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SIGNALLING RECORD SOCIETY OF VICTORIA INC



The brick signalbox at Kensington is now unique in Victoria, although it is believed that the original box at South Kensington was built to the same design. Exactly why this design was developed is not known, nor is the reason why no further boxes of this type were constructed (although the cost compared with the much plainer timber boxes must have been a factor). Originally, the box was shorter and the three locking room windows and the relieving arch would have been central in the front wall. The box has been extended at the left hand end, almost certainly in 1913 when a 46 lever frame was provided (the difference in brickwork can still be seen in this photo). Almost nothing of the design is 'standard': the use of polychromatic brick, the three brick locking room windows, the relieving arch over the leadout, the cross-hatched timber above the operating room windows, the hipped roof, and the decorative valancing to the roof. Indeed, the use of a relieving arch is very rare among signalbox designs internationally. The operating floor windows and the balcony are probably not original. The window style, with a large lower pane surmounted by two smaller panes, was introduced in Victoria around 1910, as was the style of balcony support. This suggests they were provided with the extension in 1913. The photo was taken on 8 October 1985.

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MINUTES OF MEETING HELD FRIDAY FEBRUARY 18, 2011, AT THE MELBOURNE MODEL RAILWAY SOCIETY, AUBURN RAILWAY STATION, AUBURN

Present: - Wilfrid Brook, Brett Cleak, Glenn Cumming, John Dennis, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, Chris King, Tony Kociuba, Keith Lambert, David Langley, Steve Malpass, Bruce McCurry, Andrew McLean, Greg O'Flynn, Brian Sherry, Peter Silva, Roderick Smith, David Stosser, Andrew Waugh, Rob Weiss, Andrew Wheatland, Bob Whitehead and Chris Wurr.

Apologies: - Tom Murray, Laurie Savage and Stuart Turnbull.

Visitors: - Catherine Gordon, Ian Grenfell, David Lamb, Trevor Lamb.

The President, Mr. David Langley, took the chair & opened the meeting @ approximately 20:00 hours, and welcomed everybody to the Melbourne Model Railway Society clubrooms at Auburn Railway Station.

General Business: - The February 2011 meeting consisted entirely of a visit to the Melbourne Model Railway Society clubrooms at Auburn Railway Station.

MMRS Vice - President Bill Fock welcomed SRSV Members and Visitors to the MMRS clubrooms. Bill provided details of the history and a description of the main HO layout in the clubrooms and then explained the working of the layout.

A feature of the main HO scale layout is that it is fully signalled in accordance with VR practice. The layout has 78 hand made colour light signals. The layout is operated with a timetable and clock and trains work between stations under single line block conditions. Bell codes must be exchanged between stations before a train can proceed through the section. A large illuminated diagram on the south wall of the clubrooms repeats the indications of every signal and the position of every train on the layout. This large diagram is visible from anywhere in the room.

After Bill finished his introduction, an operating session commenced and several SRSV Members tried their hand at operating the signal boxes on the layout.

No other business was transacted during the meeting.

At the conclusion of the visit, the President thanked the MMRS Members for their hospitality.

Meeting closed at approximately 22:45 hours.

The next meeting will be on Friday 18 March, 2011 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm), following the 2011 Annual General Meeting.

MINUTES OF MEETING HELD FRIDAY MARCH 18, 2011, 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, Bill Johnston, Chris King, Keith Lambert, Steve Malpass, Tom Murray, Laurie Savage, Brian Sherry, David Stosser, Stuart Turnbull, Andrew Waugh and Andrew Wheatland.

Apologies: - Jon Churchward, David Langley, Greg O'Flynn, Peter Silva, Rod Smith & Bob Whitehead.

In the absence of the President, the Vice - President, Mr. Bill Johnston, took the chair & opened the meeting @ 20:37 hours, following the 2011 Annual General Meeting.

Minutes of the November 2010 Meeting: - Accepted as read. Andrew Wheatland / Chris King. Carried.

Business Arising: - Nil.

Minutes of the February 2011 Meeting: - Accepted as read. Vance Findlay / Wilfrid Brook. Carried.

Business Arising: - Nil.

Correspondence: - Letter to Surrey Hills Neighbourhood Centre with list of meeting dates for 2011.

Letter to Michael Menzies of Geelong welcoming him to membership of the SRSV.

Letter to Damien Thomas of Mount Waverley welcoming him to membership of the SRSV.

Laurie Savage / Steve Malpass. Carried.

Reports: - Glenn Cumming reported on the successful visit to the Melbourne Model Railway Society for the February 2011 Meeting.

General Business: - Michael Formaini advised that members were invited to the AMRA open day next weekend.

Glenn Cumming reported on plans to change printing arrangements for "Somersault" and provided an update on the reprints of the defective diagrams from last year.

The Secretary advised that subscription renewal notices will be posted with the next issue of "Somersault".

Glenn Cumming tabled two recent circulars from V/Line advising the removal of all signals and the closure of the signal box at Donnybrook. It is believed that Donnybrook was last switched in on a regular basis prior to the Craigieburn electrification. It is also believed that Donnybrook is the last block post with all signals being mechanically operated.

Laurie Savage provided a progress report on the construction of Elders Loop and the dismantling of the Broad Gauge Elders Siding.

A discussion on the rusting of "Armco" culverts took place.

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

- * A new crossover will be provided at Flinders Street between the Down Sandringham Line and the Up Special Line for forthcoming timetable alterations.
- * Platform No.2 at Frankston has been extended and the arms on the Up Home Signals have been converted to LED.
- * The Kororoit Creek Road level crossing between Paisley - Galvin has been closed and the new overpass is now in use.
- * Ryan's Road level crossing at Pakenham will be decommissioned this weekend.
- * A new siding will be commissioned at Upfield this weekend, commencing at 02:00 on Saturday morning.
- * A buffer stop is required for the No.1 Platform Road at Brighton Beach.
- * Six new stabling sidings will be commissioned at Craigieburn next weekend. This will bring the total to 18 stabling sidings.
- * At Newport, a new main line connection to the next stage of the stabling sidings project will be commissioned in May 2011.
- * The new arrangements at Westall are expected to be commissioned over the long weekend in June 2011.
- * The duplication between Keon Park - Epping is expected to be commissioned during July and August 2011.
- * Upgrade works on the Viaduct Lines at Easter 2011 will see the connections from the City Circle & Burnley Viaduct Lines to the Goods Lines removed.

Keith Lambert spoke about the website that is hosting the photographic collection of Weston Langford. Some images worthy of note included views of Patterson Signal Box and the four arm gantry at Newport "A" Box.

Steve Malpass advised that the double line between Benalla - Wodonga is now in service and described the operation of the XPT passenger services at Wangaratta.

Andrew Waugh discussed a recent UK accident report on a level crossing accident at a level crossing fitted with manual boom barriers.

Tom Murray reported on a recent trip on the "Southern Spirit" train.

Laurie Savage asked about Wodonga Coal Sidings. All connections have been removed and the yard is out of use.

Judy Gordon noted that the Chief of Army had ordered all army museums to be open on 5 & 6 March 2011 to commemorate the anniversary of the founding of the Australian Army on 1 March.

Chris Gordon noted that a proposed track slew for Regional Rail Link at Sunshine will result in a 10 day shutdown during July and August 2011.

The recent incidents at Carrum, Sandringham and Pakenham were discussed.

Glenn Cumming tabled a list of signalling and other railway books from the collection of Ian Michaelson that are available for sale.

Meeting closed at 21:51 hours.

The next meeting will be on Friday 20 May, 2011 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

SIGNALLING ALTERATIONS

The following alterations were published in WN 8/11 to WN 14/11 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.

- 07.03.2011 **Frankston** (SW 55/11, WN 8)
 On Monday, 7.3., Platform 2 was extended 17 metres at the Down end and 43 metres at the Up end. However, the extensions will not be brought into service until the provision of passenger facilities has been completed. The extensions are to allow a 6 car suburban electric and a 2 car DMU to occupy Platform 2 at one time. The arrival of the second train into an occupied platform must be in accordance with Rule 18, Section 2, Book of Rules.
 The mechanical Homes on Post 19 (Homes 4 and 5) were replaced by two position light signals (LED heads), and Disc 6 was electrically repeated. The incandescent two position light signals on Posts 8, 9, 10, and 14 were replaced by LED lights. A ground mounted co-acting signal was provided for the Home on Post 14, numbered Post 14P.
 Post 71 was altered to be capable of displaying Medium Speed Warning for moves to No 2 Track. To display this aspect, the signaller must place lever 36 to the special notch position to secure the required overlap. If lever 36 is not placed in the special notch, Home 71 will display a "running low speed" aspect as now.
 In addition, the operation time of the Beach St pedestrian crossing has been increased before the Homes on Posts 8, 9, & 10 will clear.
 An illuminated track diagram for the Down end of Frankston yard was provided in the signal box. Diagram 7/11 (Bonbeach - Frankston) replaced 11/08.
- 09.03.2011 **Toolamba Block Point** (SW 23/11, WN 9)
 On Wednesday 9.3., Toolamba Block Point will be relocated 250 metres in the Up direction to 165.200 km near the Down Repeating signals TLA1. New reflective block points signs (white rectangle with 'Toolamba' in black text) were provided. New reflective location boards (yellow triangle with 'Toolamba' in black text) were provided 2500 metres in the rear of the block point in both directions. Location Clearance signs were provided on the rear of each location board. Amend Diagram 6/10 (Nagambie - Toolamba).
- 09.03.2011 **Nagambie Block Point** (SW 23/11, WN 9)
 On Wednesday 9.3., new reflective block points signs (white rectangle with 'Nagambie' in black text) were provided. New reflective location boards (yellow triangle with 'Nagambie' in black text) were provided 2500 metres in the rear of the block point in both directions. Location Clearance signs were provided on the rear of each location board. Amend Diagram 6/10 (Nagambie - Toolamba).
- 11.03.2011 **Seymour - Toolamba Block Point** (SW 28/11, WN 9)
 On Friday, 11.3., absolute occupation was granted between Seymour and Toolamba Block Point. Baulks were provided at Home SEY62 and at Toolamba Block Point. At Seymour, Homes 36 and 38 were prevented from clearing for moves towards the Tocumwal line.
- 13.03.2011 **Shepparton** (SW 24/11, WN 9)
 On Sunday, 13.3., the plunger locking and WSA levers on Points C and D at the Down end of Shepparton were replaced by dual control point machines. These will be operated in the hand operating mode. The existing signal controls on the platform for Homes 10 and 12 will be retained for movements to and from No 1 Road, however both main line point motors must be set normal and in the motor mode. For movements into No 2, 4 or 5 Roads, the points must be set reverse and in the motor mode. Home 10 can then be operated from the signal controls at the points.
 Derails and point crowders were proved in the leads to No 4 Road at both ends of the yard. Each Derail is operated by a dual control point machine that will be operated in hand operating mode. That at the Up end will be numbered 7D, and that at the Down end 29U. A 'Derail' sign will be provided adjacent to each derail. The hand operated derails in Nos 4, 5 & 6 Roads were abolished. The 'Derail' signs opposite the former freight centre have been abolished. The instructions in SW 14/02 have been cancelled.
 Points A, B, C and D were renumbered 5, 9U, 27 and 29D respectively. The points leading from No 2 Road to the yard tracks have been renumbered 7U. The points leading from No 2 Track to No 1 Track have been renumbered 9D.
 Amend Diagram 84/10 (Mooroopna - Shepparton).
- 13.03.2011 **Toolamba - Echuca** (TON 34/11, SW 31/11, WN 10)
 At 1836 hours on Sunday, 13.3., the line between Toolamba - Echuca was booked back into service in conjunction with the absolute occupation between Seymour and Tocumwal. At Toolamba the junction points were unclipped. At Echuca the baulk at the Stop Board on the Up side of the Murray Valley Highway was removed. TON 470/09 is cancelled.
 Instructions were issued for the operation of trains between Toolamba and Echuca.
 A signaller will be in attendance at Toolamba Junction for all moves between the primary and secondary corridors.
 The suggested wording of Train Orders issued for movements between Toolamba and Echuca (or vice versa) is 'Proceed to Toolamba [or Echuca]'. It will not be necessary for trains to carry a Master Key for the section. Down trains that need to work at Mooroopna will be issued with a Master Key at Toolamba.

