12.2010) **Moonee Ponds Creek** (SW 158/10, WN 48)
Diagram 113/10 (Moonee Ponds Creek) replaced 95/10 as in service.
- (07.12.2010) **South Kensington** (SW 341/10 & 158/10, WN 48)
Diagram 111/10 (South Kensington) replaced 91/10 as in service.
- (07.12.2010) **North Geelong - Corio Independent Goods Lines** (SW 159/10, WN 48)
Operating Procedure 57 (Corio Independent Goods Lines) was reissued to allow for the manual operation of the security gates at the Corio Quay siding.
- (07.12.2010) **Ruthven - Epping** (SW 337/10, WN 48)
Diagram 121/10 (Ruthven - Epping) replaced 79/10 in conjunction with SW 328/10.
- (07.12.2010) **Bairnsdale** (SW 156/10, WN 48)
Operating Procedure 130E (Bairnsdale) was reissued. The alterations consist of more detailed instructions to the Driver when filling in the TRB under Driver-in-charge conditions, and more detailed instructions concerning ensuring that the Driver is in possession of the Train Staff before departing.
- 09.12.2010 **North Dynon** (SW 162/10, WN 48)
On Thursday, 9.12., Post DYN88 was replaced by a new LED post at the same location.
- 09.12.2010 **North Ballarat** (SW 151/10, WN 48)
On Thursday, 9.12., boom barriers were provided at the previously open crossing at Millers Road (161.050 km) on the Down side of North Ballarat on the Mildura line. Operation of the boom barriers is by a predictor. Trains travelling over 50 km/h at the predictor boards can accelerate before entering the crossings. Remote monitoring equipment is provided.
- 09.12.2010 **Sandringham** (SW 330/10, WN 49)
On Thursday, 9.12., circuit alterations were made to ensure that Points 8 restore to normal when a Down train arrives in the platform but a second train on the approach to SHM906. SW117/09 is cancelled.





S1: Stopping Trains maximum speed to Birkett St 40km/h
S2: Stopping Trains maximum speed to Birkett St 50km/h

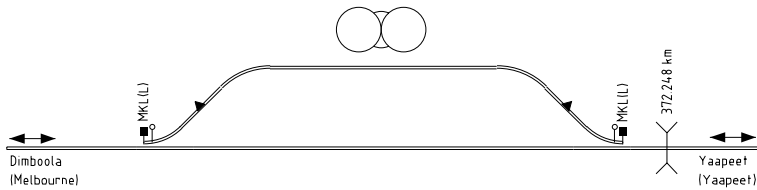




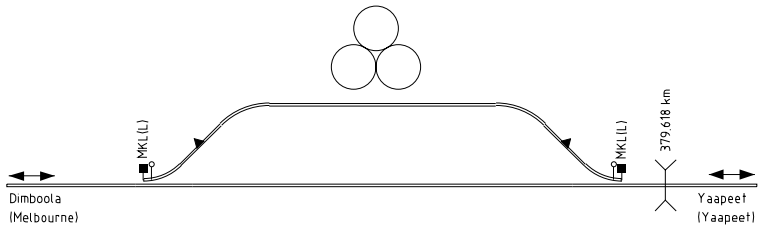
- 10.12.2010 **Beulah** (TON 690/10, WN 49)
On Friday, 10.12., the yard was booked back into service. TON 131/09 is cancelled.
- 12.12.2010 **Sydenham - Sunbury** (SW 154/10 & 331/10, WN 47)
From 0300 hours on Sunday, 12.12., responsibility of the section of line between Sydenham (24.053 km) and the down side of Sunbury (39.053 km) was transferred to Metro Trains. Train Control will remain with Centrol. V/Line will continue to provide all signalling and track maintenance work.
- 12.12.2010 **Noble Park** (SW 350/10, WN 49)
On Sunday, 12.12., traffic light co-ordination was provided at Heatherton Road.
- 13.12.2010 **Metro Safeworking** (WN 49)
On Monday, 13.12., the Metro Rail Safety Department was renamed the Safeworking and Signalling Department and transferred from the Safety, Quality, and Environment Division to the Operations Division. The Manager Rail Safety was renamed the Manager Signalling and Safeworking.
- 13.12.2010 **Marshall - Warrnambool** (SW 684/10, WN 49)
On Monday, 13.12., a new Down freight schedule 9203 will commence running on Mondays, Tuesdays and Thursdays from Geelong to Warrnambool. This will require the freight to cross the first Up Passenger at Warrnambool and consequently the freight must arrive at Warrnambool prior to 0440. Prior to the Train Order being issued to Train 9203 at South Geelong or Marshall, the Train Controller must determine if Train 9203 can make Warrnambool by 0440. If it cannot, the Train Order must only be issued to Camperdown. However, as there is no Signaller on duty at Camperdown before 0525, Freight 9203 must wait on the Up side of Camperdown until a Signaller is on duty to signal the train into No 2 Road to cross the Up passenger. A suggested waiting point is 189 km just on the Up side of the Princess Highway overpass which is clear of any crossings. When the train comes to a stand at the selected location, the Train Controller must be informed of its location.
- 13.12.2010 **Westall - Springvale** (SW 342/10 & 349/10, WN 49)
On Monday, 13.12., Automatic D740 was replaced by a new LED mast located 38 metres in the Down direction. Derail and Crowder 645 was installed in the Shunt Track at 23.589 km and Derail and Crowder 639 was installed in the Through Siding at 23.706 km. Both Derails and Crowdors are detected by Points 33 and 73. Neither have been commissioned and are secured off the rails. Alterations to track circuits were made.
No 3 Siding at Westall was booked back into service. This is a lifting road in the Train Maintenance Facility. No 2 Siding remains booked out of service.
- (14.12.2010) **2010 Rulebook** (WN 49)
Discussion drafts of the new Rulebook have been released by the Department of Transport.
- (14.12.2010) **Camperdown** (TON 688/10, WN 49)
No 2 Track was booked back into use as a crossing road. No 3 Siding was booked out of use except for track machines and plant trains. TON 452/10 and TON 686/10 are cancelled.
- (14.12.2010) **Craigieburn** (SW 349/10, WN 49)
The prohibition on Down trains being signalled into the Holding Road has been cancelled. SW 298/10 is cancelled.
- 15.12.2010 **Shepparton** (SW 160/10 & 161/10, WN 48)
On Wednesday, 15.12., boom barriers were provided at Andrew Fairley Ave (Knight St) (183.003 km) on the Down side of Shepparton which were previously equipped with flashing lights. Operation of the boom barriers is by a predictor. Up trains travelling over 50 km/h at the predictor boards can accelerate before entering the crossings.
Posts 14 and 16 were abolished. No 3 Road at Shepparton was taken out of use and the points secured to lie for No 4 Road. The derails in No 3 Road were removed. The Down end dead end extension of No 5 Road was shortened by 20 metres.
Diagram 86/10 (Mooroopna - Shepparton) replaced 64/10.
- 20.12.2010 **Colac** (SW 163/10, WN 48)
On Monday, 20.12., a track maintenance siding was provided at Colac. The siding is only available for stabling track machines. Access to the siding will only be possible under an Absolute Occupation.
The existing Up end points were restored to use. The points are worked by a small point lever, are rodged to a catch point, and secured by a miniature Master Key lock. The points will also be normally clipped normal.
Operating Procedure 64C (Colac) was issued for the operation of the siding.

