

SOMERSAULT

MARCH 2011

Vol 34, No 2

SIGNALLING RECORD SOCIETY OF VICTORIA INC



The staff worker admits the "Last Train from Newlyn" back onto the main line at North Creswick while the Blocko (Detective Peter Barnes a.k.a. George Mallaby of "Homicide"!) watches on. The last train was K184 on 27 November 1976. The two lever ground frame, on which the signalman is leaning, works the junction points (Lever 2) and the Up Home from the branch (Lever 1) which the train is just about to pass. The junction points themselves were locked by a staff lock, however until 1972 a lockbar had been provided.

(Photo Chris Wurr)

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.)

MINUTES OF MEETING HELD FRIDAY SEPTEMBER 17, 2010, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - Noel Bamford, Wilfrid Brook, Glenn Cumming, Graeme Dunn, Vance Findlay, Ray Gomerski, Andrew Gostling, Chris Guy, Bill Johnston, Chris King, Keith Lambert, David Langley, Tom Murray, Colin Rutledge, Brian Sherry, Andrew Wheatland and Bob Whitehead.

Apologies: - Mark Bau, Jim Black, Chris Gordon, Judy Gordon, Steve Malpass, Greg O'Flynn, Laurie Savage, Peter Silva, Stuart Turnbull and Andrew Waugh.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:15 hours.

Minutes of the July 2010 Meeting: - Accepted as read. Graeme Dunn / Bill Johnston. Carried.

Business Arising: - Nil.

Correspondence: - Letter to Metro Trains Melbourne requesting permission for a suburban signal box tour.

Invoice for UK "Signalling Record" for 2009 was received from SRSUK.

Payment for UK "Signalling Record" for 2009 was sent to SRSUK.

Letter to SRSUK advising of the passing of Jack McLean.

Letter to Stephen Dunne of Glen Iris welcoming him to membership of the SRSV.

Andrew Wheatland / Colin Rutledge. Carried.

Reports: - Glenn Cumming detailed the suburban signal box tour for tomorrow, Saturday 18 September 2010. Locations to be visited will be Kooyong, Gardiner, Darling, Glen Waverley, Greensborough, Eltham and Diamond Creek.

General Business: - Tom Murray asked about works at Creswick.

Colin Rutledge advised that the signalling design contract for the Ballarat - Maryborough works had been awarded to Ansaldo for a "Microlok" CBI. It is expected that the construction and commissioning will be performed in house by V/Line.

The Ballarat - Maryborough signalling works will feature axle counters in the section and follow on moves will be permitted with Home Signals. A siding will be provided at Clunes with the points facing to Down trains.

Proposed crossing loops on the Warrnambool Line were discussed.

Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: -

- * At Newport, six new stabling sidings for electric trains will be commissioned next week.
- * Upgrading of stabling sidings and the back platform road at Brighton Beach is in progress.
- * Concrete sleepers have been used in the sidings at North Melbourne Storage Yard.
- * The Mobil Sidings at Altona Junction are now in use by Metro Trains work trains.

Concrete sleeper insertion techniques were discussed.

A press release issued during the week reveals that ARTC plans to start running some trains on the West Line between Seymour - Wodonga.

Bill Johnston asked what safeworking system would be used on the West Line between Seymour - Wodonga.

Tom Murray advised that new signals are being erected at Benalla.

Colin Rutledge noted that the remains of the Melbourne Yard Hump are about to disappear.

Colin Rutledge advised that new power signals will be provided at Shepparton by Easter 2011.

Syllabus Item: - The President introduced Secretary Glenn Cumming to present the Syllabus Item.

Glenn presented a "test run" of a presentation on the subject of Double Line Block that had been prepared for a future meeting of the ARHS and the ARE.

The presentation was in two parts. The first part featured a PowerPoint slide show discussing Double Line Block working around Australia with emphasis on the working in Victoria using Winter's block instruments. The second part featured a demonstration of the working of a pair of block instruments using a pair of instruments made available for the evening with Member's encouraged to try their hand at operating the instruments.

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

Meeting closed at 22:55 hours.

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

MINUTES OF MEETING HELD FRIDAY NOVEMBER 19, 2010, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - Wilfrid Brook, Glenn Cumming, Brett Cleak, Graeme Dunn, Stephen Dunne, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Chris King, Keith Lambert, David Langley, Bruce McCurry, Alex Ratcliffe, Laurie Savage, Brian Sherry, David Stosser and Andrew Wheatland.

Apologies: - Mark Bau, Jim Black, Bill Johnston, Steve Malpass, Greg O'Flynn, Peter Silva, Rod Smith, Stuart Turnbull and Bob Whitehead.

The President, Mr. David Langley, took the chair & opened the meeting @ 20:04 hours.

A special welcome was given to new member Stephen Dunne attending his first SRSV meeting.

Minutes of the September 2010 Meeting: - Accepted as read. Graeme Dunn / Chris King. Carried.

Business Arising: - The Double Line Block syllabus item was successfully presented at both the ARHS and ARE meetings.

Correspondence: - Letter to Bill Uren at Metro Trains Melbourne thanking him for granting permission for the signal box tour.

Letter to Keith Lambert thanking him for his assistance with the suburban signal box tour.

Letter to Dave Clark of Ashburton welcoming him to membership of the SRSV.

Chris King / Laurie Savage. Carried.

Reports: - Glenn Cumming reported on the successful Signal Box tour to Diamond Creek, Eltham, Greensborough, Kooyong, Gardiner, Darling and Glen Waverley on Saturday 18 September 2010. An enjoyable day was had by all.

General Business: - David Langley advised that the re-signalling works between Seymour - Benalla were underway. Works and traffic arrangements were discussed.

Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: -

- * At Upfield, a new stabling siding is under construction.
- * At Mordialloc, the stabling sidings are out of use and the yard is being rebuilt to provide more space between tracks.
- * Between Carrum - Frankston, 10 signals on the Down Line will be converted to LED signals next weekend.

Chris King asked about recent works at Bunyip. Alex Ratcliffe advised that the passenger platform at Bunyip was rebuilt because it was beginning to collapse.

Brett Cleak provided details about various projects. A summary of the discussion follows: -

- * ARTC propose installing four new crossing loops between Gheringhap - Maroona.
- * ARTC plan to replace Section Authority Working between Gheringhap - Maroona with CTC.
- * Duplication work will now extend only from North Geelong - Moorabool.
- * Tenders have been called for the construction of the new terminal siding at Dooen. The new siding will be located between Jung and the existing siding at Dooen.

The use of Signallers at Murtoa and Dimboola was discussed.

Michael Formaini asked about the quality of diagrams in recent issues of "Somersault". Glenn Cumming advised that Andrew Waugh is working on a solution to this problem.

Tom Murray discussed a fault at Broadford last weekend when SG works cut wires for the BG signals.

Alex Ratcliffe reported on recent happenings in Auckland NZ. The new services on the Onewunga Line commenced on Thursday 28 October 2010. Electrification works across Auckland are continuing.

Laurie Savage reported that works by Vicroads at the New Street gates are now complete.

Brett Cleak noted that a new Phoenix train control system has replaced the Westcad system at ARTC Mile End Control.

Syllabus Item: - The President introduced Secretary Glenn Cumming to present the Syllabus Item in the absence of Roderick B. Smith.

Glenn presented the 21st annual screening of slides from the collection of the late Stephen McLean, this

year featuring views of Greece, Tunisia, Algeria, Morocco and Spain dating from December 1979 and January 1980 with Christmas Day 1979 spent travelling from Athens to Tunis via trolley bus, diesel bus and jet.

Using notes prepared by Rod, familiar names seen in the slides included Athens, Olympia, Tunis, Marrakech, Casablanca and Madrid.

The loco fans spent much of the night trying to determine the manufacturer of the various locomotives seen in the slides.

The last part of the presentation was a selection slides taken from a tour in May 1980 when Stephen travelled to Adelaide, Broken Hill, Sydney, Brisbane, the Illawarra and around Melbourne. Much nostalgia was seen eg. the Silver City Comet, Tait trains, Somersault signals at Flinders Street and interlocked gates at Diggers Rest.

The presentation was thoroughly enjoyed by those present.

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

Meeting closed at 22:25 hours.

The next meeting will be on Friday 18 February, 2011 at a venue to be advised, commencing at 20:00 hours (8.00pm).

MINUTES OF ANNUAL GENERAL MEETING HELD FRIDAY MARCH 19, 2010, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

Present: - Wilfrid Brook, Brett Cleak, Graeme Cleak, Glenn Cumming, Graeme Dunn, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, Chris King, Keith Lambert, David Langley, Steve Malpass, Andrew McLean, Laurie Savage, Brian Sherry and Ray Williams.

