

# SOMERSAULT

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SIGNALLING RECORD SOCIETY OF VICTORIA INC



*The home signal that never signalled a train! This photo was taken on 28 November 1982 from the former road overpass at the northern end of Spencer St - before it was extensively rebuilt and renamed Southern Cross. No 1 Box is prominent in the centre of picture with the old carriage depot behind it and to the right. The standard gauge runs in front of the box, and the roof immediately in the foreground is over the northern most extremity of the dual gauge Platform 1. By 1982 all of the signals at Spencer St had long been three position signals, and mostly light signals - except this one. It is not situated anywhere near a track, so what is its purpose? It was, in fact, used to test the eyesight of VR staff. The examination room was at the northern end of the old head office, and the examining doctor could clear or restore the signal to provide a practical eyesight test. Earlier eyesight testing signals were located in the grounds of the Montague Shipping Shed, and at Tottenham yard. (Photo Wilfrid Brook)*

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## MINUTES OF MEETING HELD FRIDAY 17 MAY, 2013, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS

- Present:** – Brett Cleak, Graeme Cleak, Glenn Cumming, Graeme Dunn, Steven Dunne, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, David Jones, Keith Lambert, David Langley, Andrew McLean, Colin Rutledge, Brian Sherry, Peter Silva, Rod Smith, David Stosser, Andrew Wheatland and Ray Williams.
- Apologies:** – Wilfrid Brook, Jon Churchward, Chris King, Steve Malpass, Bruce McCurry, Tom Murray, Greg O'Flynn, Laurie Savage, Stuart Turnbull, Andrew Waugh and Bob Whitehead.
- The President, Mr. David Langley, took the chair & opened the meeting at 20:17 hours, following completion of the Annual General Meeting.
- Minutes of the March 2013 Meeting:** – Accepted as published. David Stosser / Steve Malpass. Carried.
- Business Arising:** – The date of the minutes printed in "Somersault" should read 2013, not 2012.
- Correspondence:** – Correspondence from Goldman Sachs JB Were regarding the re-arrangement of the SRSV bank account.
- Letter to Diamond Valley Railway thanking them for hosting the visit on Saturday 16 February 2013.
- Payment sent to Surrey Hills Neighbourhood Centre for hire of meeting room for 2013.
- David Stosser / Brian Sherry. Carried.
- Reports:** – Glenn Cumming discussed arrangements for a proposed signal box tour on the Flemington Race Course Line. A final date is yet to be determined.
- General Business:** – Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: –
- \* Works at Viaduct Junction were discussed.
  - \* The Up end crossovers at South Kensington are now out of use and will be removed over the June 2013 long weekend.
  - \* There will be a 17 day shutdown between South Kensington – Albion commencing Friday 28 June 2013 for works associated with Regional Rail Link.
  - \* A new underpass will be constructed at Officer.
  - \* Boom barriers for the New Street level crossing in Brighton will be commissioned in November 2013.
- Chris Gordon provided details about various projects around the state. A summary of the discussion follows: –
- \* The Werribee Line tracks on the Down side of Maribyrnong River Junction will be slewed to a new alignment in October 2013.
  - \* The interlocking at South Kensington will be split between Metro and V/Line in conjunction with the re-arrangement of the crossovers.
  - \* The signals between East Camberwell – Box Hill will be converted to LED signal units with works commencing late June 2013.
  - \* The Home Signals at Chelsea will be converted to Automatic Signals.
- Brett Cleak provided details about various projects around the state. A summary of the discussion follows: –
- \* The new grade crossing and signals at McIntyre Loop have been commissioned.
  - \* CTC is now in service to Vite Vite Loop.
  - \* CTC will be commissioned between Vite Vite Loop – Westmere Loop – Tatyoon Loop – Maroona over the June 2013 long weekend. This work will result in the demise of the Section Authority Working system as a safeworking system.
- Colin Rutledge provided details about various works in the Country Districts. A summary of the discussion follows: –
- \* Resleeper works on the Toolamba – Echuca Line is scheduled to commence this coming Monday.
  - \* The problems surrounding the operation of level crossings between Traralgon – Bairnsdale were discussed. The rail in this section will be milled using a machine sourced from a company based in Austria.

No rail grinding machines are currently available. There will be an interval of approximately 20 weeks before trains can resume running. A proposal has been put forward to provide axle counters at all electrically protected level crossings in this section. This work will take approximately 18 months to complete.

- \* An outcome of this issue is that the rail grinding / milling program will be expanded across the state. Wheel profiles are also being examined.
- \* Reliability issues with axle counters on the Bendigo Line were discussed and are being addressed.
- \* The new crossing loop at Warncoort is scheduled for commissioning by the end of August 2013. Axle counters will be used for all train detection including over the points.
- \* Power signalling between Ballarat – Maryborough will be commissioned over the June 2013 long weekend. The arrangements allow for follow-on moves, however there is no crossing loop. Axle counters are being used.

A lengthy discussion took place concerning level crossing systems and train detection systems.

Syllabus Item: - The President introduced Member Keith Lambert to present the Syllabus Item.

Keith presented a selection of approximately 100 digital images from his collection.

The images viewed were all what could be described as “vintage” and had been collected from various sources. Some of the images were well known and had been seen before while others were unveiled for the first time.