The suggested wording of the Train Order is 'Work between Location Board Toolamba Block Point - Shepparton as required then proceed to Shepparton with Master Key...'. Up trains requiring to work at Mooropna will be issued with a Master Key at Shepparton and the suggested wording of the Train Order is 'Proceed to Toolamba Junction Work between Toolamba Block Point - Shepparton as required with Master Key...'

(15.03.2011) **2011 Book of Rules** (WN 10)

The second discussion draft was released for comments.

15.03.2011 **Westall - Springvale** (SW 93/11, WN 10)

On Tuesday, 15.3., the Lewis St (formally Queens Ave) foot crossing (23.855 km) was replaced by a footbridge at the same location. The shunting track was extended by 240 metres in the Down direction. Points 73 were replaced by a new set of points located at 24.109 km fitted with an electro-hydraulic point machine. Down Dwarfs 70 and 72 were relocated 244 metres in the Down direction and converted to LED. Up Dwarf 74 was relocated 236 in the Down direction and converted to LED.

Crossover 5, Points 29, Points 47 and Derail/Crowder 47 were equipped with M23A dual control point machines. Down Dwarf 10 was converted to LED. The C light on co-acting signal 46P was converted to a 36 dot LED. Track circuits were altered.

Diagram 17/11 (Westall - Yarraman) replaced 135/10.

17.03.2011 **Altona Junction - Laverton** (SW 107/11, WN 11)

On Thursday, 17.3., an overpass was provided at Kororoit Ck Rd (15.837 km) and the level crossing was closed. Amend Diagram 45/10 (Altona Junction - Laverton).

20.03.2011 **Pakenham** (SW 105/11, WN 11)

On Sunday, 20.3., the level crossing equipment at Ryan Rd was removed (this crossing had been previously closed).

20.03.2011 **Bittern - Crib Point** (SW 106/11, WN 11)

On Sunday, 20.3., boom barriers were provided at the existing flashing lights at Disney St (70.910 km) and Naval Base Rd (72.591 km). The boom barriers are already shown on Diagram 103/10 (Leawarra to Stony Point)

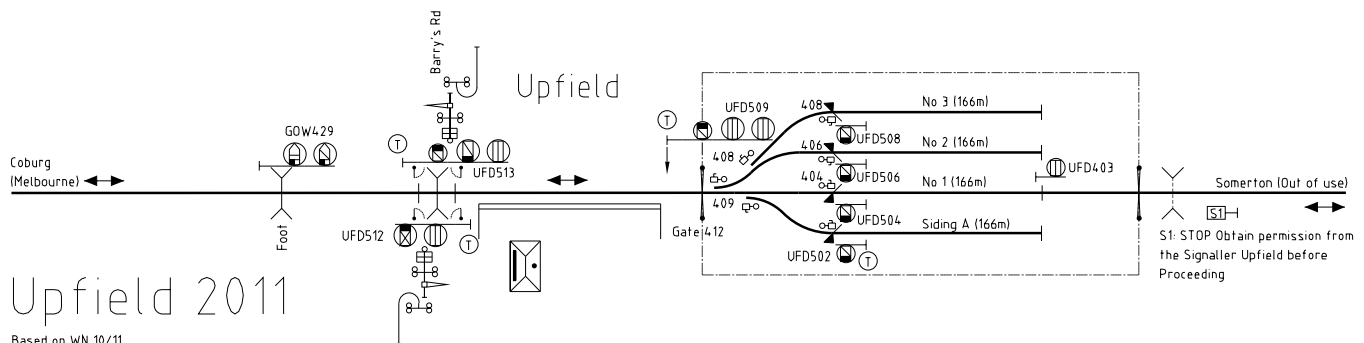
21.03.2011 **Upfield** (SW 69/11, WN 10)

On Monday, 21.3., Siding A was commissioned and No 1 Siding was restored to use. All sidings at Upfield are 166 metres in clear.

Points 402 (dual control point machine) and Derail & Crowder 402 (electro-hydraulic point machine) in Siding A were provided. Dwarf UFD502 (LED) was provided to control moves from Siding A. Dwarf UFD403, fixed at stop, was provided leading from Siding 1 towards Somerton. Buffer stop lights were provided on Sidings A, 2, and 3. Dwarfs UFD504, UFD506, and UFD508 will be converted to LED.

Track circuits 401T, 402T, 403T, 404T, 405T, 406T, 407T, 408T, 504T, 504AT, 509T, and 509AT were provided. Track circuits 404T, 406T, and 408T were cancelled.

Diagram 137/10 (Batman - Upfield) replaced 143/06. Note Diagram 13/10 was not issued.



23.03.2011 **Frankston** (SW 103/11, SWP 2/11, WN 12)

On Wednesday, 25.3., the extended platform (No 2) was brought into service. Markers indicating the limit of operation for EMUs and DMUs are provided.

Operating Procedure 46A (Frankston) was issued. The second train must not be admitted to the platform until the first train has stopped at the marker, and Rule 18k, Section 2, Book of Rules will apply. The signaller must not signal a train movement to depart from the platform when a second movement is signalled into the platform under a low speed aspect. The permission of the signaller must be obtained if it is necessary for a train to pass the a marker towards the far end of the platform.

24.03.2011 **Flinders St** (SW 119/11, WN 12)

On Thursday, 26.3., overhead alterations were completed and Crossover 667 was booked into service.

26.03.2011 **Donnybrook** (SW 36/11, WN 11)

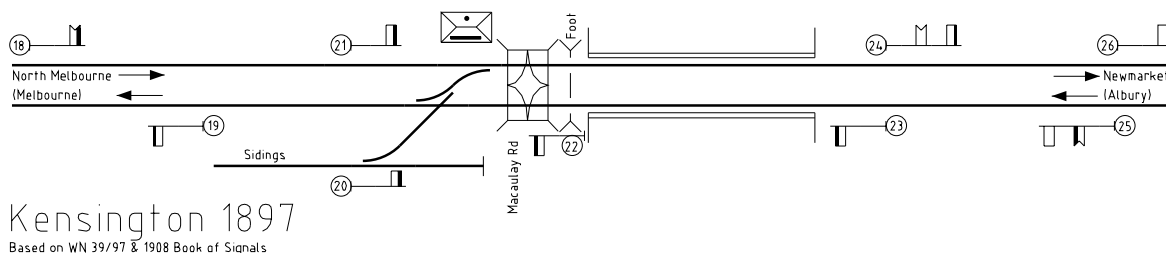
Between Saturday, 26.3., and Sunday, 27.3., the fixed signals (Posts 1, 2, 3, 3B, 4, 5, 6, & 7), the trailing crossover at the Down end, and the interlocking frame were abolished. Operation of the boom barriers at Yan Yean Rd will be automatic for all trains. The Double Line Block sections Craigieburn - Donnybrook - Wallan will become Craigieburn - Wallan.