Apologies: - Mark Bau, Jon Churchward, Tom Murray, Greg O'Flynn, Peter Silva, Rod Smith, Stuart Turnbull, Andrew Waugh, Andrew Wheatland & Bob Whitehead.

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

Minutes of the 2009 Annual General Meeting: - Accepted as published. Steve Malpass / Michael Formaini. Carried.

Business Arising: - Nil.

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

Whilst writing this just the other day I was thinking about the positives that have happened for the society and I discovered that there were few, but I couldn't think of any negative achievements either. It was another year of steady as she goes unlike the railway line outside my window at home in Avenel where no revenue trains have run on the former broad gauge line for well over a year now and there appears no end in sight for the lack of trains on that line.

But then what sort of positives should we expect? We are a society - as our name implies - very much in the watching and recording mode for railway safeworking and signalling. So, given that we have again all received six copies of "Somersault" packed full of interest, plus we have again had six meetings in 2009 and even a signal box tour which visited Lilydale, Ringwood, Upper Ferntree Gully, Mitcham, Blackburn and Box Hill, I believe that a major objective of the society has been achieved. All in all a reasonably full programme for members in 2009. So if they are the expected positives I think, in fact, that we have done very well after all.

"Somersault", under the continuing editorship of Andrew Waugh, is going from strength to strength but even more could be achieved if Andrew didn't have to produce a vast amount of it himself. So I make my annual plea for members to submit articles for publication or even just a couple of photographs with captions. You may have noticed a trickle of my old black and whites from many years ago but I am sure that some of our more senior young members have collections of similar stuff that could be raided for a contribution in order to show what it was like when we were discovering the delights of the VR.

The one area of disappointment for me is the non-progress of the archives room but in very recent times a couple of members paid a visit and saw the delights of what we have and suggested that maybe they would be able to assist in that regard.

The Committee of the SRSV have worked tirelessly throughout the year with regular meeting via the internet or at Avenel and it is my pleasure to thank them on your behalf. Glenn our Secretary and Tours Organiser, Peter our Treasurer, Bill our Vice President and organiser of syllabus items, and Wilfrid and Steve our Committee men. I would also like to thank the presenters of the various syllabus items through the year - Vance Findlay, Keith Lambert, Noel Reed, Stuart Turnbull and Rod Smith.

And finally I would like to thank all our members for their support during the year by attending meetings and other activities, for without members (yes I know I say this every year) a society cannot function, thank you to all.

I move the report. David Langley, President. David Langley / Laurie Savage. Carried.

Treasurer's Report: - In the absence of the Treasurer Peter Silva, the presentation of the Treasurer's Report for the year ended 31 December 2009 was deferred.

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

Tours Report: - The Tours Officer, Glenn Cumming, presented his report.

I am pleased to report that after a long delay, one signal box tour was conducted during the year 2009. The tour for the year was the annual Showday Tour / Cupday Tour etc, this year held on Saturday 19th September 2009.

The locations visited this year were Lilydale, Ringwood, Upper Ferntree Gully, Mitcham, Blackburn and Box Hill.

As was to be expected, this tour was well attended and this justified the extra effort required to arrange this tour.

Organisation of SRSV tours is not a one man job and thanks must go to the following people for their assistance in organising this year's tour: - to David Langley and Andrew Waugh for their advice & comments and especially for reminding me of all the tasks I had forgotten to do.

My thanks to all members & friends who participated & helped to ensure the success of the tour.

Special thanks must go to the officers of the various railway operating & engineering companies who allow the SRSV to visit areas not normally open to the general public. Their assistance is very much appreciated. Without their co - operation, SRSV tours would not occur. This year, the SRSV appreciated the co - operation and assistance of Bill Uren and Keith Lambert at Connex. My thanks to these gentlemen for their assistance.

Connex Melbourne have now departed the scene. Despite all the criticism that Connex received during their time in Melbourne, it should be noted that Connex Melbourne approved every request for an inspection made by the SRSV and their cooperation over the life of their franchise was very much appreciated.

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

Glenn Cumming, Tours Officer. Glenn Cumming / Graeme Dunn. Carried.

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

Type	2009	2008	Movement
V	71	70	+1
K	29	28	+1
N	1	1	-
KL	3	3	-
VH	3	3	-
Total	107	105	+2

Analysis of Movement

Additions: - Sandy Ireland (V), Ron Woods (V)

Transfers: - David Donald (V - K)

Glenn Cumming, Membership Officer. Glenn Cumming / Michael Formaini. Carried.

Editorial Report: - In the absence of the Editor, Andrew Waugh, the Secretary presented the Editor's Report to the meeting.

Six issues of "Somersault" were published this year with major articles on "with train" switching instruments, RSCo "without train" switching instruments, Mentone, the commissioning of the CTC on the NE Standard Gauge, the Inner Circle, and "tales of the telegraph".

The Editor would like to thank members for supplying articles and information - without this the magazine could not be produced.

He would also like to apologise for the number of errors creeping in (as evidenced by the 'errata' section) - unfortunately the amount of time available to produce "Somersault" continues to shrink and sometimes the need to get the issue to press conflicts means that articles are not checked as thoroughly as they should be. Any errors noticed by members should be brought to the attention of the Editor so that a correction can be published to prevent propagating incorrect information.

Members are encouraged to contribute to Somersault.

Andrew Waugh, Editor. Wilfrid Brook / Steve Malpass. Carried.

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

Archives Report: - David Langley presented the Archives Report.

Little progress took place in 2009.

We are trying to get some work done at the archive rooms but assistance is required.

Offers of assistance with the archives collection are always welcome.

David Langley. David Langley / Wilfrid Brook. Carried.

Market Street Report: - In the absence of Peter Silva, Bill Johnston presented the Market Street Project Report.

The Market Street Project continues to make progress.

Access to East Block at Newport is now restricted with the result that no work has been carried out on the main truss.

The signal arm carriers are being prepared for painting and the Puffing Billy Railway has made the Emerald Workshops available to allow this work to continue.

The assessment of the main truss is yet to be done.

Additional assistance for this project is required.

- Bill Johnston, Market Street Sub - Committee Bill Johnston / Brian Sherry. Carried.
- Elections: - The President, David Langley, stepped down from the chair and the meeting invited Bill Johnston to chair the meeting for the election of the new Committee.
- No written nominations were received.
- The following verbal nominations were received at the meeting: -
- President: - David Langley, nominated by Laurie Savage and seconded by Steve Malpass.
- Vice President: - Bill Johnston, nominated by Andrew McLean and seconded by Graeme Dunn.
- Secretary: - Glenn Cumming, nominated by Brian Sherry and seconded by Chris King.
- Treasurer: - Peter Silva, nominated by Steve Malpass and seconded by Chris King.
- Committeeman: - Wilfrid Brook nominated by Bill Johnston and seconded by Chris King.
- Committeeman: - Steve Malpass nominated by Bill Johnston and seconded by Chris King.
- There being no further nominations, all nominees were declared duly elected to the position.
- General Business: - Election of Auditor. This election was deferred.
- Meeting adjourned @ 20:36hrs.
- The March 2010 Annual General Meeting was followed by the March 2010 Ordinary Meeting.

MINUTES OF RESUMED ANNUAL GENERAL MEETING HELD FRIDAY MAY 21, 2010, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

- Present: - Wilfrid Brook, Glenn Cumming, John Dennis, Graeme Dunn, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Andrew Gostling, Bill Johnston, Keith Lambert, David Langley, Andrew McLean, Tom Murray, Colin Rutledge, Brian Sherry, Peter Silva, David Stosser, Andrew Wheatland and Bob Whitehead.
- Apologies: - Mark Bau, Brett Cleak, Jon Churchward, Chris King, Steve Malpass, Greg O'Flynn, Trevor Penn, Laurie Savage, Stuart Turnbull and Andrew Waugh.
- The President, Mr. David Langley, took the chair & opened the meeting @ 20:05 hours.
- Treasurer's Report: - The Treasurer, Peter Silva, presented the Profit and Loss Statement and the Balance Sheet for the year ended 31 December 2009.
- The Society had another successful year financially with a surplus of \$297.47.
- While this is somewhat reduced from the previous year's \$897.71, this reduction is acceptable in the context of the Society's commitments and reserves.
- Consequently it was recommended to the SRSV Committee that Membership for 2010 remains at \$26.00 and the cost of Signalling Record remains \$47.00.
- The financial statements show that the major variations when compared to the previous year were a reduction in interest received and an increase in the cost of postage. The foreign exchange rate with the UK was in favour of the SRSV.
- Peter spoke to the statements and explained the details of the statements. Peter Silva, Treasurer
- Motion: That the Treasurer's report is received and adopted. Peter Silva / Colin Rutledge. Carried.
- There were no questions and no further discussion.
- Auditor's Report: - In the absence of The Auditor, Jon Churchward, the Secretary tabled the Auditor's Report.
- Motion: That the Auditor's Report be accepted. Peter Silva / Colin Rutledge. Carried.
- There were no questions and no further discussion.
- General Business: - Election of Auditor. Moved Bill Johnston, seconded Wilfrid Brook, that Jon Churchward be appointed as Auditor of the SRSV for 2010. Carried.
- Meeting closed @ 20:13 hrs.
- The May 2010 Annual General Meeting was followed by the May 2010 Ordinary Meeting.