Some locations were immediately recognisable while others required a considerable amount of deduction and discussion before consensus was reached.

The presentation was thoroughly enjoyed by those present.

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

Meeting closed at 23:10 hours.

The next meeting will be on Friday 19 July, 2013 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 16/13 to WN 25/13 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.*

- 15.04.2013 **Bendigo - Piangil, Moulamein, & Deniliquin** (SW 56/13, WN 16)  
On Monday, 15.4., Master Key 23 for the Bendigo - Piangil, Moulamein, & Deniliquin corridors was withdrawn due to being damaged beyond repair.
- (23.04.2013) **Track Closure Device** (SW 58/13, WN 16)  
Commencing forthwith a ‘Track Closure Device’ can be used to protect a V/Line Absolute Occupation (Book of Rules, Section 15).  
The Track Closure Device consists of a red ‘Stop’ sign (identical to those used at road intersections) underneath a flashing red LED. The Track Closure Device can be clamped to a rail and secured by a long shank padlock.  
Where possible the device is to be secured to the left hand running rail (facing in the direction of expected traffic).
- 24.04.2013 **Katunga** (TON 63/13, WN 17)  
On Wednesday, 24.4., the siding was booked back into service. TON 281/12 is cancelled.
- 25.04.2013 **Albion Junction, McIntyre Loop** (WN 16)  
On Thursday, 25.4., the signalling was disarranged at Albion Junction and McIntyre Loops.  
On the standard gauge, Train Authority Working was brought into use between Tottenham and Tullamarine Loop. All points and signals between MGS481/MGS122 and MGS656/MGS657 (both inclusive) will be out of service. McIntyre Loop will not be available for crossing trains, but trains may stable in No 3 Road. McIntyre Block Point was established at 16 km for both northbound and southbound moves. On the broad gauge, Train Authority Working was brought into use between Albion Junction (ABJ6) and Jacana (JCA4).
- 28.04.2013 **Woomelang Loop** (SW 71/13, WN 17)  
On Sunday, 28.4., No 2 Road at Woomelang Loop was restored to use. The trailable points and the protection equipment at Brooke St were restored to normal working. The Down end points to No 3 Road have been straight-railed, and the Up end points secured to lie for No 2 Road. SW 68/13 was cancelled.
- 29.04.2013 **Southern Cross - West Tower** (SW 63/13, 64/13, 119/13, & 126/13, WN 16 & 17)  
Between Wednesday, 24.4., and Monday, 29.4., Platforms 15 & 16 and the Metro & Freight Bypass Track at Southern Cross, and the new Arrival Sidings at North Melbourne was commissioned.  
*Southern Cross*  
The Up and Down Main Goods Lines were abolished. The electrified bi-directional Metro & Freight Bypass Track was brought into use from the connections with the Through Suburban/Caulfield Loop lines

to the East and West Bypass Track. A control lever was provided on the Metrol Caulfield Panel for the Metro & Freight Bypass Track. Platforms 15 (232 metres long) & 16 (217 metres long) were commissioned, together with the connections to the Viaducts at the southern end. A control lever was provided at Centrol (Room 1) for Platform 16. The signalling will be worked from the new Through Suburban Computer Based interlocking.

Homes SSS516 (S) and SSS750 (SI) were brought into use. Homes SSS728 (T), SSS738 (T), SSS908 (T), SSS909 (T), and SSS910 (T) were commissioned (T - equipped with TPSW, S - equipped with a train stop). The low speed light on Homes SSS728 and SSS738 will only apply for moves to the Up Through Suburban Line. Crossover 650 was brought into use. Points 811U were commissioned. Points 625 (previously secured normal) were brought into use.

Homes 721 & 726 (with co-acting signal 726P) were abolished.

The following alterations took place on the Down Through Suburban line. Automatic 823 became Controlled Automatic 727. Automatic 813 was relocated 17 metres in the Up direction and became Controlled Automatic 721. Automatic 725 was redressed as a Home signal. A route indicator was provided on Home 723 and will display 'G' for moves to the Metro & Freight Bypass Track, 'M' for the Down Through Suburban line (Platform 14) and 'R' for Platform 16.