- Amend Diagram 24/10 (Donnybrook - Wallan).
- 27.03.2011 **Shepparton** (SW 37/11, WN 11)
 Between Saturday, 26.3., and Sunday 27.3., the boom barriers at Wyndham St (180.665 km) and flashing lights at Hayes St (181.202 km) (Down direction only) were converted to predictor operation. Trains travelling at more than 50 km/h passing the predictor boards may accelerate before entering the level crossings.
 Up Home Post 1B was abolished and the pushbuttons controlling the signal taken out of service. The notice board applying to Up trains approaching Wyndham St was removed.
 Amend Diagram 86/10 (Mooroopna - Shepparton).
- 28.03.2011 **Craigieburn** (SW 104/11 & 129/11, WN 11 & 12)
 On Monday, 28.3., Stabling Sidings 13 to 18 and the signalling associated with the train wash plant was commissioned. The train wash plant itself was not commissioned; only the signalling associated with No 1 Siding and the keyswitch interlocking.
 Dwarfs CGB524, CGB526, CGB528, CGB530, CGB532, and CGB534 were provided. These are all LED signals that display purple for danger. Points 455, 456, 457, 458, 459, and 460 were provided. Derail and Crowders 456, 457, 458, 459, 460, and 461 were provided. All points and derails are operated by dual control point machines.
 Dwarf CGB517 was replaced by a three position home signal with the same number and provided with a train stop. Alterations were made to make the the speed proving function on CGB537 and CGB539 less restrictive.
 Diagram 21/11 (Craigieburn) replaced 53/10.
- (29.03.2011) **Moriac Block Point** (SW 39/11, WN 12)
 Operating Procedure 64B (Moriac Block Point) was reissued. The alterations concern the issue of train orders to freight and infrastructure trains to proceed to Moriac BP. SW 22/09 is cancelled.
 Moriac BP is not provided with TAILS, but is provided with clearance signs on the rear of the location boards. Freight and infrastructure trains, but not passenger trains (unless instructions are issued to the contrary), may be issued with a Train Order to proceed to Moriac BP. A signaller must be on duty at Moriac BP if a follow-on movement involving a passenger train is to be made.
- (29.03.2011) **Blackburn - Ringwood** (SW 128/11, WN 12)
 Diagram 19/11 (Blackburn - Ringwood) replaced 57/09 as in service.
- 29.03.2011 **Radio break in testing** (SW 38/11, WN 11)
 From Tuesday, 29.3., to Friday, 1.4., 'radio break in' testing will be conducted at the passive level crossing at Dunnstown Rd (142.809 km), Navigator, and the flashing lights at Edgerton Rd (140.360 km), Yendon. 'Radio break in' is a system where equipment at each level crossing transmits a warning message over the FM radio when an train is detected approaching the level crossing. The message is received by special equipment attached to the normal road vehicle radio. The message will be played to the vehicles occupants irrespective of the channel the radio is set to, or, indeed, if the radio is on. The system being tested is the 'Phoenix' system developed by a Brisbane based company.
- 30.03.2011 **Beaufort - Ararat** (SW 40/11, WN 12)
 On Wednesday, 30.3., boom barriers were provided at the passive crossing at Yerabbin Rd (185.698 km). Operation is via predictors and remote monitoring is provided. Diagram 40/11 (Wendouree - Beaufort) replaced 82/10.
- 04.04.2011 **Mordialloc** (SW 126/11, WN 13)
 On Monday, 4.4., Stabling Sidings 3 to 6 were returned to service. The clear siding lengths are now No 3 (154 m), No 4 (166 m), No 5 (148 m) and No 6 (148 m).
 Dwarfs MOR715, MOR717, MOR719, and MOR721 were converted to LED and show a purple light for stop. New post phones were provided at each of these Dwarfs. Sidings 3, 4, 5, and 6 were each equipped with one track circuit to indicate the presence of a six car train. and buffer stop lights were provided. Points 614D, 618, 620, and 622 were equipped with new electro-hydraulic consoles. Diagram 25/11 (Cheltenham - Chelsea) replaced 5/07.
- (05.04.2011) **Riddells Creek - Golden Square** (SW 47/11, WN 13)
 Signalling Diagrams 36/11 (Riddells Creek - Woodend), 42/11 (Carlsruhe - Kyneton), 38/11 (Malmesbury - Elphinstone), 44/11 (Castlemaine - Harcourt), and 46/11 (Ravenswood - Elphinstone) replaced 36/10 (Clarkefield - Woodend), 14/06 (Woodend - Kyneton), 18/06 (Kyneton - Elphinstone), 72/05 (Elphinstone - Harcourt), and 74/05 (Harcourt - Ravenswood) as in service. Diagram 22/06 (Bendigo) will continue to apply on the Down side of Thistle St.
- 05.04.2011 **Dingee** (SW 41/11, WN 13)
 On Tuesday, 5.4., new location boards were provided 2500 metres in the rear of each Home signal. The new signs consist of a yellow reflective triangle with 'Dingee' in black text. Location clearance signs will be provided on the rear of each location board. The existing location boards were removed.
- 06.04.2011 **Echuca** (SW 42/11, WN 13)
 On Wednesday, 6.4., new style location boards were provided 2500 metres in the rear of each Home signal. Amend Diagram 16/10 (Rochester - Echuca).

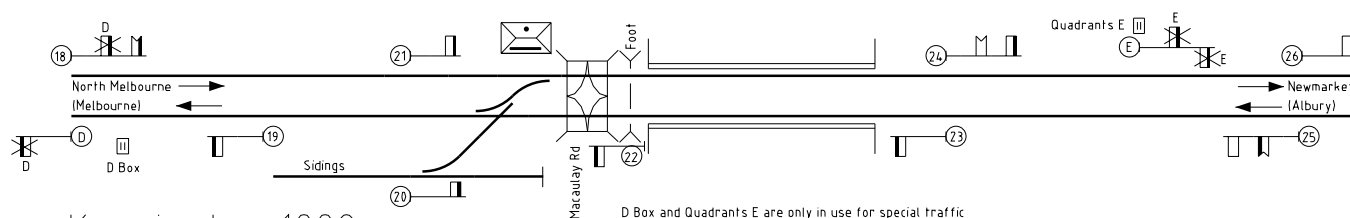
KENSINGTON

2 MILES 17 CHAINS 73 LINKS, 3.575 KM

- 22.10.1860 Line from Essendon Junction to Essendon officially opened, but public traffic did not commence. Kensington station mentioned. (Victorian Railways to '62, Leo J. Harrigan, Argus 23.10.60 p4)
- 01.11.1860 Public service commenced. Kensington station almost certainly opened on this day. (VR62, Argus 31.10.60 p1)
- 01.07.1864 Line closed account financial failure of company (VR62, Argus 30.6.64 p6)
- 27.08.1867 Company sold to government for £22,500 (VR62, Argus 28.8.67 p4)
- 31.10.1867 Line to Flemington Racecourse reopened for the Spring races (31.10 to 2.11). Kensington station would not have been reopened. (VR62, Argus 31.10.67 p1)
- (19.08.1870) Contract let for excavation, embankment & providing ballast for duplication Essendon Junction & Newmarket. James Tobin. £1489.19.8. Subsequently extra £20 for constructing second line of way (GG)
- 09.01.1871 Essendon line reopened for passenger traffic. Kensington station probably reopened. (VR62, Argus 7.1.71 p1 & 10.1.71 p5)
- (13.01.1883) Semaphores being erected at Kensington and Moonee Ponds to protect station yard and level crossing after request from Traffic Branch (VPRS 433 Unit 7 1804/83)
- (01.02.1883) Semaphores (provided?) at Kensington Hill Cutting to protect PWD sidings (VPRS 433 Unit 7 1917/83)
- 11.06.1883 Up and Down semaphores brought into use (VPRS 433 Unit 8 5752/83)
- (13.06.1883) Loco Branch reports that the Down Distant covers (observes?) the Up Distant at the junction. Signals will be altered at once (VPRS 433 Unit 8 6079/83)
- (14.12.1883) Engineer for Existing Lines instructs that the points and crossings between Essendon Junction and Kensington, which were provided to remove stuff from Kensington Hill, be taken out. (VPRS 433 Unit 10 12326/83)
- (04.04.1884) Engineer for Existing Lines instructs that a rail be taken out of all sidings at Kensington Hill leading to the main line (VPRS 433 Unit 12 3570/84)
- (15.05.1884) Traffic requests a larger box for gateman. Instructions issued (VPRS 433 Unit 12 4993/84)
- (11.12.1885) Tenders called for supply of bricks, stone, & WI girders for bridge under railway at Kensington Hill (GG)
- (08.01.1886) Contract gazetted for manufacture of WI girders for bridge under railway at Kensington Hill. Awarded to M Ferguson for £372.10.3. (GG)
- (09.07.1886) Contract gazetted for excavation and embankment for sidings at Kensington Hill. Awarded to R. Roberts & Co for £559.12.6 (GG)
- (24.12.1886) Contracts gazetted for erection of signal boxes at Kensington and Kensington Hill (probably South Kensington). Box at Kensington awarded to A.T. Taylor for £442.8.0 (GG)
- (24.12.1886) Contract gazetted for construction of bridge and approaches across Browns Rd, Kensington Hill. Awarded to A.P. Tozer for £3000.0.0 (GG)
- 01.05.1887 Interlocked with 25 lever No 6 pattern frame (12 spare) (Interlocking Register)
- (30.06.1887) By this date open for goods. The W.S. Kimpton & Son's flour mill was erected in 1887 and brought into production in early 1888. The adjacent Gillespie Mill had been brought into use in 1887 (Commissioners Report, W. Lewis Jones, "Where have all the Flour Mills Gone?")
- (13.04.1888) Contract gazetted for erection of Stationmaster's residence. Awarded to W. Blackwood for £587.5.6 (GG)
- (24.08.1888) Contract gazetted for erection of station buildings. Awarded to Campbell & Gray for £2349.18.4 (GG)
- (24.01.1890) Contract gazetted for construction of subways at Canterbury, Surrey Hills, and Kensington. Awarded to M. Govan for £1593.16.3 (GG)
- 06.04.1897 Diagram 236/97 (Kensington - Essendon) in service. (WN 39)