SIGNALLING ALTERATIONS

The following alterations were published in WN 1/11 to WN 4/11 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.

- 12.12.2011 **Melbourne** (SW 354/10, WN 1)
On Sunday, 12.12, the track and civil boundaries between Metro and V/Line were altered. A full list was published. SW 18/10 is cancelled.
- 08.01.2011 **Mordialloc** (SW 2/11, WN 2)
On Saturday, 8.1., Sidings 3 to 6 were booked out of service due to siding upgrade works. Points 614U were secured normal.
- 09.01.2011 **Eltham** (SW 8/11, WN 1)
On Sunday, 9.1., the Home signals on Post 11 were converted to Mark 3 TC2 Tri-colour LED heads. The Dwarf on Post 11 was converted to a 5 inch 90 dot LED.
- (11.01.2011) **Canterbury - Laburnum** (SW 353/10, WN 1)
Diagram 133/10 (Canterbury - Laburnum) replaced 19/06 as in service.

- 13.01.2011 **Craigieburn** (SW 14/11, WN 2)
On Thursday, 13.1., Siding No 2 was restored to service.
- 14.01.2011 **North Bendigo - Elmore** (SW 1/11, WN 2)
Between Monday, 10.1., and Friday, 14.1., boom barriers were commissioned at Mulcairs Lane (185.666 km), Old Murray Road (189.954 km), Bellholme Rd (191.455 km), Carrs Road (197.470 km), and Parsons Road (203.920 km). All are operated by level crossing predictors. Trains travelling at more than 50 km/h at the level crossing predictor boards can accelerate before the level crossing. Remote monitoring equipment was provided at all of these level crossings.
At Goornong a noticeboard lettered 'Trains must not enter the level crossing until the boom barriers are horizontal' is provided near the Down end points. A V5PSW keyswitch was provided at the Down end points to allow manual control of the Old Murray Road crossing during shunting.
Amend Diagram 98/09 (North Bendigo - Elmore).
- 15.01.2011 **Maryborough - Yelta, Dunolly - Robinvale, Korong Vale - Sea Lake** (TON 11/11, WN 2)
At 1800 hours on Sunday, 15.1., the following lines were booked out of service due to flood damage: Maryborough - Yelta, Dunolly - Quambatook BP, Korong Vale - Sea Lake. The junction points at Maryborough were secured to lie for Moolort.
- 15.01.2011 **Westall** (SW 12/11, WN 2)
On Saturday, 15.1., Sidings 6 to 9 were booked out of service to allow the construction of new signalling infrastructure. A turnout has been provided at the Down end of No 7 Siding secured to lie for No 7 Siding. Points F, G, and H will be secured normal.
- 16.01.2011 **Carrum - Seaford** (SW 13/11, WN 2)
On Sunday, 16.1., Up Automatics F1184 and F1218 were converted to multi-head LEDs.
- 17.01.2011 **Westall** (SW 10/11, WN 1)
On Monday, 17.1., the following alterations took place:
* Home 38 became a controlled automatic and was converted to LED heads.
* Dwarf 32 was replaced by a new LED signal located 20 metres in the Up direction.
* Crossover 33 was equipped with M23A point machines.
* Dwarfs 28, 48, and 50 were converted to LED signals.
* Track circuits were altered.
Diagram 135/10 (Westall - Yarraman) replaced 129/10.
- (18.01.2011) **Southern Cross** (SW 3/10, WN 2)
Instructions were issued for the operation of the Southern Spirit into and out of Southern Cross No 2 Platform during January and February. Due to its length, when standing at Platform 2 the Southern Spirit will block access to Platform 1 and the Bank Sidings.
Prior to the arrival of the Southern Spirit, the Signaller No 1 Box will block the following points normal: 401, 407, 411, 413, 415, & 417, and the following points reverse: 402. These points are to remain blocked until the Southern Spirit departs. Prior to the trains arrival, the Signaller is to confirm that the train crew understands this circular, and then the signals may be cleared for the train to arrive. As the train will stand beyond Home SST511 (governing departure from the platform), the Driver will contact the Signaller when the train is ready to depart and request permission to depart from the platform and approach signal SST507. After checking that the points previously listed are blocked, the Signaller may give permission for the train to depart.
- (18.01.2011) **Meredith** (SW 2/11, WN 2)
The procedures in Book of Rules, Section 27, Rule 28 will no longer apply at Meredith and Operating Procedure 75 was issued to cover the operation of the points and signals during crossings.
- (18.01.2011) **Robinvale Line** (TON 8/11, WN 2)
Due to severe flooding the line was booked out beyond Quambatook BP. Baulks have been provided on the Down side of Quambatook block point and the points leading to the siding at Manangatang have been secured normal to secure the locomotives stabled there. TON 7/11 is cancelled.
- 19.01.2011 **Clunes** (SW 13/11, WN 3)
On Wednesday, 19.1., the level crossing at Heath St (190.768 km) was closed to road traffic.
- 20.01.2011 **Maryborough - Sutherland Loop** (TON 12/11, WN 3)
As from 0900 hours Thursday, 20.1., the line between Maryborough and Sutherland Loop was booked back into service. The junction points at Dunolly are secured for the Mildura line, and baulks have been provided at the Up Location Board (312.600 km) at Sutherland Loop.
- 28.01.2011 **Batchica - Hopetoun** (TON 17/11, WN 4)
As from 1600 hours Friday, 28.1., the line between Batchica (355.752 km) to Hopetoun was booked out of service due to flood damage.
- 28.01.2011 **Sutherland Loop - Yelta** (TON 15/11 & 18/11, WN 4)
As from 0900 hours Friday, 28.1., the line between Sutherland Loop and Yelta was booked back into service. Trains commenced operating on Saturday, 29.1.
- 28.01.2011 **Lalbert - Manangatang BP** (TON 14/11, WN 4)
As from 1600 hours Friday, 28.1., the line between Lalbert (368.580 km) and Manangatang BP was booked back into service to allow the two locomotives at Manangatang to be used for driver training..