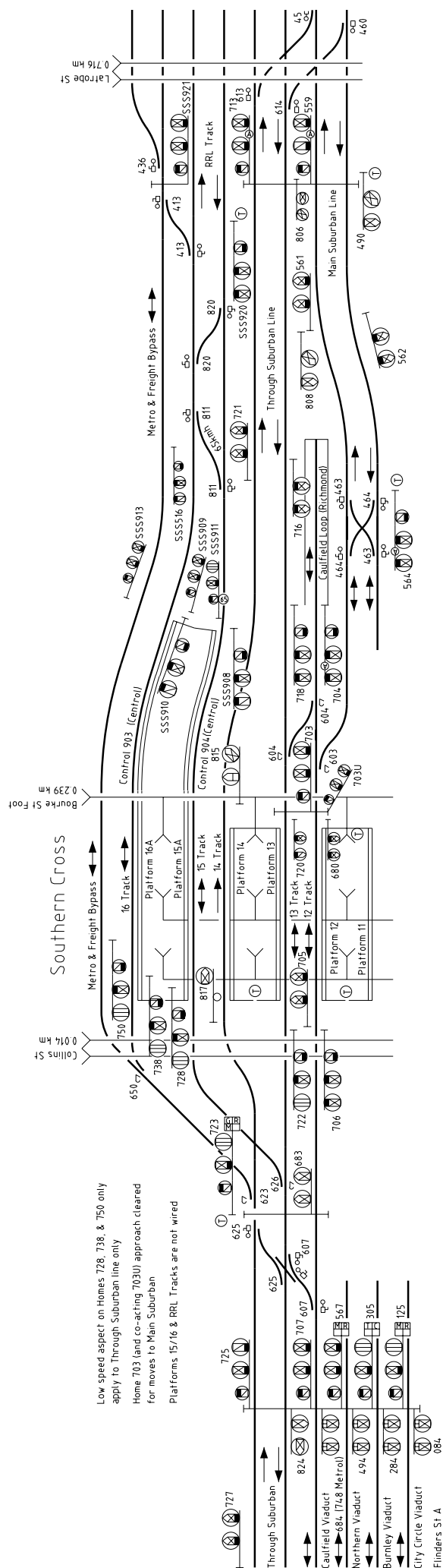
Automatic 815 was altered to also display 'Clear Normal Speed'. Homes SSS528, SSS908, & SSS920 can now show Normal, Medium, & Low Speed aspects. TPWS was provided at Homes 723 and SSS750. Arrow route indicators were provided on Homes SSS526 & SSS528. The righthand indicator is for moves to the Metro & Freight Bypass Track, and the lefthand indicator for moves to Platforms 15 & 16. The train stops at Homes SSS526 & SSS528 will remain raised when the Home is clear for a move to Platforms 15 & 16 (which are not wired).

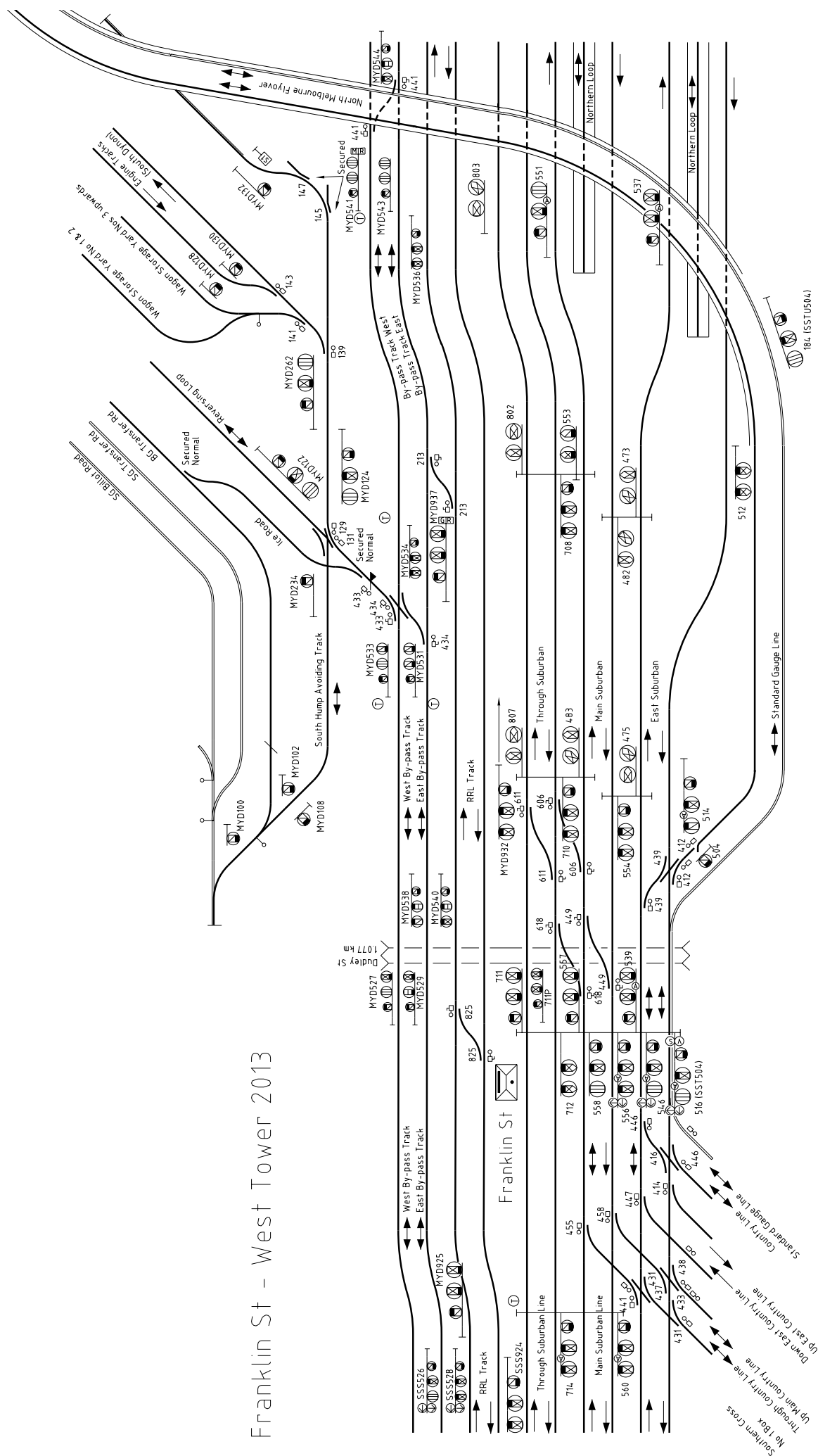
#### Melbourne Yard

Arrival Yard sidings 1 to 4 and the Run-around Track were commissioned. The lengths of the sidings are as follows: No 1 - 483 metres, No 2 - 481 metres, No 3 - 320 metres, and No 4 - 157 metres. The baulks were removed from the Up and Down RRL lines at MW017 and the Down RRL line at SSS921.