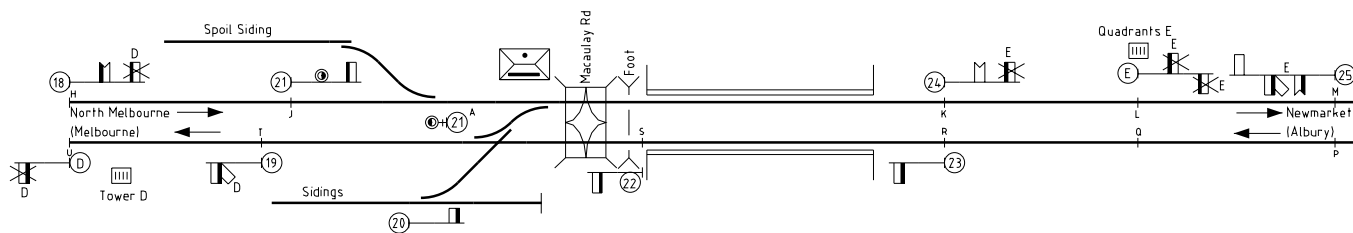
- (11.11.1898) Contract awarded for construction of timber footbridge at Arden Street. Awarded to Charles Reefer for £164.11.2 (GG)
- 24.10.1898 Green light replaced white for clear. (WN 16)
- 13.06.1899 Post 21 moved further out to clear points to new ballast siding. (WN 51)
- 14.06.1899 New ballast siding provided trailing into Down Main with catch in siding. Disc provided on Post 21 (WN 51)
- (01.07.1899) By this date, frame contains 9 signal levers, 4 point levers, 1 gate stop lever and 1 gate wheel with 10 spare (IR)
- 04.09.1899 Temporary siding (for earthworks at Melbourne Yard) abolished. Disc on Post 21 removed. Point and signal lever removed. Now 12 spare (IR, VPRS 433 Unit 156 11683/99)
- (31.10.1899) By this date Diagram 981/99 (Kensington - Essendon) was in use (WN 14)
- 01.11.1899 Temporary block post 'D' between Coburg Junction and Kensington provided. Works two Home signals: Up Home on new Post D and Down Home on Post 18. Temporary block post 'E' provided between Kensington and Newmarket provided. Works two Home signals on new Post E. When not in use the new arms will be crossed. Diagram 981/99 provided. (WN 14, SANP)



Kensington 1899

Based on 1908 Book of Signals

- (29.12.1893) Tenders called for repairs to fire damage at SMs house (GG)
- (25.05.1904) Tenders called for RSJs for Lloyd-street bridge (GG)
- 17.10.1905 Post 25 abolished; arms relocated to Post 26 on opposite (Down) side of line. Amend Diagram 981/99. (WN 43)
- (15.10.1906) Diagram 611/06 (Kensington - Essendon) replaced 981/99. Post 26 renumbered 25. (WN 42)
- (03.02.1909) Tenders called for steel verandahs (GG)
- (28.04.1909) Tenders called for construction and erection of Down side verandahs (GG)
- (21.06.1909) Diagram 335/09 (Kensington - Essendon) replaced 611/06 (WN 25)
- (05.07.1909) Diagram 393/09 (Kensington - Essendon) replaced 335/09 (WN 27)
- (04.07.1910) Home and Distant arm on Post 18 reversed so that Home is at top after complaint from GST. (VPRS 433 Unit 69 5503/10)
- (05.06.1911) Telephone provided on Post 19 (WN 23)
- (19.02.1912) Post 18 replaced by a new post 10 yards further out. Amend Diagram 393/09. (WN 8)
- (19.08.1912) Due to alterations of tracks on main line, a red lamp has been placed on Buffers at Up end of Kimpton's Siding (WN 34)
- (02.09.1912) Post 21 relocated 100 yards further out. Spoil siding provided trailing from Down Main inside Post 21 for Gravitation works. Catch provided in siding. Disc provided on Post 21 and new Post 21A (set back Down line to Spoil Siding). Amend Diagram 393/09. (WN 36)