- 28.01.2011 **Echuca - Deniliquin** (TON 16/11, WN 4)
As from 1600 hours on Friday, 28.1., the line between 233.829 km (Echuca Post 8) and 306.500 km (Deniliquin) was booked back into service. Trains will commence running on 29.1. TON 651/10 is cancelled.
- 29.01.2011 **Westall** (SW 28/11, WN 4)
On Saturday, 29.1., Dwarf 28 was renewed with a 3 metre mast.
- 30.01.2011 **Carrum - Frankston** (SW 29/11, WN 4)
On Sunday, 30.1., Automatics F1330, F1352, and F1368 were converted to LED.
- 01.02.2011 **Tourello** (SW 4/11, WN 2)
On Tuesday, 1.2., boom barriers were provided at the existing flashing lights at Ballarat Road (186.962 km). Trains travelling at more than 50 km/h at the level crossing predictor boards can accelerate before the level crossing. Remote monitoring equipment was provided. Amend Diagram 32/10 (Sulky - Talbot).
- 02.02.2011 **Batchica - Hopetoun** (TON 22/11, WN 5)
As from 1600 hours Wednesday, 2.2., the line between Batchica and Hopetoun was booked back into service.
- 03.02.2011 **Westall** (SW 36/11, WN5)
On Thursday, 3.2., Sidings 6 to 9 were booked back into service. Sidings 7 - 9 have been extended with temporary baulks in each siding providing 240 metres of standing room (an additional 80 metres of standing room will be available in each siding when the baulks are removed). A new siding has been provided between Sidings 7 and 8 but remains out of use. Amend Diagram 135/10 (Westall - Yarraman).
- 05.02.2011 **Ouyen - Yelta** (TON 24/11, WN 5)
As from 1600 hours Saturday, 5.2., the line between Ouyen (509.523 km) and Yelta was booked out of service due to flood damage.
- 06.02.2011 **Seaford - Kananook** (SW 37/11, WN 5)
On Sunday, 6.2., Up Automatics F1286 and F1306 were converted to LED.
- 07.02.2011 **Borong - Manangatang BP** (TON 27/11, WN 5)
As from 1000 hours Monday, 7.2., the line between Borong (281.350 km) and Manangatang BP was booked back into service.
- 11.02.2011 **Ouyen - Yatpool BP** (TON 29/11, WN 6)
As from 0820 hours Friday, 11.2., the line between Ouyen (509.523 km) and Yatpool BP (592.720 km) was booked back into service.
- 12.02.2011 **Ultima BP - Lalbert** (TON 28/11, WN 6)
As from 0820 hours Friday, 12.2., the line between Ultima BP (281.350 km) and Manangatang BP was booked back into service.
- 13.02.2011 **Seaford** (SW 43/11, WN 6)
On Sunday, 13.2., Up Automatic F1238 was converted to LED.
- 14.02.2011 **Westall** (SW 39/11, WN 6)
On Monday, 14.2., the following alterations took place:
 - * Automatic D709 was replaced by a new LED post mounted on a gantry situated 16 metres in the Up direction at 23.158 km.
 - * Home 46 was replaced by a new LED post mounted on a gantry situated 29 metres in the Up direction at 24.100 km.
 - * Hayes Derail and Crowder 653U was provided, but not commissioned, in the lead to the Apex Quarries Siding. This Derail is operated by an electrohydraulic point machine and, until commissioned, will be secured 'off' the rail.
Amend Diagram 135/10 (Westall - Yarraman).
- (15.02.2011) **Werribee - Geelong** (SW 10/11, WN 6)
Signalling Diagrams 2/11 (Werribee Racecourse - Little River), 16/11 (Lara), 4/11 (Corio - North Shore), 6/11 (North Geelong - Moorabool), 18/11 (North Geelong), 20/11 (Geelong Loco Depot), and 8/11 (Geelong) replaced 62/09 (Little River - Corio), 60/09 (North Shore - North Geelong), 112/08 (North Geelong), and 76/06 (Geelong)
- 17.02.2011 **Newport Workshops** (SW 53/11, WN 7)
On Thursday, 17.2., the CCW points leading from No 2 Track to No 3 Track, Garden Platform, have been secured to lie for No 3 Track as part of the IRS project.
- 19.02.2011 **Benalla - Wangaratta - Wodonga Junction** (ARTC TN 217/11 & 218/11, WN 6)
At 0330 hours Saturday, 19.2., the existing standard gauge line (East Line) between Benalla and Wodonga Junction will be taken out of use. The CTC sections Benalla - Glenrowan Loop - Alumatta Loop - Chiltern Loop - Wodonga Junction will be abolished and all signalling between ES6588 and ES9454 (inclusive) will be taken out of use. The points at Glenrowan Loop, Alumatta Loop and Chiltern Loop will be

secured normal and the signals extinguished and crossed.

The East Line will be covered by two Absolute Occupations: No 1 from Posts BNL12 & 32 at Benalla to Post AMT8 (now WRT6) at the former Alumatta Loop, and No 2 from Post AMT8 (now WRT6) to Post WOD 2 at Wodonga Junction.

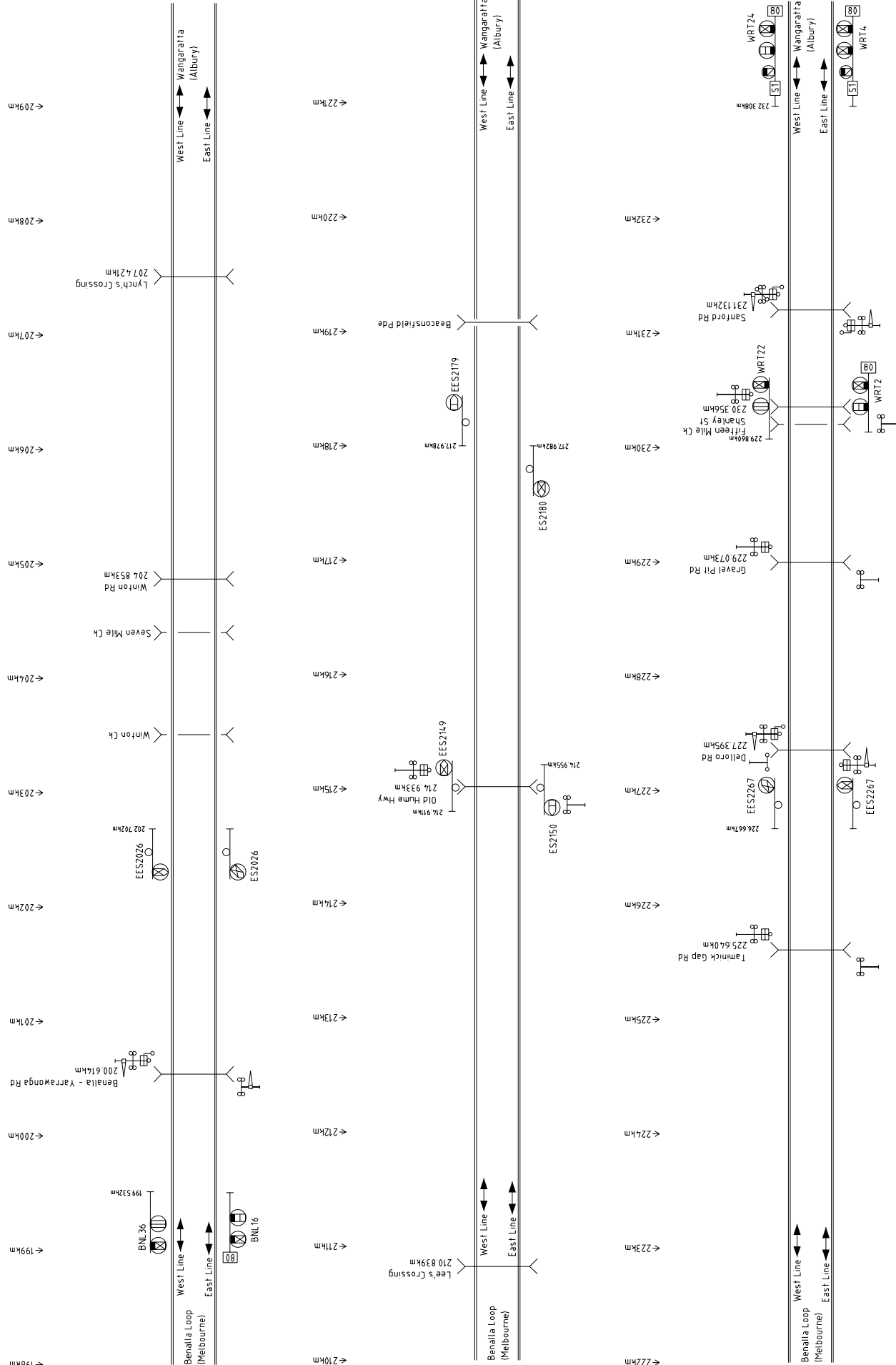
At 0530 hours Saturday, 19.2., the new West Line will be brought into use. Train operation will be by Train Authorities (Section 25 of the ARTC Network Rules and Procedures TA20) with the sections Benalla - Glenrowan Block Point (former station) - Bowser Block Point (243.800 km) - Springhurst Block Point (261.647 km at Bennett's Rd) - Wodonga. The Train Authorities will be issued by the Benalla Operations Co-ordinator under the direction of the Junee Train Controller.