Homes MYD731, MYD951 (T), & MYD958 (T) were commissioned. Dwarfs MYD712, MYD714, MYD716, MYD718, MYD733, MYD735, MYD737, MYD739, MYD741, MYD760, MYD762, & MYD952 were commissioned. Automatics MW019 (T) & MW024 (T), were commissioned. Derail and Crowders 162, 164, & 170 were brought into use. Crossover 639 was brought into use. Crossovers 851, 852, 853, Points 612, 614, 616, 618, 620, 633, 635, 637, 653, 854, 855 & 858 were commissioned (note Points 620, 853, 854, & 855 were secured reverse and Points 852 & 858 were secured normal). Derails & Crowders 620, 628, 631, 633, 635, 637, 662 were commissioned. Security gates 602 (Up end) and 603 (Down end) were commissioned.

All the Dwarfs in the Melbourne Yard Stabling Sidings (Dwarfs 140, 142, 144, 146, 148, 150, 152, 154, 156, & 158) were replaced by new LED Dwarfs capable of showing Clear Low Speed. Dwarfs MYD128, MYD130, & MYD234 were replaced by new LED Dwarfs. The approach operation of Home MYD544 was removed. Homes MYD540 & MYD544 can now display Normal, Medium, & Low Speed aspects. Temporary Home MW017 was





Franklin St - West Tower 2013



redressed as an Automatic. TPWS was provided at Homes SSS728, SSS738, SSS908, SSS909, SSS910, SSS920 & SSS921.

#### *South Kensington*

Automatic SKN695 (T) was commissioned.

Diagrams 13/13 (Flinders St West), 9/13 (Southern Cross MTM Passenger Lines), 35/13 (West Tower), & 45/13 (Moonee Ponds Creek) replaced 11/09, 1/13, 11/13, & 149/12 respectively.

29.04.2013 **Raywood** (SW 62/13, WN 16)

On Monday, 29.4., boom barriers will be provided at the passive level crossing at Raywod - Bridgewater Rd (191.571 km).

Operation will be by predictor and RFR predictor indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossing.

Remote monitoring equipment was provided. Amend Diagram 52/11 (Eaglehawk - Raywood).

(30.04.2013) **Llanelly** (TON 64/13, WN 17)

The Up end points and the siding were restored to use to allow track machines to stable in the siding during tie renewal works. TON 331/10 is cancelled.

(30.04.2013) **Inglewood** (TON 69/13, WN 17)

The Up end points and the siding were restored to use to allow track machines to stable in the siding during tie renewal works. TON 330/10 is cancelled.

(30.04.2013) **Bendigo - Echuca** (SW 65/13, WN 17)

A Master Key for the Bendigo - Deniliquin line has been transferred to Maryborough. When it is necessary for a train to shunt at an intermediate siding between Bendigo and Echuca, the train crew will obtain the key after signing on at Maryborough. The Driver will confirm possession of the key when they arrive at Bendigo, and the Train Order is to show possession of the key. When the train returns to Bendigo, the key is to be returned to Maryborough. If a key cannot be obtained in this way, a qualified Network Services Employee must attend the location where the train will shunt with a Master Key.

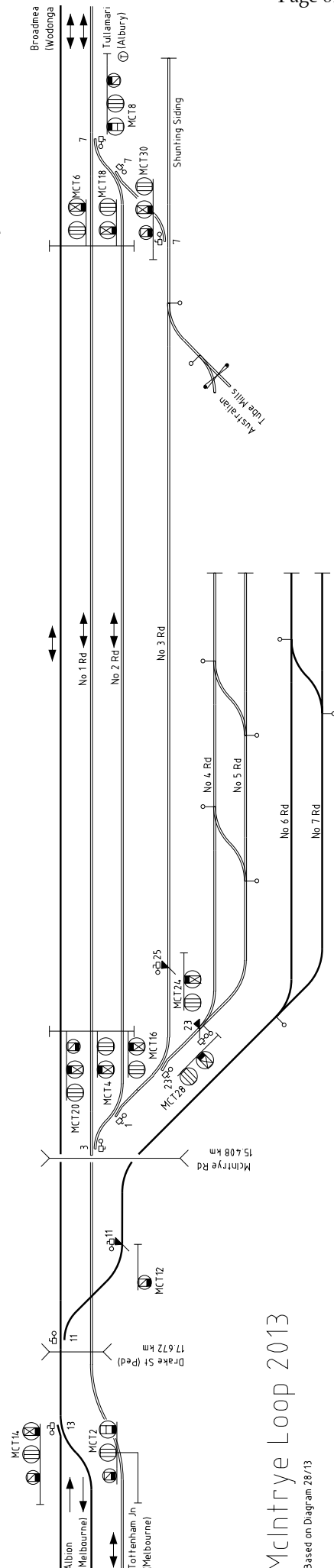
30.04.2013 **Southern Cross** (SW 123/13, WN 17)

As from Tuesday, 30.4., Crossover 607 is secured normal and has not been fully commissioned. Note that Points 649 (650 in field) are secured reverse to protect the Absolute Occupation on Nos 15 & 16 Tracks and the Up and Down RRL Tracks, and a normal points block has been applied to Points 626.