DIMBOOLA - YAAPEET 2010

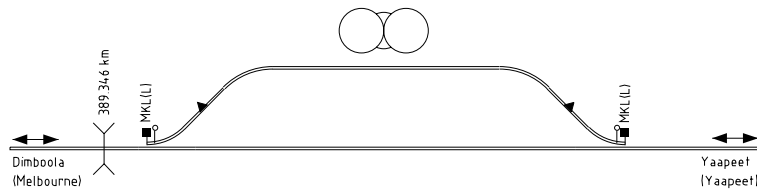
I would like to thank Brian Coleman for supplying the details from which these diagrams could be drawn.



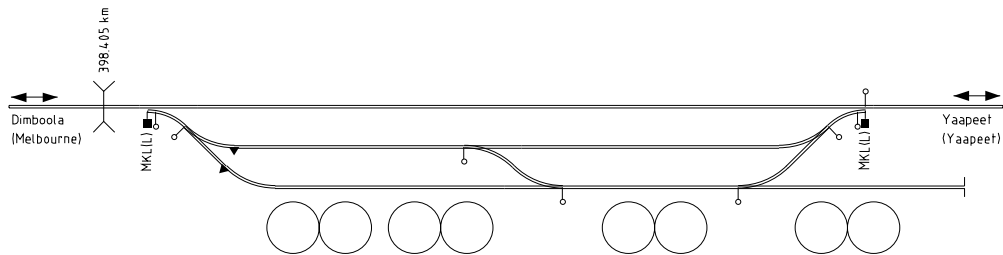
Arkona (372 km)



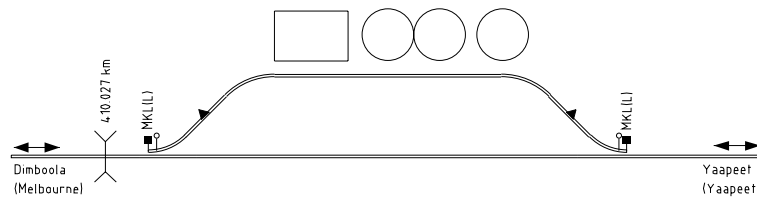
Antwerp (379 km)



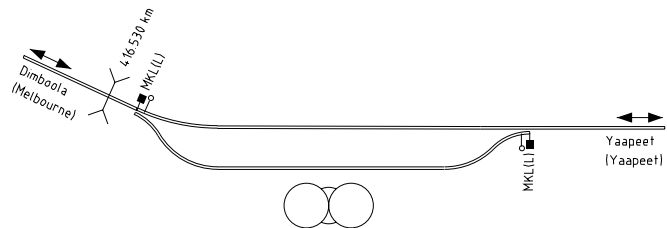
Tarranyurk (390 km)