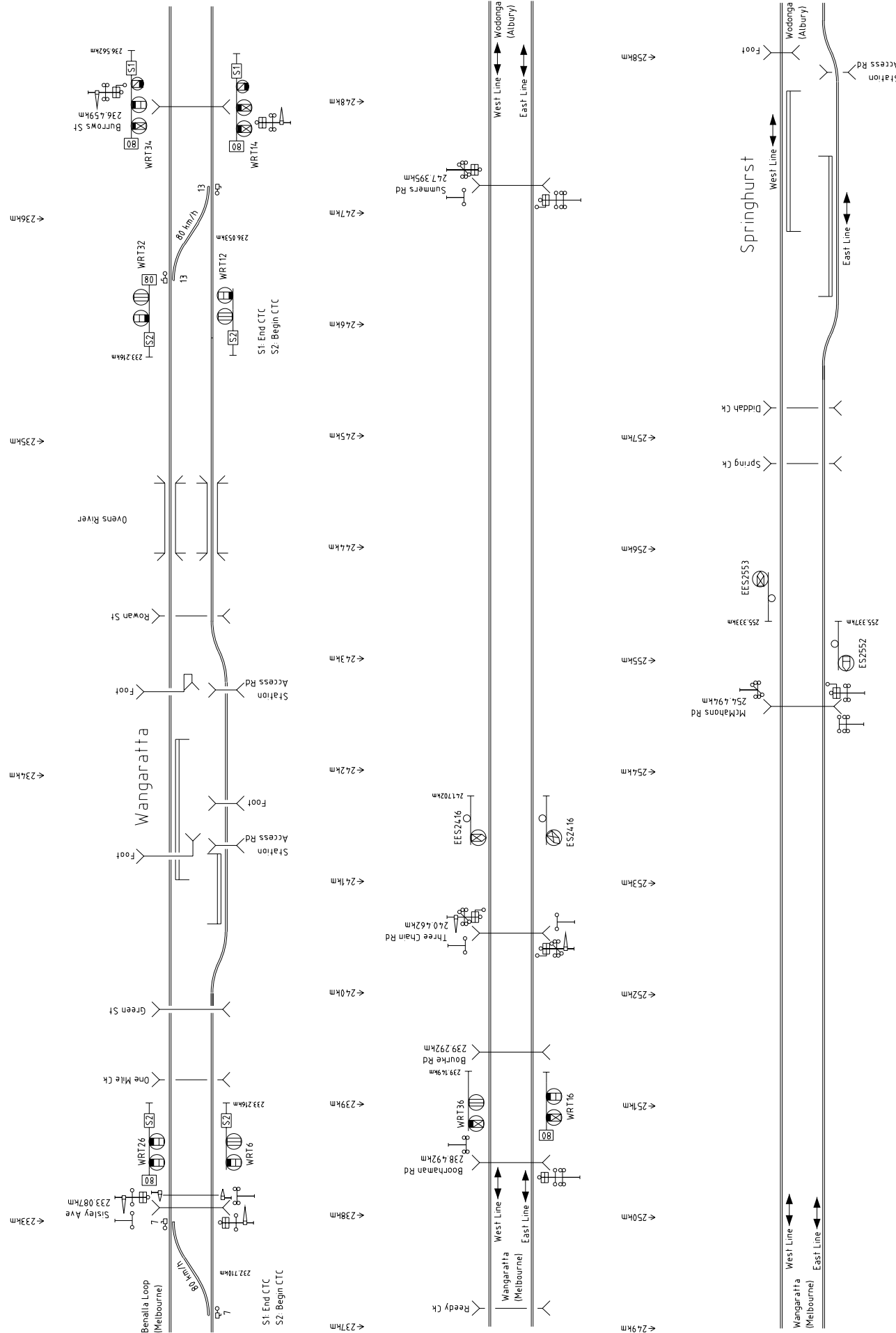
The safeworking cabin at Benalla is located adjacent to BNL32, that at Glenrowan in the former Police building at the rear of the former station, and at Wodonga adjacent to the crossovers. All locations will be attended continuously.

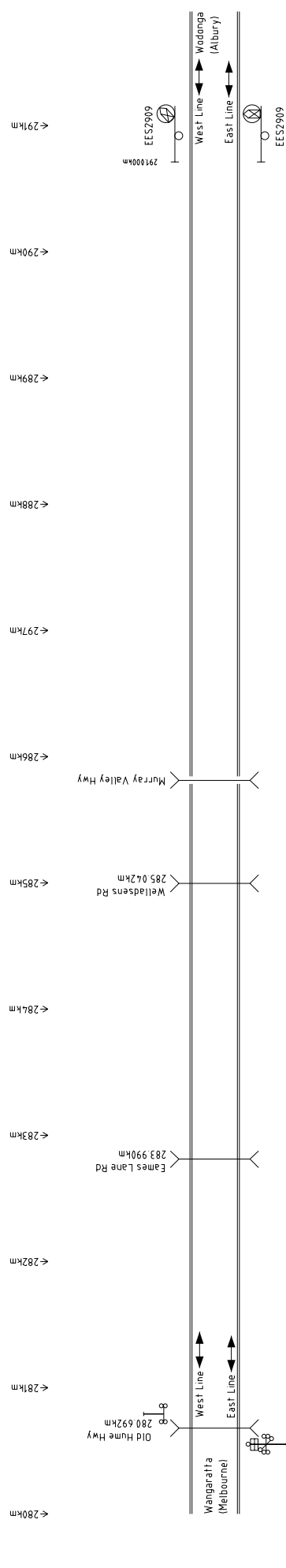
'Commence Train Authority' boards were provided at BNL32, WOD4, and WOD16. 'End Train Authority' boards were provided at BNL34 and WOD14. Block Points boards will be provided on the Down side of the West line at each Block Point with Up and Down Location Boards 2500 metres in the rear. A notice board lettered 'Up trains not to proceed beyond this point unless in possession of a Train Authority for the section in advance' is provided on the Down side of Bennett's Rd at the Springhurst BP to prevent Up trains waiting line from blocking Bennett's Rd.

The points at the end of the single line at Benalla and Wodonga will normally be set for the West Line with the point motors in the motor position. The Departure Home signals will be secured at Stop. The point motor must be placed in the hand position for the passage of each train to arrive or depart into the single line section.

- 21.02.2011 **Donnybrook** (SW 14/11, WN 7)
From 1500 hours, Monday 15.2., the double line block instruments and key switch were abolished. The Up and Down signals were secured at proceed.
- 22.02.2011 **Yatpool BP - Yelta** (TON 32/11, WN 8)
As from 1500 hours Tuesday, 22.2., the line between Yatpool BP (592.720 km) and Yelta was booked back into service.
- (22.02.2011) **South Geelong - Warrnambool** (SW 13/11, WN 7)
Signalling Diagrams 22/11 (South Geelong), 10/11 (Marshall), 24/11 (Wauran Ponds - Winchelsea), 12/11 (Birregurra - Colac), 26/11 (Camperdown - Terang), 14/11 (Panmure - Sherwood Park), and 28/11 (Warrnambool - Dennington) replaced 104/08 (South Geelong), 122/09 (Marshall), and 76/05 (Sherwood Park).
- 22.02.2011 **Sunbury** (SW 46/11, WN 6)
On Tuesday, 22.2., the dead end extension at the Down end of Sidings A and B was reduced to 25 metres. The buffer was replaced by baulks. The Down 'Limit of Shunt' board was relocated to be adjacent to the baulks. Amend Diagram 118/08 (Watergardens - Clarkefield).
- 23.02.2011 **Benalla - Wangaratta - Wodonga Junction** (ARTC TN 217/11 & 218/11, WN 6)
From 1800 hours on Wednesday, 23.2., the East Line between Benalla and Wangaratta will be restored to service. CTC will be commissioned on both the East and West Lines between Benalla and Wangaratta, and on the West Line between Wangaratta and Wodonga Junction. The East Line between Wangaratta and Wodonga Junction will remain under Absolute Occupation.
Crossover 7 at Wangaratta will be commissioned to form the junction between the operational East and West lines. The Up end CTC limits will commence at Posts WRT6 and WRT26. The CTC will be operated from the temporary workstation at Benalla.
- 25.02.2011 **Springvale** (SW 65/11, WN 8)
On Friday, 25.2., a co-acting signal was provided for Home 46. The co-acting signal is numbered 46P and is located between the Down line and the Through Siding adjacent to the signal gantry. The co-acting signal is an L4 case containing TC2 LEDs. Amend Diagram 135/10 (Westall - Yarraman).
- 27.02.2011 **Shepparton** (SW 18/11, WN 8)
On Sunday, 27.2., the Plunger locks on Points A (Up end points, main line to No 2 Rd) and Crossover B (main line to siding at Up end of platform) were replaced by dual control points machines. A dual control point machine was also provided on the Up end points leading to Nos 3 or 4 Roads, and on the Down end points of Crossover B. The point machines can only be operated in the hand mode. The rodged connection working Crossover B was removed. The hand operated derails in Nos 2 and 3 Roads will remain.
Down Home Post 1 will continue to be operated from the signal frame on the platform, or the quadrant at Points A. It will continue to detect Points B mechanically via a rotary detector. However, it will detect Points A normal and reverse electrically, but the point machine must be in the 'motor' mode for the detection to be made.
Up Home Post 2 will continue to be operated from the signal frame on the platform.
Amend Diagram 86/10 (Mooroopna - Shepparton).