30.04.2013 **McIntyre Loop** (WN 16)

On Tuesday, 30.4. (or upon the completion of testing), the standard gauge portion of the new VicTrack maintenance facility was commissioned.

On the standard gauge line the following alterations took place. Automatic MGS481 was replaced by a new Down Automatic MGS121 located at 12.150 km. Down Home Arrival MCT2 was replaced by a new LED cantilever post located 650 in the Up direction. A banner repeater for MCT2 (MCT2BI) was provided adjacent to the Down end of Albion platform. Derail 25 was provided at the Up end of No 3 Road. Points 23U were provided in the standard gauge main line leading to the new McIntyre Sidings, with Derail 23 in the sidings. Up Home Departure MCT4 (No 1 Road) will be converted to LED. Up Home Departure MCTU4 (No 2 Road) was renumbered MCT16 and converted to LED. Up Dwarf MCTV4 (No 3 Road) was replaced by a new Up Home Departure MCT24. Up Home Departure MCT28 (McIntyre Sidings) was provided. Down Home Departure MCT6 (No 1 Road) was converted to LED. Down Home Departure MCTU6 (No 2 Road) was renumbered MCT18 and converted to LED. Down Dwarf MCTV6 (No 3 Road) was replaced by a new Down Home Departure MCT30. The low speed light on MCT30 applies only to the dead end. Up Arrival Home MCT8 was replaced by a new LED post 8 metres in the Down direction. Automatic MGS656 was converted to



McIntyre Loop 2013

Based on Diagram 28/13

LED.

A siding isolation keyswitch was provided in the maintenance facility to lock Points 11 and 23 when the tractor is operating in the sidings, or whenever it is necessary to prevent trains from entering the sidings.. This consists of a keyswitch and two indicating lights. When the keyswitch is in the 'Lock' position, a blocking command is placed on Points 11 and 23 to prevent entry of trains to the siding. An indicating light illuminates when the command is effective. The blocking command is released when the keyswitch is turned to the 'Unlock' position.

- 02.05.2013 **Albion Junction** (WN 16)  
On Thursday, 2.5., (or upon completion of testing), the broad gauge signalling for the VicTrack maintenance facility was commissioned.  
Down Home Departure ABJ6 was replaced by a new LED post 150 metres in the Up direction and renumbered MCT14. Points 7 at the end of the double line were renumbered 13. Points 11 were provided in the main line for access to the new VicTrack maintenance facility, working in conjunction with Derail 11. Up Arrival Home ABJ8 was replaced by a new LED post on the signal gantry at the Up end of McIntyre Loop and renumbered MCT20. Automatics MG592 & MG593 were abolished. Automatic MG656 was converted to LED.
- 02.05.2013 **Raywood** (SW 76/13, WN 18)  
On Thursday, 2.5., the siding was abolished. The Up and Down end points and equipment will be removed. Amend Diagram 52/11 (Eaglehawk - Raywood).
- 05.05.2013 **Southern Cross** (SW 77/13, WN 18)  
Between Saturday, 4.5., and Sunday, 5.5., the compound points leading to the abolished Carriage Sidings 7 & 9 were removed and the line straight railed. Amend Diagram 36/13 (Southern Cross V/Line Passenger Lines).
- 05.05.2013 **Bungaree - North Line** (SW 69/13, WN 17)  
On Sunday, 5.5., boom barriers were added to the flashing lights at Bungaree - Wallace Rd (102.693 km) on the North Line. Amend Diagram 74/10 (Bungaree).
- 06.05.2013 **Woomelang** (SW 81/13, WN 19)  
On Monday, 6.5., No 3 Road was restored to use. SW 71/13 is cancelled.
- (07.05.2013) **West Footscray - St Albans & Albion - Broadmeadows** (SW 142/13, WN 18)  
Diagrams 26/13 (West Footscray - Tottenham), 34/13 (Sunshine), 32/13 (Albion - St Albans) & 28/13 (Albion - Broadmeadows) replaced 145/12, 3/13, 79/12, & 29/11 respectively.
- 07.05.2013 **Elmore** (SW 72/13, 73/13, WN 18)  
On Thursday, 7.5., boom barriers were provided at the passive level crossings at Elmore - Minto Rd (205.959 km) at the Up end of Elmore and McCormicks Rd (211.361 km) on the Down side of Elmore. Operation will be by axle counters. Healthy state indicators, yellow whistle boards, and remote monitoring was provided.  
Electric detection was provided for the large Master Key lock on the Up end points, and a V5PSW keyswitch was provided at the points to control the operation of the level crossing equipment. Unlocking the Master Key lock will convert the level crossing to manual operation. A notice board for shunting trains lettered 'Trains must not pass this point until boom barriers are horizontal' is provided between the Up end points and the level crossing.  
Amend Diagram 32/12 (Goornong - Elmore).
- 10.05.2013 **Ballarat East** (TON 75/13, WN 19)  
On Friday, 10.5., the Turntable Road was booked into service, but the turntable itself remains booked out. A baulk is provided 5 metres before the turntable. TON 108/12 is cancelled.
- 11.05.2013 **South Kensington** (SW 141/13, WN 18)  
On Saturday, 11.5., the routes from SKN774 and SKN776 to the 'Limit of Shunt' board were abolished.
- 11.05.2013 **Bendigo** (TON 79/13, 80/13, 86/13, & 90/13, WN 19 & 20)  
On Saturday, 11.5., Nos 5 & 6 Carriage Shed Roads were booked back into service. Nos 2, 3 & 4 Carriage Shed Roads were booked out of service. TON 41/13 & 293/12 are cancelled.
- 13.05.2013 **Franklin St - North Melbourne** (SW 140/13, WN 18)  
On Monday, 13.5., Automatic 512 was replaced by a new tilt mast post with LED lights, and Home 514 was converted to LED.
- 13.05.2013 **Kerang** (SW 79/13, WN 19)  
On Monday, 13.5., boom barriers were provided at the passive level crossing at the Old Echuca Rd (283.620 km) on the Up side of Kerang. Operation will be by predictor and RFR predictor indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossing. Remote monitoring equipment was provided.
- 14.05.2013 **Macorna** (SW 80/13, WN 19)  
On Monday, 14.5., boom barriers were provided at the passive level crossing at Macorna Rd (266.108 km). Operation will be by predictor and RFR predictor indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossing. Remote monitoring equipment was provided. Diagram 30/13 (Pyramid to Kerang) replaced 54/11.