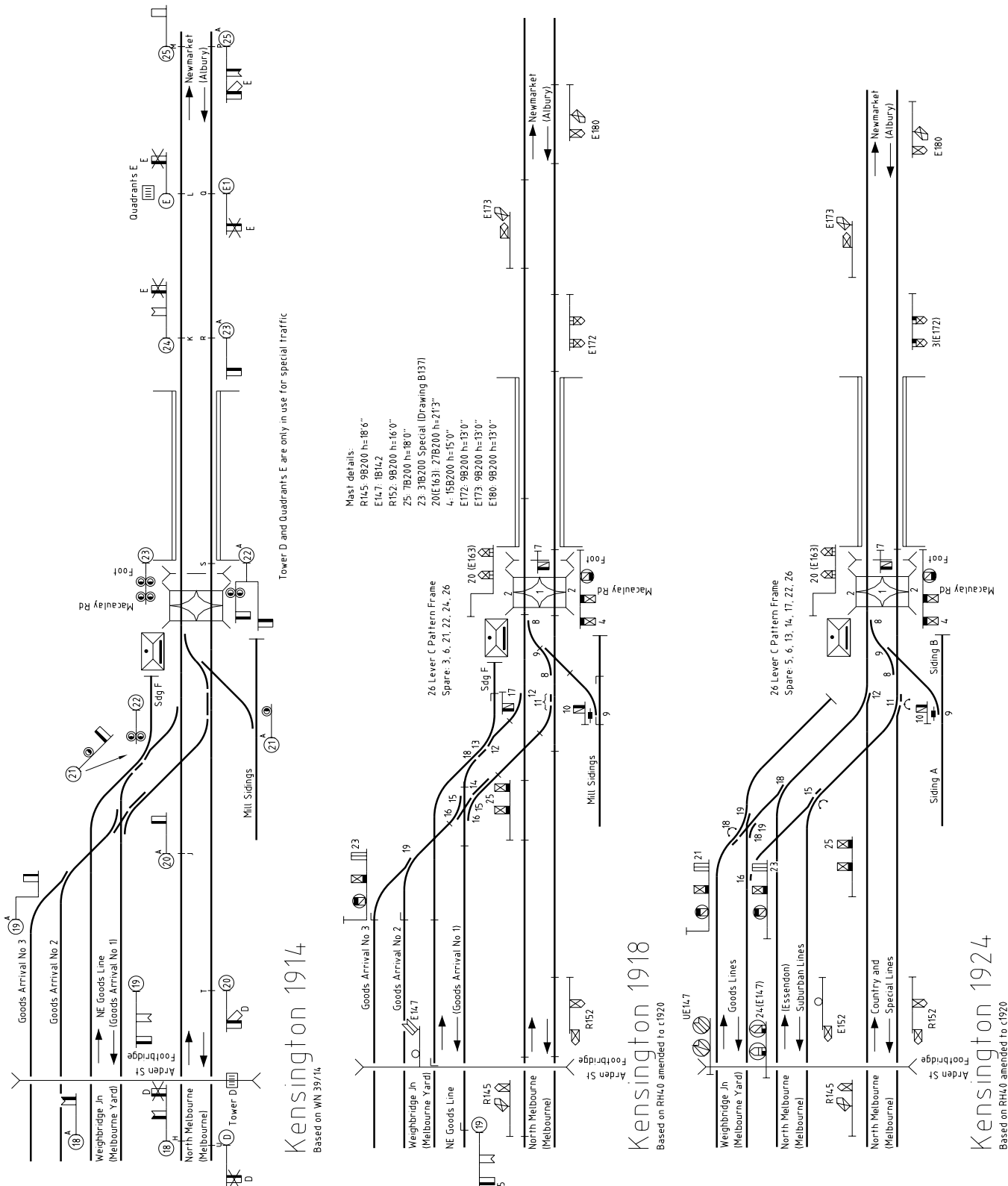


Kensington 1912

Based on WN 48/12

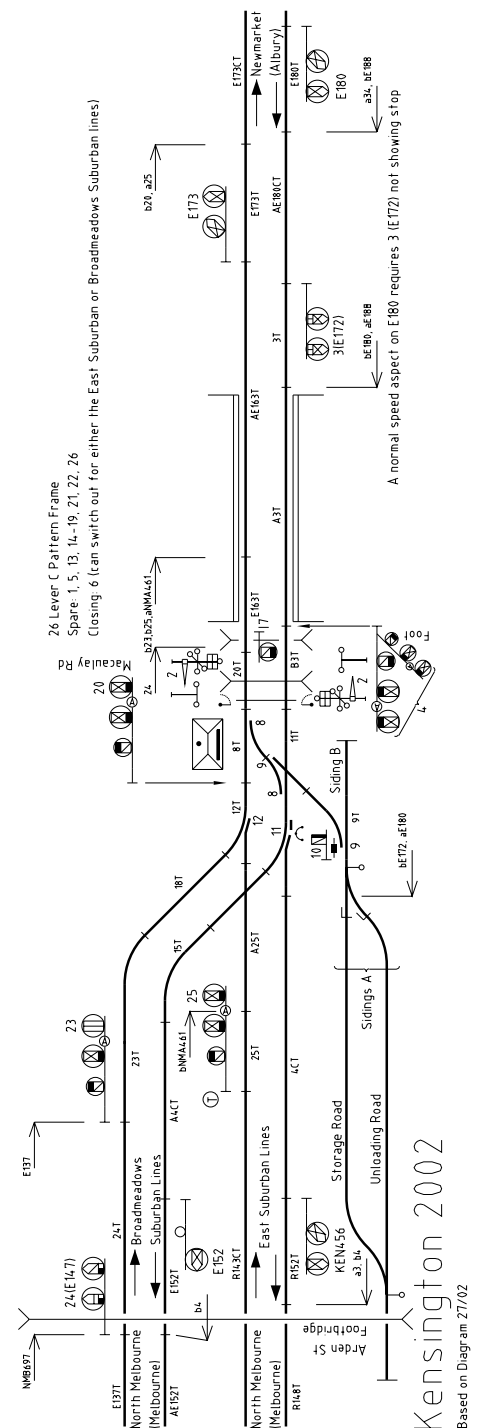
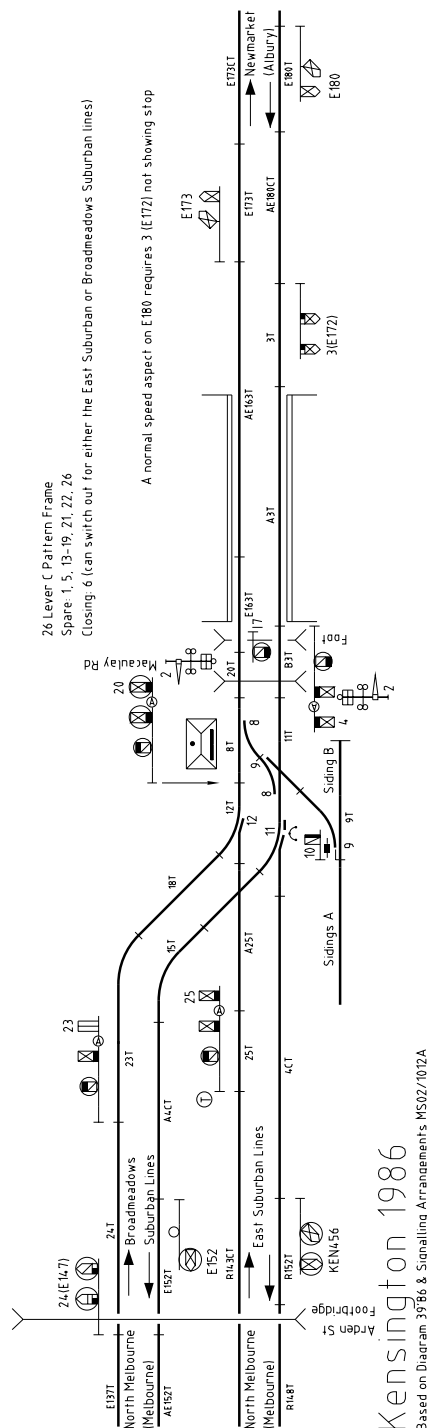
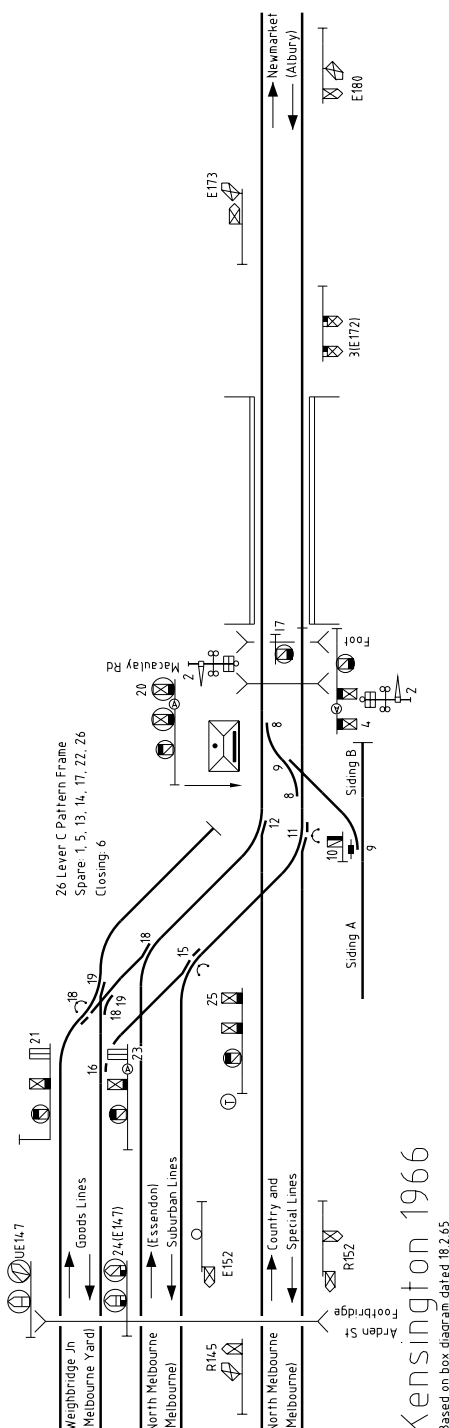
- (25.11.1912) Diagram 45/12 replaced 393/09 as in service. By this date the Up and Down Main lines were tracklocked North Melbourne Junction - Newmarket (WN 48)
- (16.12.1912) Post 18 moved 20 yards further out. Amend Diagram 45/12 (WN 51)
- (06.01.1913) Arm on Post 20 replaced by disc. Amend Diagram 45/12. (WN 1)
- 06.04.1913 New 46 lever frame provided (contains 23 signal levers, 9 point levers, 3 lockbar levers, 1 gate stop lever, and 1 gate wheel, 9 spare), but only a portion of working levers in use (IR)
- (14.04.1913) New Goods Lines and Sidings C and D provided, but not brought into use. Points in Up line to new Goods Line will be secured normal. Note: Posts 18A, 19, and 19A will not be erected until further notice. Right hand arm and disc under arm on Post 22A will be crossed. Diagram 12/13 replaced 45/12. (WN 15)
- (23.06.1913) Post 22 moved 5 yards further out (on same side of Siding F). Additional disc provided on Post 23 (applying to Up Main line) (WN 25)
- (22.09.1913) Up Home removed from Post E to a new Post E1 situated on Up side of line. Amend Diagram 12/13. (WN 38)
- 08.03.1914 Up and Down NE Goods Arrival and Departure Roads have been brought into use between Kensington and Gravitation Yard. Down Home on Post 19A (leading to Post 21) has been brought into use. Cross removed from right hand arm on Post 22A. Only special pilot engine permitted to run over NE Goods lines. It must run light on Up journey and Signalman must obtain permission from Yardsman, Gravitation Yards, before it is permitted to enter Goods Arrival Road (WN 11, IR)
- 27.08.1914 Alterations account Receiving Roads. Extra signal and fpl (IR)
- 30.08.1914 North Eastern Goods Lines brought into use between Weighbridge Junction and Kensington. Lines worked by Double Line Block. A second engine or train must not be allowed to enter an arrival siding until the first has been reported clear. Diagram 24/14 replaced 12/13. (WN 39)
- (14.09.1914) Up and Down NE (Goods) Lines are worked by Double Line Block, section Weighbridge Junction - Kensington. Both signalboxes are block terminals. The two sidings running between Weighbridge Junction and Kensington must not be used for ordinary running, except that Up trains or engines may be turned into the siding at Kensington when the Signalman is directed to do so by the Yardsman. The two Signalmen are to have a proper understanding of the movement, and the signal is not to be cleared until the approaching train has slowed to 5 mph. Down engines may be run towards Kensington under similar conditions, except Yardsman is responsible for protecting movement (WN 37)
- (05.10.1914) Special instructions in WN 37 reissued. The main change is that No 2 or 3 Goods Arrival Roads must not be used for engines or trains in the Down direction (WN 40)

- (05.10.1914) During the running of suburban traffic, the Signaller Essendon must telephone the departure of all Up Goods to Signaller Newmarket who must repeat to Signaller Kensington. Before Signaller Newmarket allows a Goods train or light engine out from the Racecourse line, he must ascertain from Signaller Kensington that it will not cause delays to passenger traffic. If train delayed more than 5 minutes, query should be repeated. Signaller Kensington must not allow a Goods train or light engine to go towards starting signal on Main line without ascertaining same from Signaller North Melbourne (WN 40)
- 15.10.1914 Signallers and block recorders at Kensington signalbox now supervised by Superintendent of Melbourne Yards instead of SM Kensington. (WN 42)
- (28.06.1915) Up and Down NE Goods Lines and Goods Arrival Nos 2 & 3 Roads will be out of use for about six weeks account raising Moonee Ponds Creek bridge. Points at Kensington spiked for main line (WN 26)
- (13.09.1915) Up and Down NE Goods Lines and Arrival Roads back into use (WN 37)
- 27.10.1918 Three position signalling replaced mechanical signalling. New 26 lever frame provided. Diagram 9/18