PILOT STAFF

North Creswick to Creswick

Chris Wurr.

By 1929 and 1930, the Great Depression was really beginning to bite hard. Economies had to be effected and jobs shed. Minister for Railways, John Cain Snr., had Commissioner Clapp under the pump to cut railway costs wherever possible. Clapp hand-balled the task on to his Heads of Branches and General Superintendent of Transportation, Michael Canny was the man to reign in costs affecting the Transportation Branch (re-named Traffic Branch on 1st January 1950).

Among many cost-saving initiatives being contemplated at this time, was the removal of the Station Master at North Creswick. Until this time, part of his duties were to signal trains to and from the branch line to Daylesford.

From the pages of the Assistant General Superintendent of Transportation's Correspondence Register, we discover that investigations into potential savings at North Creswick had actually begun on 18th April 1929 when Mr. Canny quizzed the Chief Engineer of the S & T Branch (Francis MacN. Calcutt) as to the feasibility of fully automating the junctions at North Creswick and Waubra Junction, or at least installing Automatic Electric Staff working. Remote operation had been in use at Maldon Junction (from Castlemaine "A") since 28th November 1926 and Automatic Electric Staff working was about to be embarked upon (from 1st May 1929) between Korong Vale and Quambatook on every second section. Calcutt replied on 17th May that it would involve major alterations before staff could be saved and that the proposal was not attractive as, apart from the cost, no account had been given to the costs incurred in stopping trains to work automatic operators.

So it was back to the drawing board, and on 27th June 1929 the District Superintendent at Ballarat was asked what he thought about providing an Intermediate E.S. instrument at North Creswick. The line was taken that costs would be balanced by material returned to stock. And Crikey, if trains ran on the Daylesford line after dark — we could even get the Caretaker's husband to light the Home stick!!!! It was also highlighted that the system was in force at Timboon Junction (albeit just over one month) and Herne's Oak since about mid-1922.

Unfortunately there the paper trail ends, as the following correspondence book is missing and we have no idea what transpired between then and 1932.

The heirarchy of identifying and actioning cost savings through to completion was, as you would expect, monumental. The DS would first be asked to prepare a report showing anticipated savings (and justifying them). Head Office would cast an eye over the reports — for example the Staff Officer would be asked to quantify expected savings of staff. If savings stacked up (and only then) the Way & Works would be pressed for a quote to provide the equipment. The D.S. would then have to evaluate the quote for justification or otherwise. Often the answer was no, but if deemed to be acceptable, then the AGST, the GST and the Commissioners all got to put their two bob's worth in. If they knocked it back a/c "no money" available for the time being, the D.S. would sit on it until asked again and so the cycle would be repeated all over again.

Regardless of what corry did fly backwards and forwards in the intervening three years, the wash up was the "Special Arrangements" which came into force at North Creswick on 14th January 1932.

North Creswick

North Creswick's layout was simple. A loop on the Down side of the main line with an un-signalled dead-end extension at the Up end and a facing turnout off the main to the branch, before the Down end loop points. The place had been equipped with a 20 lever No.6 pattern frame on 14th August 1888. It was located in the station building on the platform, which was on the Up side of the main line, somewhere central along the length of the loop. The frame comprised 10 signals, 3 points and 4 lock bars, with 3 spares "just in case". The signals were one Down Distant Post 7, two Up Distant (one off the main line Post 1 and one off the branch Post 2), two Down Home Arrivals on Post 6 in a directing arms configuration, another pair of directing arm Down Homes Post 5 protecting the branchline points, a single Up Home from the branch Post 4 and curiously, a bracket post 3 carrying the Up Homes for either the main line or into the loop. With the exception of the Down Homes on Post 5 applying to departures along the main line or branch, there were no Departure Homes signals at either end of the loop — a not uncommon situation in 1888 when the place was interlocked. Perhaps the three spare levers in the frame were for any possible later addition of Departure Homes at both ends? In the event — they didn't happen.

North Creswick was located at 86 miles 49 chains 90 links from Melbourne (via Ballarat) on the Ballarat — Mildura main line and was flanked by Creswick on the Up side just 1 mile 10 chains away and on the Down, the next safeworking location in connection with our story here, was Clunes some 10 miles 3 chains along. It appears that Creswick, North Creswick and Clunes had been contiguous block stations since Train Staff & Ticket was replaced by Electric Staff on 29th May 1900. In absence of any contrary documentation it appears that North Creswick was never provided with switching out facilities.

Alterations

At Creswick the alterations were:-

- * Creswick to Clunes was made one through long E.S. section by the addition of an instrument.
- * The pair of short section E.S. instruments working between Creswick and North Creswick were retained.
- * Electric Staff circuits were altered.
- * The provision of a Pilot Staff, working an Electric Switch Lock in the long section circuits.
- * Providing a Staff Master Key in a glass-fronted box.

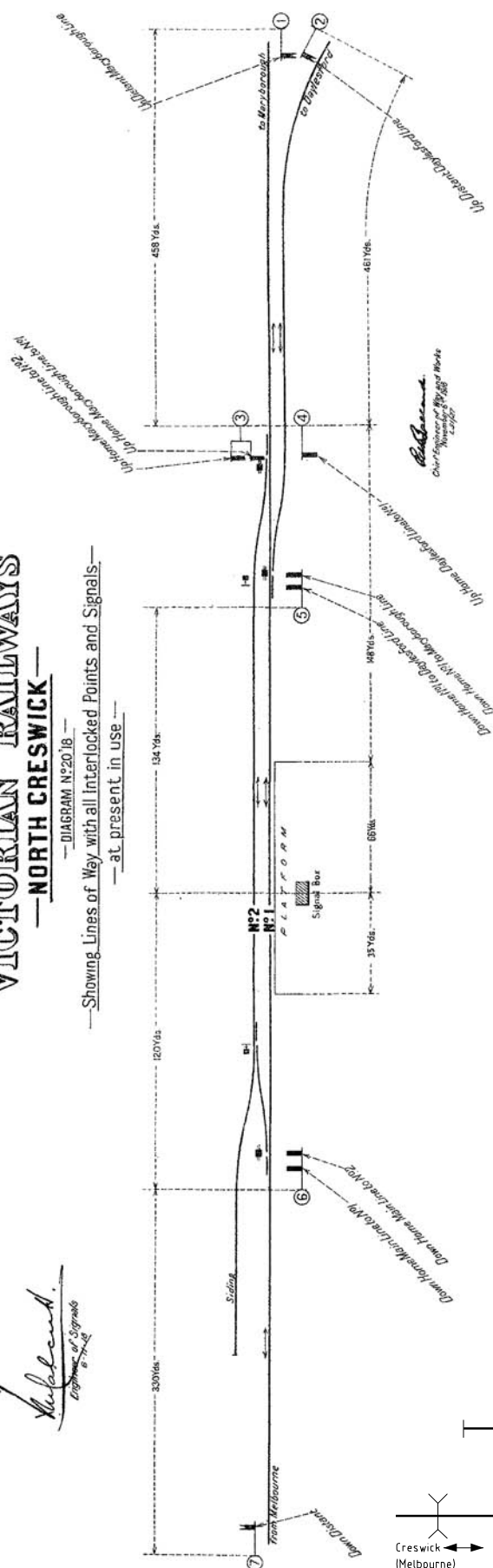
And at North Creswick the alterations were

- * Abolishing (or at least black-crossing) all signals except the Up Home off the branch.
- * Disconnecting the interlocking apparatus.
- * Removing the Clunes E.S. instrument (to Creswick?).
- * Providing a two lever ground frame.
- * Fitting Staff Locks to the loop points at each end.
- * Fitting a standard ¼" feather Staff Lock to the branchline points.
- * Providing a new North Creswick to Kingston Train Staff, fitted with a special 5/16" feather.*

VICTORIAN RAILWAYS — NORTH CRESWICK —

— DIAGRAM N°20'18 —
— Showing Lines of Way with all Interlocked Points and Signals —
— at present in use —

Subland.
Engineer of Signals
6/7/42



- * Providing Train Staff Ticket boxes at North Creswick and Kingston with 5/16" feather capability.*

* It is unclear if this special feather Train Staff was provided at the introduction of the new arrangements or at a later date after T.S&T sections were altered on the branch.