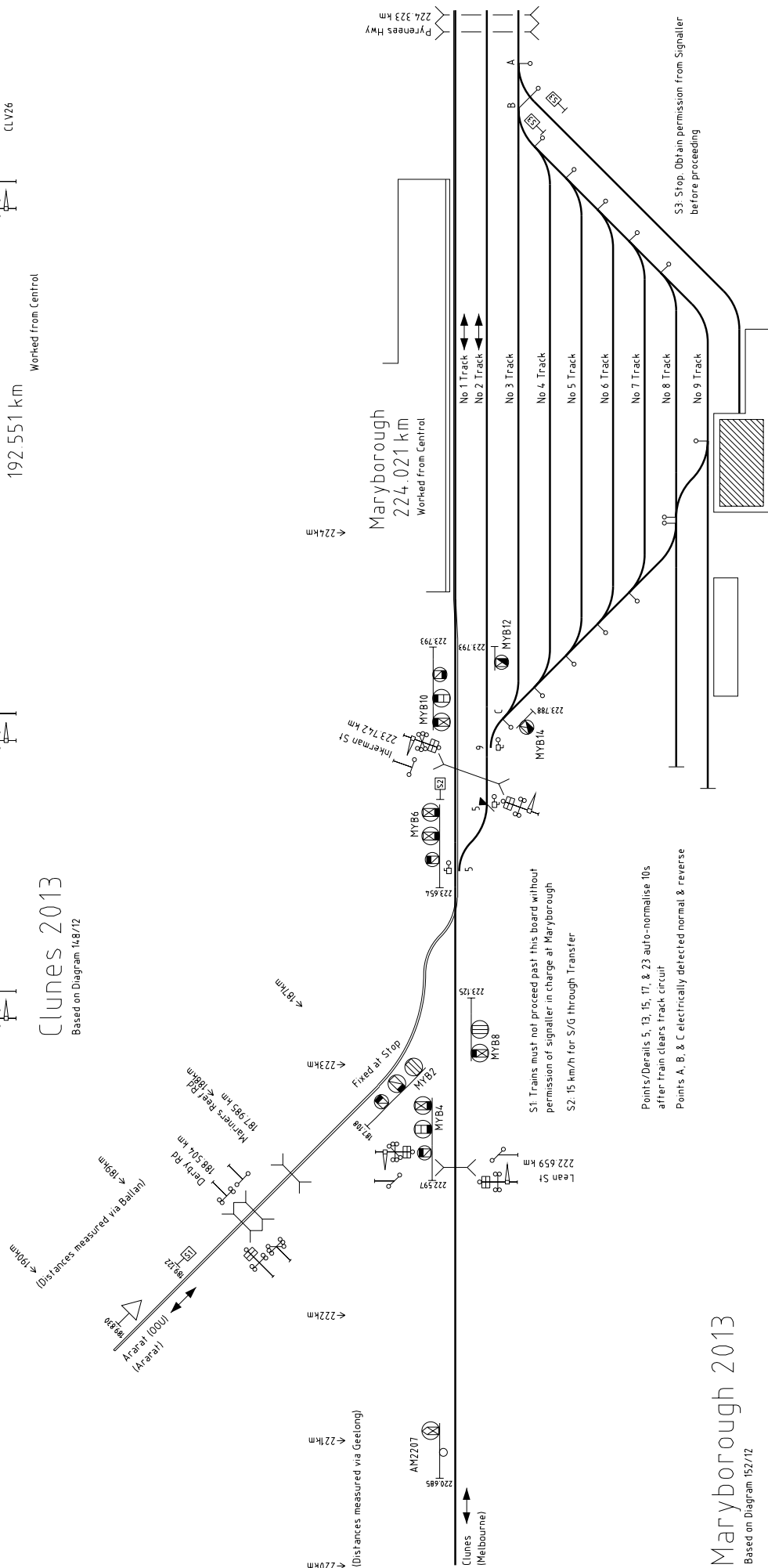
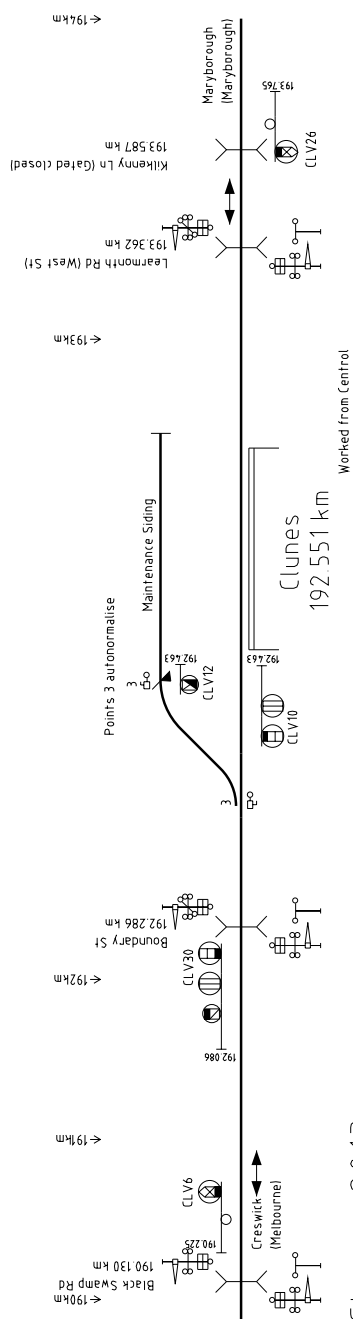