- provided? (IR)
- 30.10.1918 Overhead alive from the Down side Kensington to the Down end of Essendon (WN 43)
- 20.11.1918 Electrification extended from Kensington to the second overhead structure on the Down side of the footbridge at Arden Street (WN 46)
- (28.12.1918) Lockbars 13 & 14 removed. (Locking Sketch)
- 08.08.1919 Points 12U now worked by Lever 13 with switch and lock movement. Plunger 13 abolished (LS, IR)
- 24.05.1922 Temporary connections provided for bridge renewals at Weighbridge Junction. Up Starting signal NE Goods Line on Post 19 relocated to new position alongside temporary Goods Lines and is now Up Starting signal, No 3 Road to Double Line Block section Kensington - Weighbridge Junction. (WN 22 extracts, LS)
- (28.08.1922) Temporary Post 19 (Lever 5) abolished. Points 19 spiked normal (LS)
- (01.11.1922) Points 19 restored to use (LS)
- 09.09.1923 Goods Arrival Road No 1 taken out of use. Points 15, 16, & 18 removed. Plunger 14 removed and lever became pilot lever. Catch 16 provided in lead from Nos 2 & 3 Arrival Roads. Levers 15, 16, & 19 sleeved normal (LS)
- 16.09.1923 Siding F taken out of use. Points 13 remain as catch points. Dwarf 17 abolished. Amend Diagram 9/18.(WN 33, IR, LS has 04.08)
- (25.09.1923) Arrival Road No 3 taken out of use. Arrival Road No 1 back in use as works siding with Catch points worked by Lever 16. Points 15 back in service and sleeve removed from 15 lever. Catch 13 moved further out. Normal lay of points 11& 12 now towards Goods lines. Amend Diagram 9/18. (WN 39, LS has 16.09)
- (02.10.1923) By this date, SM is Class 5, and Signalmen are Class 2 (Classification)
- 14.10.1923 Crossing work for new high level passenger lines was completed. The new high level passenger lines (former NE Goods Line Arrival No 1 and Departure Roads) will be used as works sidings. New Home 23 provided for moves from the Down Works Siding but arms fixed at Stop and movements from the Down Works Siding will be the 'low speed' light. Catch 16 remains in Up Works Siding and Catch 13 (now 18) in lead to Down Line. Arrival Roads Nos 2 & 3 are now the Up and Down Goods Lines to Weighbridge Junction. Home 21 (formerly Home 23) and Repeating Signal (light) UE.147 have been provided on Goods Line. Double Line Block Weighbridge and Kensington on Goods Lines abolished. Goods lines now controlled by track circuits. Amend Diagram 9/18.(WN 43, IR, LS)
- (27.12.1923) Works Sidings closed. Catch 16 in Up Works Siding and Catch 18 in Down Goods Road have been removed. Points 15 leading to Up Works Siding spiked to lie to Up Goods Road (WN 52)
- (22.01.1924) Overhead alive over new Essendon Suburban Lines between North Melbourne and Kensington. (WN 4)
- 20.01.1924 Signalling on new Essendon Suburban Lines brought into service. Catches 12 and 16 removed from Suburban line. Controlled Automatic E.147 (lever 24) provided. Medium speed arm on Home 23 became working. (WN 4, IR, LS)
- (01.04.1924) Diagram 1/24 replaced 2/23. (WN 14)
- (09.12.1924) Three position signalling provided on Up NE Goods Line Weighbridge Junction - Kensington instead of Track Block (WN 50 extracts)
- (29.05.1928) Diagram 8/28 (Kensington - Essendon) replaced 1/24 (WN 22)
- 20.02.1929 Low speed light provided on Home 25 (LS)
- 10.02.1930 Separate Stationmasters provided for goods and passenger stations. (WN 7 extracts)
- 14.11.1943 Repeating UE147 replaced by an Automatic UE147 (WN 49)
- (19.12.1944) W.S. Kimpton & Sons Siding extended by 100 feet at the Up end (WN 51, 44/2478)
- 01.10.1945 Position of SM Kensington Goods abolished and work transferred to Melbourne Goods. (WN 38)
- 18.12.1960 Diagram 11/60 (Kensington - Glenbervie) replaced 8/28. (WN 1)
- 08.11.1964 Points 8 & 9 renewed (CI)
- 15.02.1965 Dwarf 7 replaced by light signal 4 yards further out (WN 8)
- 18.02.1965 Post E163 was replaced by a new Down Home 20 (light) located 50 yards on the Up side of the signalbox. Amend Diagram 11/60. (WN 9)
- 25.02.1965 Interlocked gates at Macaulay Rd (2 miles 13 chains) replaced by manually controlled boom barriers worked by lever 2. A pedestrian crib crossing was also provided on the Up side of the crossing. Amend Diagram 11/60. (WN 9, IR, LS)
- 15.05.1966 Switchout facilities provided. Can switch out for Essendon Suburban line. Illuminated letter 'A's provided on Homes 4, 20, and 23. Closing lever No 6 provided. Box hours: 0456 Monday until last Suburban train clears Saturday night (WN 21 & 22, IR, ACTM 23/12/2. CI has 14.05, LS)
- (24.06.1969) Permissive Track Block on Down line Weighbridge Junction - Kensington abolished??? (WN 25)
- 27.07.1969 Remote control of Newmarket provided. 14 lever control panel installed. When it is necessary for an Up Goods to shunt, the Central Train Controller must advise the Signaller Kensington who must check with the Yard Foreman if there is a clear road at the Cattle Yards. If there is no clear road, the Train Controller must be advised and the train held at Essendon or the loading taken onto Melbourne Yard where it is to be promptly returned. The Yard Foreman must advise when he can accept the train, detentions at Essendon must be kept as short as possible. No train must be uncoupled on the Up line; the whole train must be shunted into the Cattle Yards. Amend Diagram 25/65. (WN 35, IR, LS)
- 28.07.1969 Signalbox raised from Class 2 to 1 (WN 40)
- 06.03.1972 Signal leading to Up High Level suburban track disconnected account bridge renewals (CI)
- 10.02.1972 Modification of boom barrier control circuits (CI)
- 07.11.1976 Country and Special lines renamed East Suburban lines (WN 47)
- (15.08.1978) Essendon Suburban Lines renamed the Broadmeadows Suburban Lines. Amend Diagram 22/76 (WN 33)
- 19.01.1982 W.S. Kimpton & Sons Siding renamed Allied Mills Industries Siding (CI)
- 10.03.1982 NE Goods Line electrified from its junction with the Main Goods Line at North Melbourne to Kensington

- (WN 12)
- 02.05.1982 SM (Class 5) and Station Officer (Class 3) withdrawn. Now worked by two Station Officers (class to be determined) (WN 36)
- 08.08.1982 Train Number Transmitter available for use (CI)
- 20.05.1983 Interlocking altered to allow for switching out for either the East Suburban or Broadmeadows Suburban lines. Illuminated Letter A provided on Home 25. By this date the dead end siding at the Down end of the Goods Lines had been truncated. Diagram 1/83 replaced 13/76. (WN 22, LS)
- 01.12.1985 Post R.152 was converted to a light signal. Post possibly renumbered KEN452 at this time. (S9/2-23)
- (13.05.1986) Diagram 9/86 (Kensington - Essendon) replaced 1/83 (WN 17)
- 12.09.1986 Electrification on NE Goods Lines out of use due to removal of overhead at North Melbourne. NE Goods lines out of services according to the Interlocking Register (WN 37, IR)
- (28.10.1986) NE Goods Lines abolished. Up and Down Broadmeadows Suburban lines were realigned along the good lines over the Lloyd Street bridge. Posts E.136 and E.137 were relocated accordingly. Up and Down North Eastern Goods Lines were taken out of use. Automatic UE147 and Home 21 were abolished. Points 15 and 18 were spiked normal. Diagram 39/86 (Kensington - Essendon) replaced 9/86. (WN 41)
- 12.09.1998 Motorised pedestrian gates provided on the Up side of Macaulay Road. The gates are manually controlled by lever 2. (WN 37)



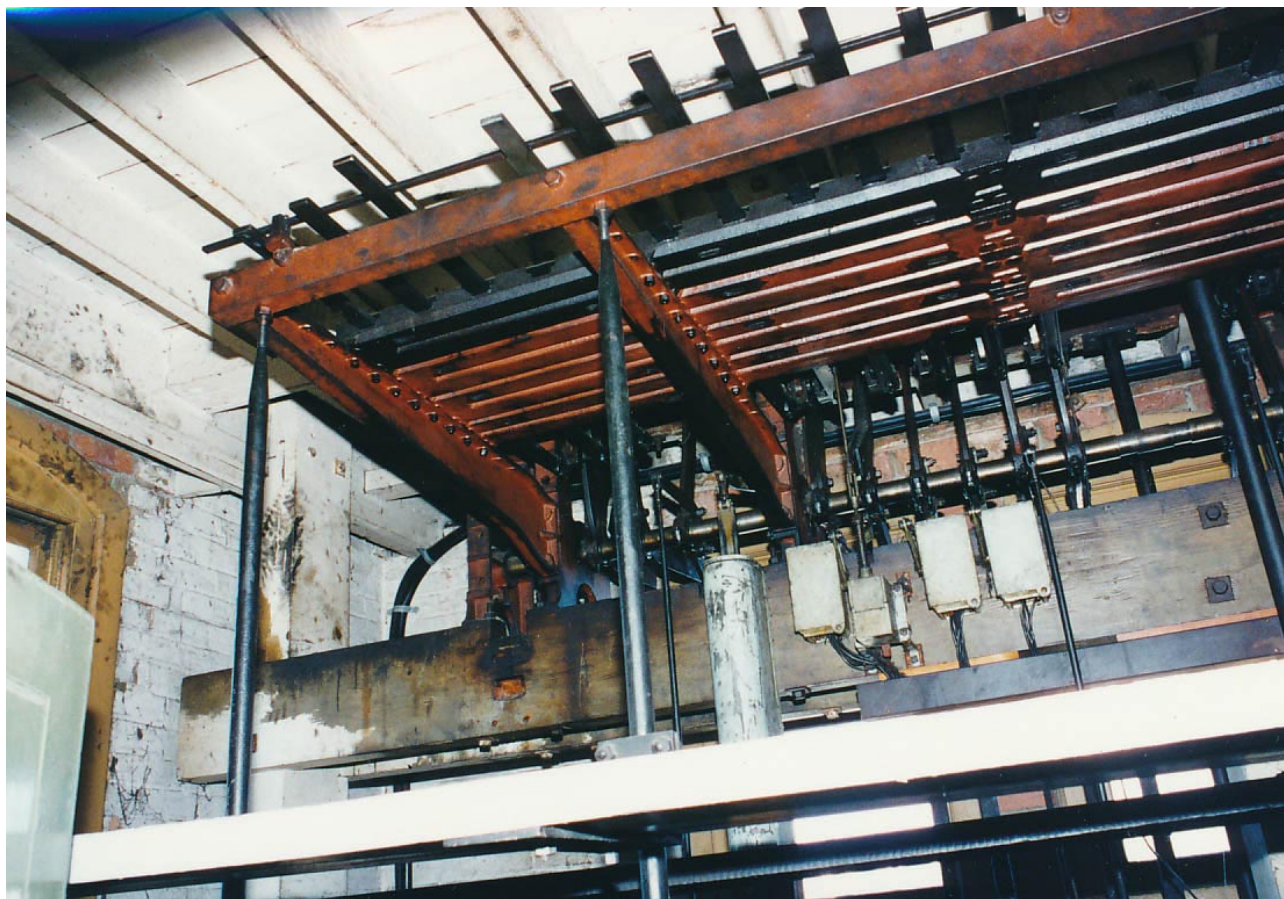
- 17.07.1999 Up Home 36 at Newmarket was restored to an Automatic and renumbered E188. Lever 36 and the associated signal indications were removed from the panel at Kensington. Diagram 27/99 replaced 31/97. (WN 29)
- 16.12.2000 Down Semaphore Automatics E173 and E181 were converted to light signals with LED heads. Amend Diagram 27/99. (WN 49)
- 17.12.2000 Up Semaphore Automatics E172, E180, and E188 were converted to light signals with LED heads. Amend Diagram 27/99. (WN 49)
- 23.12.2000 Down Home 20 at Kensington was converted to LED heads. Amend Diagram 27/99. (WN 49)
- 24.12.2000 Semaphore Up Home 4 and Down Homes 23 and 25 were converted to light signals with LED heads. Amend Diagram 27/99. (WN 49)
- (28.05.2001) Diagram 15/00 (Kensington - Essendon) replaced 27/99. The diagram shows the provision of co-acting signals 4P (for Home 4). (WN 20)
- 10.06.2001 Home 20 was converted from a searchlight to a multi-lens LED signal. (WN 23)
- 10.05.2002 Between Wednesday, 8.5., and Friday, 10.5., the existing GRS train stops between Kensington and Essendon will be replaced by JAE mechanisms. (WN 17)
- (17.09.2002) Diagram 27/02 (Kensington - Essendon) replaced 15/00. (WN 36)
- 13.04.2003 WRRS boom barrier mechanisms at Macaulay Rd replaced by S40 mechanisms (WN 14)
- 30.11.2003 Down Controlled Automatic E147 was converted to a Style L RX 8 LED head (WN 47)
- 28.03.2004 Up Automatics E152 and KEN456 were replaced by new masts with LED heads (WN 12)
- 19.02.2005 The Train Number Transmitters between Kensington - Essendon and Kensington - Epsom Road was changed to a PC based system (WN 7)
- 18.06.2005 Additional track circuits provided on the main line points as part of the turnout fouling project (WN 24)
- 24.02.2006 Siding B temporarily shortened by 4.5 metres to allow the pedestrian crossing to be upgraded (WN 8)
- 29.04.2006 Pedestrian gates on the Up side of the level crossing were relocated to a new position. The flashing light mast on the Up side of the level crossing was also relocated and converted to LED lights. (WN 17)
- (26.06.2007) Diagram 53/07 (Kensington - Essendon) replaced 27/02 as in service (WN 25)
- (17.07.2007) Operating hours of box: 0740 Sunday to 0130 hours the following Sunday (WN 28)
- (30.09.2008) Diagram 83/07 (Kensington - Essendon) replaced 53/07 as in service (WN 39)