The No.4 pattern Train Staff sighted by the author on the day of the running of the "Last Train to Newlyn" on 27th November 1976, was lettered "North Creswick - Newlyn" and "Special Feather 5/16", but this staff only dates from 24th November 1947, at which date Newlyn, in lieu of Kingston, became the end of the section from North Creswick. Perhaps initially the Staff Locked main/branch points at North Creswick had been fitted with just an ordinary 1/4" feather, and subsequently an incident occurred, involving the un-authorised unlocking of the points using the branch Staff prior to obtaining a Creswick - North Creswick Electric Staff for the main line.

But I emphasise here, that is mere conjecture on my part and not based on any particular heresay!

The provision of the requisite four E.S. instruments may have been as simple as shifting the Clunes instrument from North Creswick into the office at Creswick, altering the circuits, changing the gauge blocks in the instruments and perhaps re-engraving the staffs. Certainly cost-effective if that was indeed the case.

So commencing on 14th January 1932, the "special arrangements" were brought into use at Creswick and North Creswick for trains to and from the Daylesford branch. Presumably the hapless SM oversaw the smooth introduction of the new working — and then four days later promptly lost his job there!

Operation of branch line trains

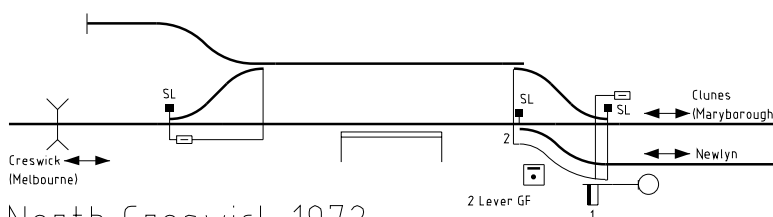
The important thing to bear in mind throughout the following description, is that all four E.S. instruments (two at Creswick, one each at North Creswick and Clunes) were of the same pattern, i.e. any staff could be inserted/withdrawn from any instrument. All instruments were of battery operation, large E.S. type and the North Creswick instrument No. 8143 at Creswick was fitted with a flip-over baffle on the pocket to alert the Signaller that he may be inserting the staff into the wrong instrument.

Trains working through on the Ballarat to Maryborough line ordinarily carried a long section E.S. between Creswick and Clunes and *vice versa* in the usual manner.

Ordinarily, the working of the frame and instruments at North Creswick was performed by the E.S.-qualified Guard of the branch train.

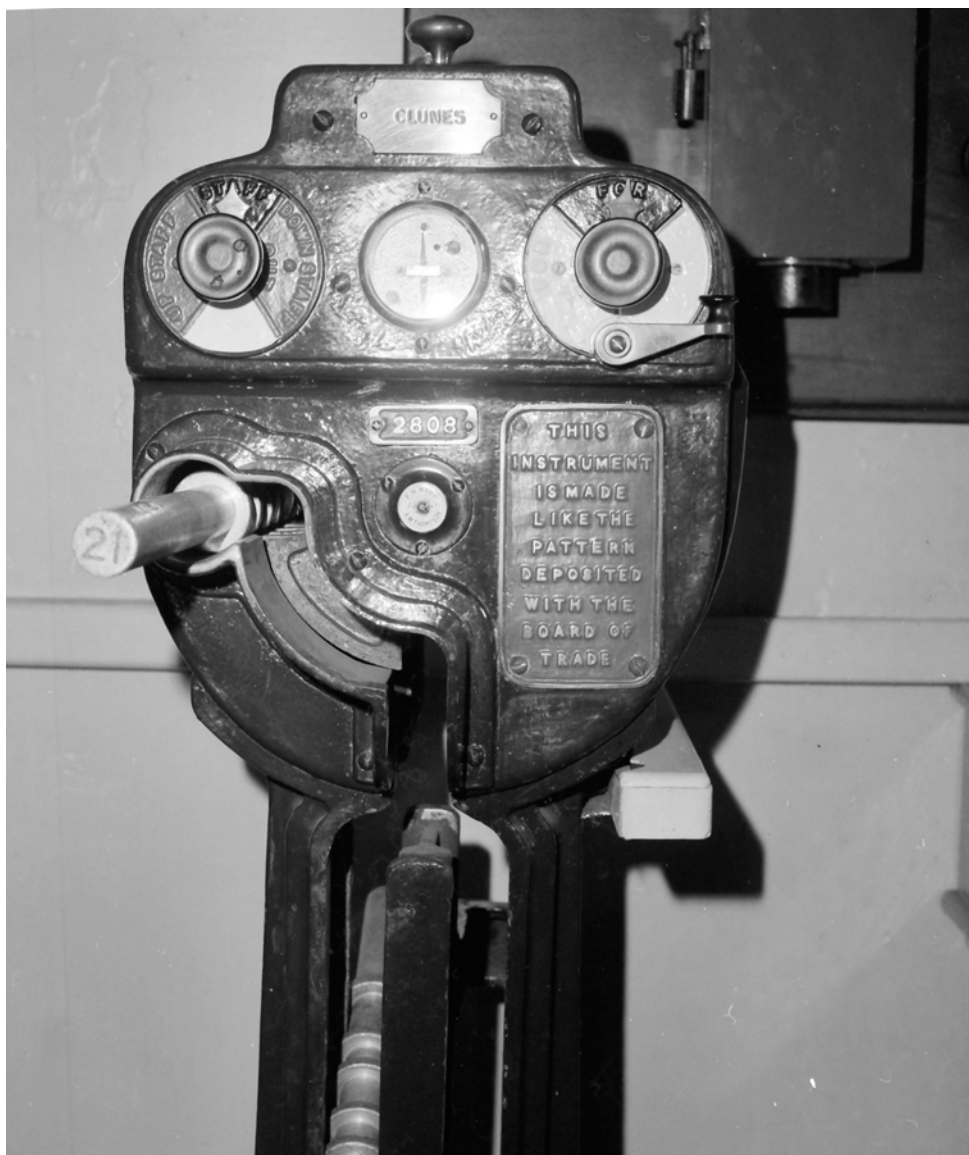
Electric Staff operation for a train working from Creswick (or Clunes, but probably fairly unlikely) to the Daylesford branch line went something like this. We will assume a Down train from the Creswick end.

At Creswick, the Signaller obtained a long section Creswick - Clunes staff from instrument 2808, after sending **Is Line clear for train to proceed to Branch Line** signal 2-2-1 to Clunes. The staff was then given to the Driver of the branch line train and it was despatched to North



North Creswick 1972

Based on F2973 amended to 28.6.72



(Above) The long section Clunes instrument at Creswick. This was a battery instrument (note the bell tapper at the top right of the instrument and had serial number 2808. The photo was taken on 27 November 1976 after the arrival of the last train from Newlyn at Creswick; note the staff in the pocket waiting to be sunk. On the wall behind the instrument can be seen the switch lock for the pilot staff with the pilot staff removed. (Below) The Pilot Staff removed from its lock. The wording on the square plate reads "Pilot Staff North Creswick to Creswick Only" (Above Right). The North Creswick instrument at Creswick. This was also a battery instrument (No 8143). Note the flip over gate on pocket to prevent the accidental insertion of a staff into the wrong instrument. (Photos Chris Wurr).





Creswick..

On arrival at North Creswick the branch points were unlocked using the E.S. and reversed by means of the point lever of the two-lever ground frame. The train turned out onto the branch after receiving the Train Staff for the section, and the points were then restored for the main line and locked.

The long section staff was then sunk into the short section Creswick - North Creswick instrument in the humpy on the platform and **Train Arrival** belled to Creswick.

At this point, the long section instruments were out of phase and the short section ones were in phase.

Creswick then, with the co-operation of the man at North Creswick, pulled a peg from the short section instrument and inserted it into the long section instrument under **Train Arrived at Branch** 5-3 bell code to Clunes.

Now the long section instruments were back in phase thus enabling normal long section working with Clunes for main line trains, and the short section instruments were out of phase, preventing an Up train from the branch to approach Creswick.

An Up train off the branch was handled in the following manner.

The Guard would get the boss at Creswick on the *eau-de-cologne* to see if the through section was clear. Creswick then belled 4 - 2 **Is Line clear for train to proceed from Branch to Creswick** to Clunes. If everything was in order

for the move, Clunes would "hold down" and allow Creswick to pull a long section staff.

Creswick then popped this into the short section machine.

Instrument phases then being:- long section out, short section in, allowing the Guard at North Cres to apply for **Line Clear** in the usual manner and remove the staff to allow the Up branch a run into Creswick after going through the lever frame procedure, locking up and handing the staff to the Driver.