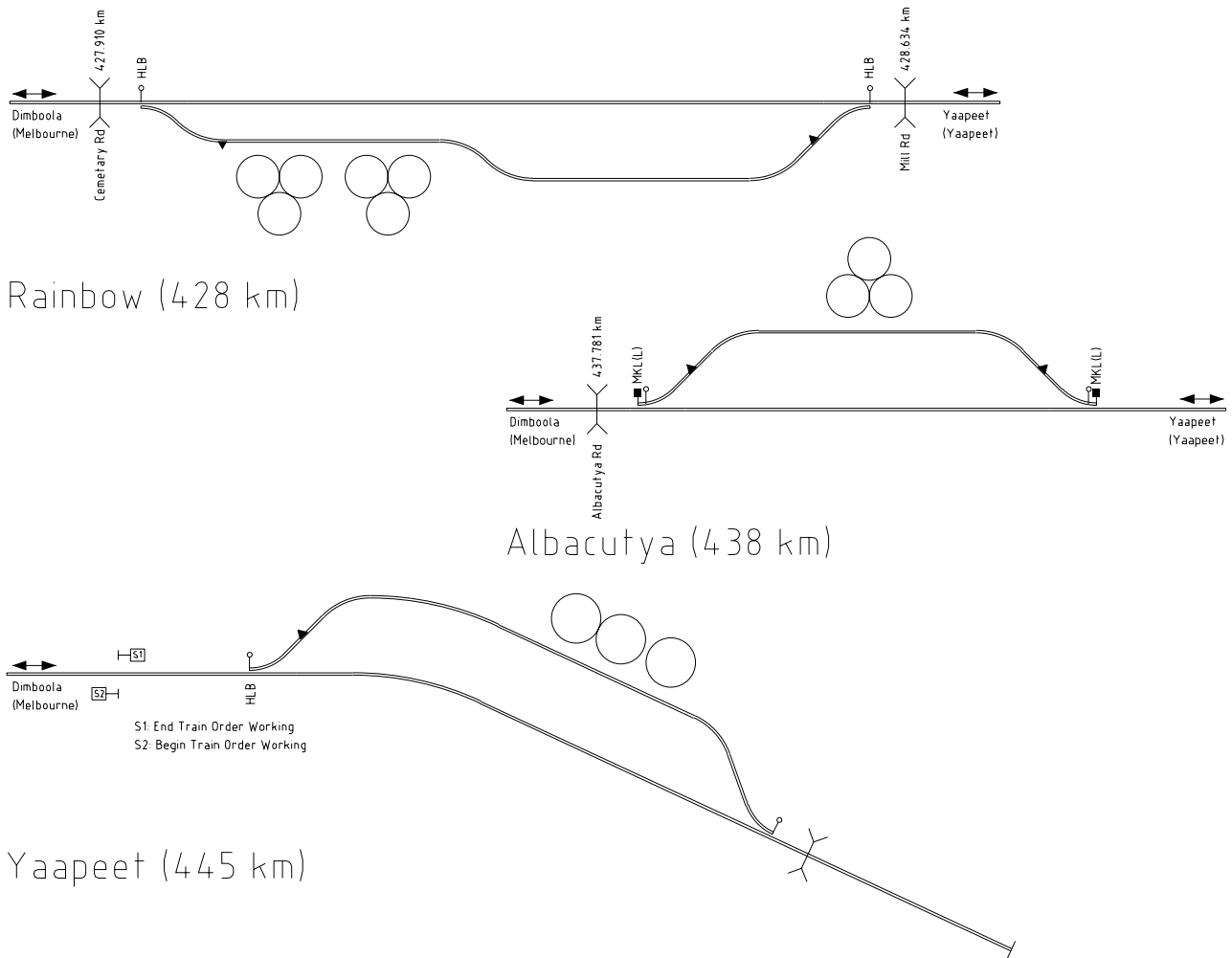
Jeparit (399 km)



Ellam (410 km)



Pullut (417 km)



More photographs from the Tasmanian Transport Museum. On the opposite page is a Railway Signal Company "with train" switching instrument used to switch between short and long section working. Made of cast iron (of course), it has three drawers suitably interlocked so that either the top and bottom drawers (short section) are free, or the middle drawer (long section) is free. Gauge blocks are provided and the staffs have to be passed through the gauge block to be inserted in the drawers. (Right) An S Type miniature electric staff instrument made by the Railway Signal Company. This has indicators to show the state of the section - depending on the type of indicator it could show two positions ("Staff Out/Line Blocked" or "Staff in/Line Clear") or three positions ("Staff in/Train Arrived", "Staff out/Train Coming", or "Staff out/Train Going"). (Below) The box diagram for Newtown station. (Over the page) A fine bracket signal with disc graces the rail entrance to the museum. At the foot of the post a Victorian pattern point indicator can just be seen.