Home 4, situated at the end of the Up platform, governed movements to any of the three lines towards Melbourne. It was provided in 1918 and was consequently an early example of the standard three position upper quadrant Home signal. Three position signals were standardised, and this is an example of design 15B200 with a height of 15 feet. The height was measured to the low speed light; the medium speed arm was 5 feet higher, and the normal speed arm 7 feet higher again. The finial has probably been replaced at some time; originally it would have had the 'witches' hat style, and the illuminated letter 'A' was added in 1966. This post was redressed with LED lights instead of the signal motors and arms in 2000.



(Above) The operating floor at Kensington. On the left is the 26 lever frame provided in 1918 when power signalling was introduced - with many original features including the illuminated diagram. Note that all of the floorplates only have one reverse notch. On the right is the uni-lever panel provided in 1969 to work Newmarket Junction. (Below) The left hand end of the 26 lever frame from below. The frame is recorded as a 'C' pattern frame - but it appears to be identical to the standard A pattern cam and tappet frames. Note that the interior walls and the underside of the operating floor are painted white, again a most unusual feature in a Victorian box. Both photos taken on 2 November 1996.





(Above) Dwarf 10 at Kensington governs movements out of Sidings A (serving the flour mill). This dwarf is the last remaining example of a three position (upper quadrant) mechanically operated dwarf. As the dwarf is mechanically operated by wire from the signalbox, it only displays two aspects: stop (red), and low speed warning (yellow). The signal mechanism is a Type C Dwarf (K137), the final type mechanical dwarf used in Victoria. Compared with earlier designs, the Type C had the advantage that the operating mechanism was mounted on a tubular pipe, and hence the dwarf could be of any height. It had the further advantage that the same basic mechanism could be used for both two position (lower quadrant) and three position (upper quadrant) dwarfs by the substitution of the disc.

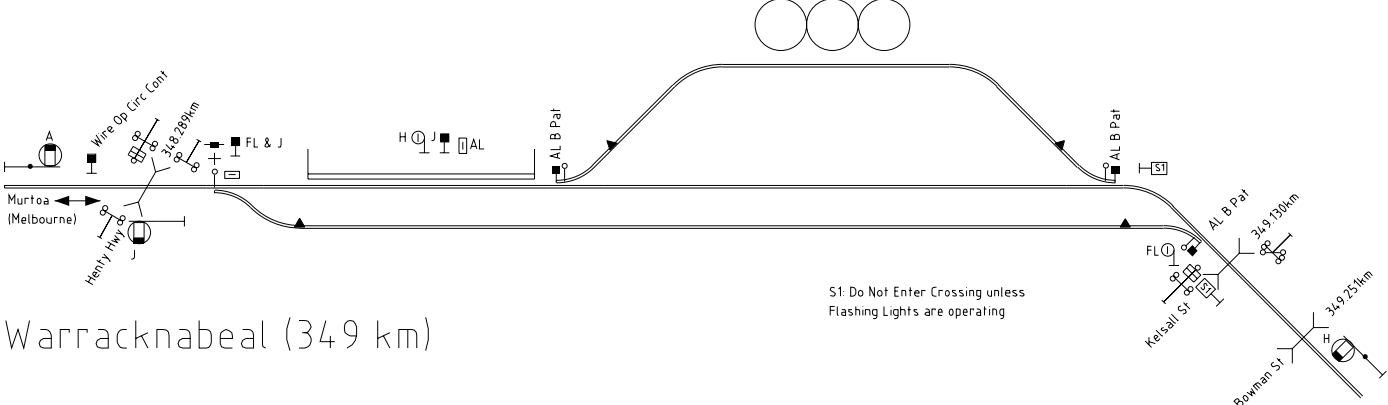
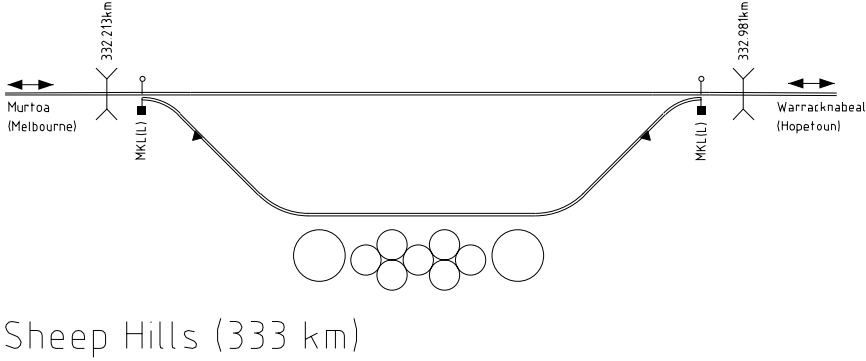
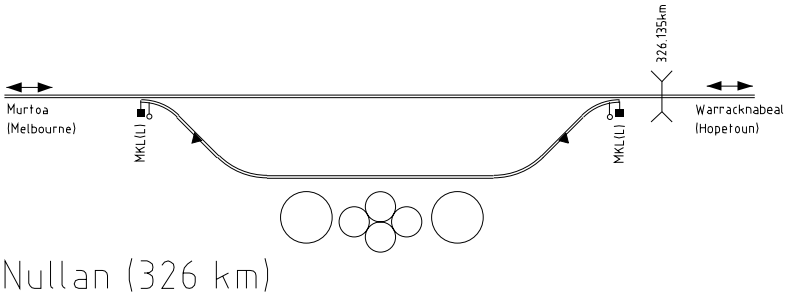
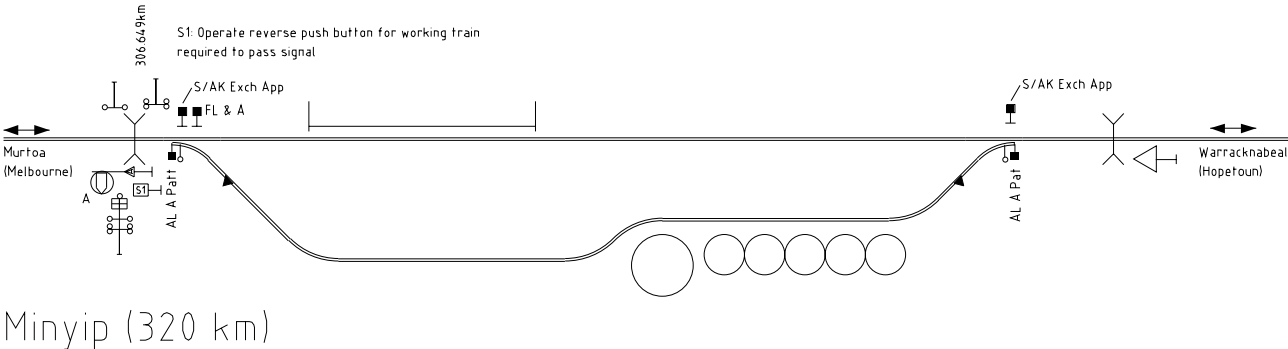
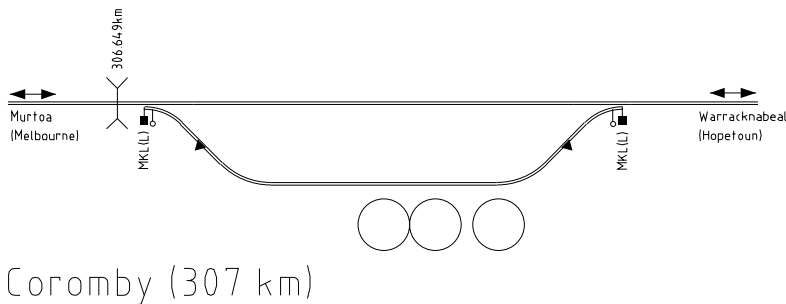
SIGNAL ALTERATIONS