On arrival at Creswick, the Signaller received the staff and sank it into the long section instrument, sent **Train Arrival** to Clunes and normal through working resumed.

The Pilot Staff

To avoid unnecessary delay to Up branch trains while a Down made its way through the section to Clunes, a so-called Pilot Staff was provided in an Electric Switch Lock at Creswick. Although not of the same configuration as a Bank Engine Key in either physical description, nor lock mechanism, it operated in the same way to open or close the Electric Staff circuit line on the long section.

Removal of the Pilot Staff from its Lock, opened the line wires, thus preventing any communication between Creswick and Clunes on the instruments and thereby impeding the withdrawal of any long section staffs.

Sectional running times for trains over the Creswick, North Creswick and Clunes sections, according to my 1947 N&MD WTT were:

North Creswick to Clunes (Down direction)
16 or 17 minutes depending on the load of the train.

North Creswick to Creswick (Up direction)
3 or 5 minutes, again depending on the load.

The need to provide the Pilot Staff may be contained in the November 1932 W.T.T.

Scheduled at that time, was a Down Maryborough Limited Through Mixed No.8 and this was due out of Creswick at 7.44am. It was booked to stop at North and be away at 7.48, with an arrival at Clunes at 8.09am. At 8.12am, No.1 Up Newlyn Mixed was due to arrive at North Creswick, get away at 8.17 and into Creswick at 8.20. If both trains were running on time, there would have been no call for the Pilot Staff, but in the event of some indifferent running by the Down, things could potentially get a bit messy. Potentially compounding the issue on Mondays as well, was No.8 Down Daylesford Mixed waiting at Creswick for an 8.34 departure, straight after the Up branch had arrived and pegs put through the instruments. Clearly, if the Up branch could not get onto the main line at North in good time, the Down then suffered too.

The operation of the Pilot Staff was executed according to the following.

Assuming the Guard of the Up branch train was itching to get back to Ballarat before the T.A.B closed (Control couldn't have cared less if it was the Enginemen), and a Limited Mixed or poor-steaming, overloaded Down Goods was timetabled to slug its way towards Clunes at the same time, the Pilot Staff was called for.

Permission was sought from Control and at Creswick the Signaller would obtain a staff for the drag freight or "hotshot" Mixed to Clunes. After giving **Train Departure**

to Clunes (and acknowledgement received back), Creswick then belled **Release Pilot Staff** 1-2-4 to Clunes, who acknowledged and Creswick turned the Pilot Staff in the Switch Lock and removed it. It was then secured in a "Strong Box" and given to the Guard of the Goods with instructions to hand it to the Staff Worker at North. The Staff Worker was required to travel out to North on the bus to be in position for the arrival. The through section staff was given to the Driver and away they all went to North Creswick.

At North, the strong box containing the Pilot Staff was off-loaded, the Down chuffed off towards the top of the Australasian Bank and onwards to Clunes, and the Pilot Staff was liberated from its secure hidey hole.

The branch points were operated and the stick pulled off and the Up branch arrived onto the main line. Stick

back, points normal and locked and the Pilot Staff handed to the Driver as his authority to proceed to Creswick. The Pilot Staff was lettered:

PILOT STAFF
NORTH CRESWICK
TO CRESWICK ONLY

and therefore ONLY available for the Up journey.

The Staff Worker no doubt, scurried back to the van to save his shoe leather and three or five minutes later when they had all arrived back at Creswick, the Pilot Staff was re-inserted into the Switch Lock and turned, thus restoring communication on the long section instruments. Creswick was then enabled to send **Pilot Staff Returned** 2-1-2 to Clunes and everyone was happy and headed home — except the boss who had to see the Down Mixed or Goods through to Clunes (at least).



(Above) The Newlyn - North Creswick Train Staff & Ticket box at Newlyn. The box is lettered correctly with the Up end (Newlyn) preceeding the Down end (North Creswick). This reflected the original view that Down on the branch ran from Carlsruhe through Daylesford to North Creswick. (Below) The North Creswick - Newlyn Train Staff, No 4 Pattern. Note the lettering at the left hand end indicating that the staff had a "special feather 5/16".



Staff Master Key

There was of course, a Master Key kept in a glass-fronted box at Creswick, in case the instruments failed and a branch train was waiting out at North, but I won't bore you with how THAT worked!

Its pretty self-explanatory.

Proceed Orders were NOT to be issued for either the short or long sections in the event of instrument failures, and so the function of the Master Key would be confined to Pilotman working.

Conclusion

One really has to question though, in the 44 year lifespan of the Pilot Staff — how many times was it EVER used?

The other riddle is – why was this complicated set-up used at North Creswick only, when other branch junctions in long Electric Staff sections managed to get by with just a simple Intermediate instrument? Perhaps because in those years, the North Creswick – Daylesford line was a part of a through connection to the Mainline at Carlsruhe, with some sort of a disjointed “through” service.

It was not merely a terminal branch line where a train went out and then returned to the junction.

And so ends the tale of the North Creswick “Special Arrangements”.

The whole set-up was still in use right up until the branch line closed on 30th November 1976.

Footnote

The author, when studying for his Driver's examination during 1976, was required to be conversant with the operations at North Cres (even though he never worked over that line during its reign) and could be expected to be examined on it, including the un-published procedures for Stalled, Disabled or Obstructed when in possession of the Pilot Staff.

Happily the mists of time have erased from my memory, whether or not I WAS examined on these points in May 1977!

Acknowledgements

Thanks go to Andrew Waugh for providing me with details from Correspondence Registers and Working Time Tables and to Des Jowett for pointing me in the right direction. Also to David Langley for insights into the need to avoid delaying Mixed trains during that era.

SIGNALLING ALTERATIONS

(Continued from page 27)

- | | | |
|--------------|--|---------------------------------|
| 28.02.2011 | Bell
On Monday, 28.2., Points 011 (or 002?) was renewed as a tangential turnout on concrete bearers. The point motor was replaced by a WBS M23A dual control point machine. Amend Diagram 49/10 (Northcote - Reservoir). | (SW 67/11, WN 8) |
| (01.03.2011) | Newport
Operating Procedure 16 (Newport, Telephone connection between Newport and Altona Petrochemical Group) was reissued. | (SWP 1/11, WN 8) |
| 01.03.2011 | South Geelong Racecourse
On Tuesday, 1.3., South Geelong Racecourse (sic) was abolished. The main line points, Master Key locks and rodged catch points were abolished. The signs for Up movements towards Barwon Terrace was abolished. | (SW 12/11, WN 7) |
| 04.03.2011 | Bendigo & North Bendigo
On Friday, 4.3., the Train Order sections on the Down side of Bendigo were altered to commence at North Bendigo instead of Bendigo. The single line sections are now North Bendigo - Woodvale Block Point and North Bendigo - Hunter Block Point.
Name boards showing 'North Bendigo' together with 'Commence Train Order Working' and 'End' Train Order Working' boards were provided at Homes BDG34 and BDG36. Location Boards labelled 'North Bendigo' were provided 2500 metres in the rear of Homes BDG34 and BDG36.
Operating Procedures 116 (North Bendigo - SW 45/2006) and 131 (Status of Train Order stations) was reissued. Amend Diagram 98/09 (North Bendigo - Elmore). | (SW 20/11, WN 8) |
| 04.03.2011 | Wangaratta - Wodonga Junction
At 1800 hours on Friday, 4.3., the East Line between Wangaratta - Wodonga Junction will be restored to use and CTC will be commissioned on the line. Control of the CTC between Benalla and Wodonga Junction will be transferred to Junee Control.
Diagrams 50/10 (Benalla - Glenrowan), 56/10 (Alumatta - Bowser), and 52/10 (Springhurst - Wodonga) replaced 22/10, 120/09, and 10/10 respectively. | (ARTC TN 217/11 & 218/11, WN 6) |
| 04.03.2011 | Carrum
On Friday, 4.3., Siding No 3 was booked out of service due to accident damage (overun). | (SW 86/11, WN 9) |
| 07.03.2011 | Flinders Street
On Monday, 7.3., Crossover 667 was provided for movements from the Up Special Line to No 9A East or 12 Tracks, but was not commissioned. Home 767 was relocated 37 metres in the Down direction and converted to LED heads. Homes 743 and 959 were converted to LED heads. Diagram 13/11 (Flinders Street East) replaced 21/09. | (SW 57/11 & 87/11, WN 8 & 9) |