- 16.05.2013 **Terang** (SW 89/13, WN 19)  
 From Thursday, 16.5., the passive level crossing at Simpson St (220.510 km) was permanently closed to road traffic. A passive pedestrian crossing will be provided at this location. Amend Diagram 94/12 (Camperdown - Terang).
- 17.05.2013 **Bendigo** (SW 85/13, WN 19)  
 On Friday, 17.5., a Master Key Securing Box was provided in the Network Services Operations Office at Bendigo. When it is necessary to issue a Master Key to a Driver on the Deniliquin or Piangil lines, a Network Services employee will attend Bendigo and place the appropriate Master Key in the box. The employee will enter a code into the electronic lock on the box, test the lock, and inform the Train Controller of the code. When the Driver requires the Master Key they will be informed of the code by the Train Controller. The Driver will then use the code to unlock the box.  
 Operating Procedure 116 (North Bendigo) was reissued to include instructions for the Master Key Securing Box and the issuing of Train Orders. SW 20/11 is cancelled.  
 Train Orders for Down Passenger trains can be issued to a suitably qualified person at Bendigo station. Train Orders for Down Freight trains may be issued to Drivers while their trains are standing at Homes BGO2 or BGO6 in the goods yard. When the freight train is required to carry a Master Key, the Train Controller must arrange for the Train Order and Master Key to be issued at the platform. The Train Orders will commence at North Bendigo.
- 17.05.2013 **Murchison East** (TON 93/13, SW 99/13, WN 20)  
 On Friday, 17.5., No 2 Road was booked out of service. The Up and Down main line points ('C' & 'K') have been secured normal. The signal quadrants and keyswitches on the platform remain in use. Murchison East became an Intermediate Train Order station and will be available for follow on movements.
- 19.05.2013 **Southern Cross - South Kensington** (SW 98/13 & 154/13, WN 20)  
 From 0200 hours Sunday, 19.5., the following lines were transferred from Metro Trains MTM to V/Line Pty Ltd:  
 \* Up and Down RRL Lines between Homes SSS728/SSS738 (Southern Cross) and Homes SKN793 (South Kensington)  
 \* West Tower Arrival Roads 1, 2, 3, & 4 on the Down side of Dwarfs MYD712, MYD714, MYD716, & MYD718  
 \* Through Goods Siding on the Down side of Home MYD570.  
 These lines will come under V/Line's policies, operating procedures, safety management system, and rail safety accreditation.  
 All points and signals on the Up and Down RRL lines, the West Tower Arrival Roads, and the Through Goods Siding that are listed as owned by V/Line on SW 63/13 will remain 'under construction' and have not been commissioned.
- 19.05.2013 **Mooroopna** (SW 86/13, 87/13, 101/13, WN 19 & 20)  
 On Sunday, 19.5., boom barriers were added to the flashing lights at Rumbalara Rd (176.088 km) and provided at the passive crossing at Young St (177.227 km). Operation of both will be by predictor. RFR indicator boards, yellow whistle boards and healthy state indicators were provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossing. Remote monitoring equipment was provided.  
 The Annett lock on the Up end points was replaced by a large Master Key lock, and the 'Duplex Lock' (Master Key/Annett Exchange) was removed. V5PSW keyswitches were provided on the Up and Down sides of Rumbalara Rd, opposite the Down end points, and on the Down side of Young St, to control the operation of the level crossing equipment. A Notice board lettered 'Trains must not pass this point until boom barriers are horizontal' is provided between the Up end points and the level crossing. A notice board lettered "All shunting trains Boom barriers must be horizontal before entering level crossing" is provided opposite the Down end points.  
 Amend Diagram 64/12 (Mooroopna - Shepparton).
- (21.05.2013) **Centrol** (TON 89/13, WN 20)  
 Room 1 is now the RRL Control Room.
- 21.05.2013 **Llanelly** (TON 97/13, WN 21)  
 On Tuesday, 21.5., the siding was booked out of use due to poor sleeper condition. TON 64/13 is cancelled.
- 26.05.2013 **Waurnd Ponds** (SW 94/13, 95/13, & 112/13, WN 20 & 21)  
 On Sunday, 26.5., boom barriers were added to the flashing lights at Ghazeepore Rd (85.138 km) and Reservoir Rd (88.678 km). Operation at Reservoir Rd will be by predictor and RFR indicator boards were provided. Trains travelling at more than 50 km/h at the indicator boards for Reservoir Rd may accelerate before the crossing. At both crossings yellow whistle boards, healthy state indicators, and remote monitoring equipment was provided.  
 The operation of Waurnd Ponds siding was not altered. The Up and Down main line points remain secured by Annett locks with Master Key/Annett Key exchange apparatus (Duplex locks)  
 Diagram 40/13 (Waurnd Ponds to Winchelsea) replaced 58/12.