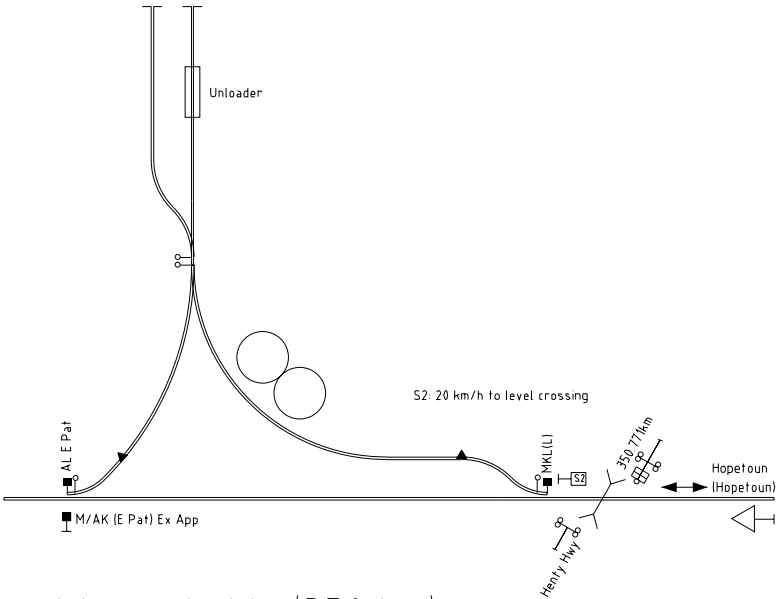
(Continued from page 43)

- | | | |
|------------|---|---------------------------|
| 07.04.2011 | Kerang | (SW 41/11, WN 13) |
| | On Thursday, 7.4., new style location boards were provided 2500 metres in the rear of each Home signal. | |
| 07.04.2011 | Shepparton | (SW 43/11 & 48/11, WN 13) |
| | On Thursday, 7.4., the flashing lights at Hayes St (181.202 km) on the Up side of Shepparton were equipped with boom barriers. This crossing is already equipped with a predictor for Down trains and trains travelling at more than 50 km/h at the predictor boards can accelerate before reaching the crossing. Amend Diagram 86/10 (Mooroopna - Shepparton). Diagram 64/11 (Mooroopna - Shepparton) subsequently replaced 86/10. | |
| 08.04.2011 | Swan Hill | (SW 41/11, WN 13) |
| | On Friday, 8.4., new style location boards were provided 2500 metres in the rear of each Home signal. | |
| 11.04.2011 | Camperdown | (SW 44/11, WN 13) |
| | On Monday, 11.4., new style location boards were provided 2500 metres in the rear of each Home signal. Amend Diagram 26/11 (Camperdown - Terang). | |
| 11.04.2011 | Sydenham - Sunbury | (SW 137/11, WN 14) |
| | Between Saturday, 9.4., and Monday, 11.4, Posts M281, M282, M304, M305, M342, M343, M360, and M361 were relocated 700 mm closer to the track and converted to tri-colour LED. | |
| 11.04.2011 | Thomastown - Epping | (SW 141/11, WN 14) |
| | Between Friday, 8.4., and Monday, 11.4., the following track and signal alterations were carried out. | |
| | At Heyington Ave and Childs Road, the level crossings were widened to be double track and new masts with LED flashing lights were provided. The pedestrian crossings were upgraded and motorised pedestrian gates were provided. | |
| | At Thomastown, Down Automatic T551 was converted to a TC2 LED with an 18 dot LED marker light. The Messmate St and Derrick St pedestrian crossings were upgraded and widened to be double track. | |

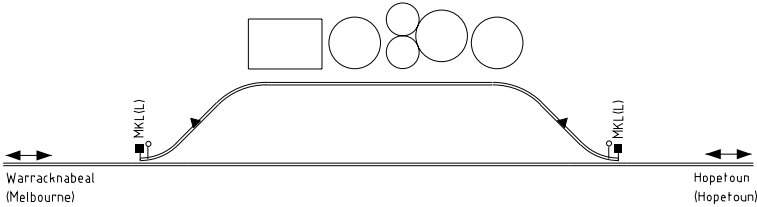
MURTOA - HOPETOUN 2010

I would like to thank Brian Coleman for supplying the details for the following diagrams

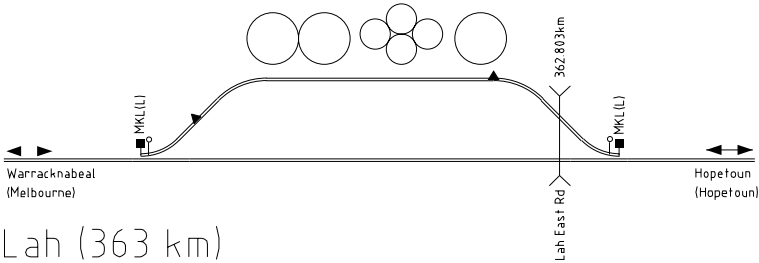




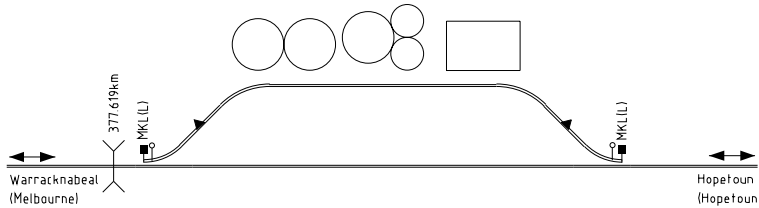
Warrackside (350 km)



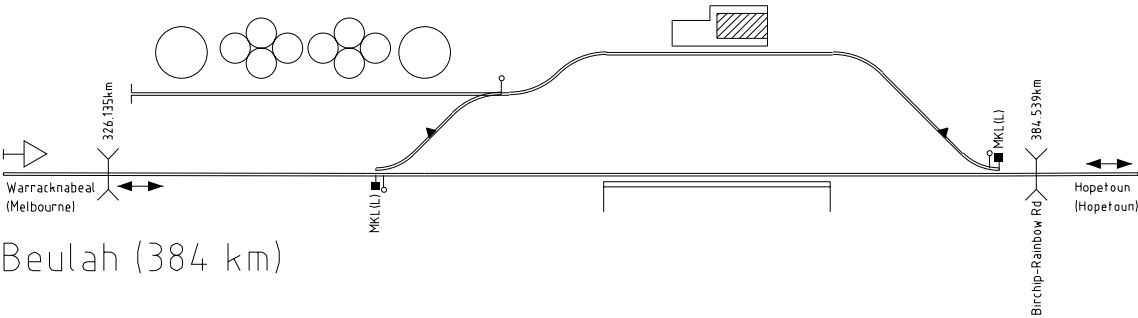
Baticha (356 km)



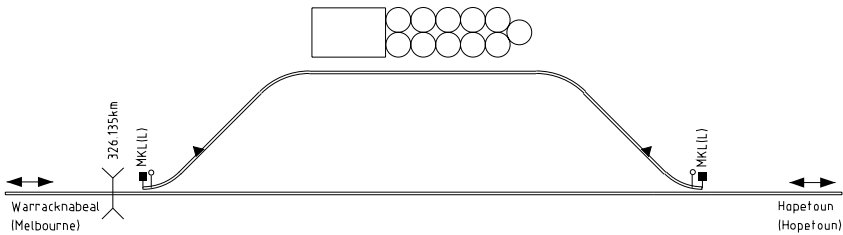
Lah (363 km)



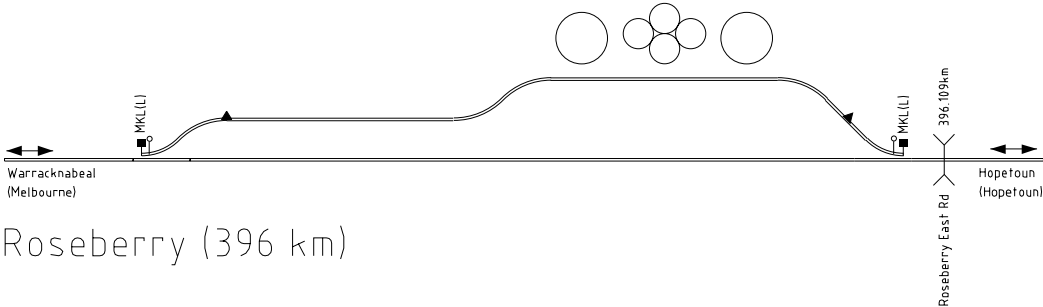
Galaquil (378 km)



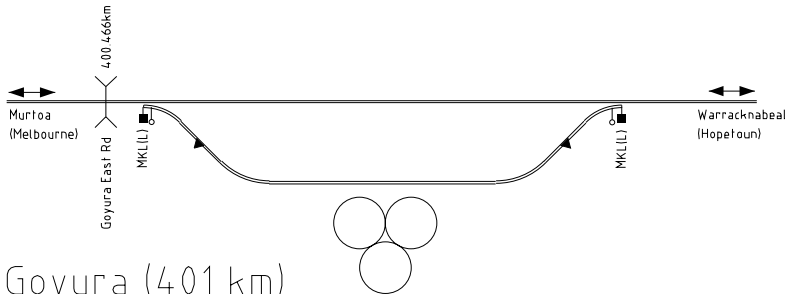
Beulah (384 km)



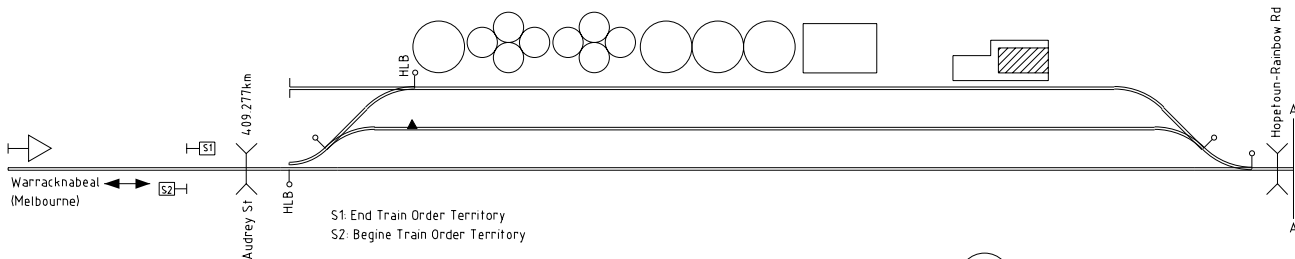
Beulah GEB Siding (385 km)



Roseberry (396 km)



Goyura (401 km)



Hopetoun (410 km)