- 26.05.2013 **Bungaree - North Line** (SW 96/13 & 97/13, WN 20)  
Between Saturday, 25.5., and Sunday 26.5., boom barriers were added to the flashing lights at Old Melbourne Rd (94.411 km) and Lesters Rd (103.827 km) on the North Line. Amend Diagram 74/10 (Bungaree).
- 27.05.2013 **Werribee - Little River** (SW 100/13, 105/13 & 121/13, WN 20, 21 & 22)  
Between Friday, 24.5., and Monday, 27.5., the trackwork was altered at the site of the future RRL junction. Both the East and West lines were slued to new alignments between 38.690 km and 38.810 km. Points MNJ103 (West Line) were installed between 39.225 km and 39.312 km. These points face Up trains, are fitted with a dual control point machine, and will be secured normal. Automatics G1281, GG1281, G1418 & GG1418 were redressed as uncontrolled Home signals.  
A new indication only Sigview VDU was provided at Werribee signalbox, but the existing panel was retained.  
Diagram 41/13 (Werribee Racecourse to Little River) replaced 30/11.
- (28.05.2013) **Stop Limit Boards** (SW 156/13, WN 21)  
Stop Limit Boards are to be trialled on the Metro network. These appear to be identical to the V/Line 'Track Closure Device' described previously on (23.4.2013). The first trial will be on the coming RRL occupation near North Melbourne.
- (28.05.2013) **Berwick** (SWP 11/13, WN 21)  
A new Operating Procedure 17 (Berwick - station limits) was published. The defined station limits at Berwick are: Up Line from Home 32 to Automatic D1410 at the Up end of the platform; Down Line from Home 28 to overhead structure 1437 located 165 metres on the Down side of Dwarf 30.
- 28.05.2013 **Terang** (SW 102/13, WN 21)  
On Tuesday, 28.5., boom barriers were provided at the passive crossing at Shadforth St (220.278 km). Operation is by predictor. RFR indicator boards, yellow whistle boards, healthy state indicators and remote monitoring equipment were provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings.  
A notice board lettered "Shunting trains must not enter crossing until booms are horizontal" is provided opposite the points and applies to Up movements from the siding.  
Diagram 44/13 (Camperdown to Terang) replaced 94/12.
- 28.05.2013 **Ballarat - Maryborough** (SW 200/12, 207/12, & 104/13, WN 49/12, 50/12 & 21/13)  
Commencing Tuesday, 28.5., LED signal heads will be fitted to the previously installed masts at 160.000 km, 162.000 km, 173.257 km, 175.587 km, 176.887 km, 190.225 km, 192.465 km (Siding track), 193.715 km, 220.665 km, 223.778 km (No 2 Track), 223.790 km (No 3 Track), & 227.435 km. The heads will be de-energised, turned away from the track, and covered with heavy duty plastic bags. The bags may only be on the heads for a maximum of 28 days; if the signals are not commissioned within this time, the signal heads must be removed.
- 02.06.2013 **Prairie** (SW 108/13, WN 21)  
On Sunday, 2.6., boom barriers were provided at the passive crossing at Prairie Rd (219.108 km). Operation will be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Remote monitoring equipment was provided. Diagram 22/13 (Tandara to Mitiamo) replaced 58/11.
- 02.06.2013 **Burnley** (SW 160/13, WN 22)  
On Sunday, 2.6., Home BLY377 was converted to United tri-colour LED heads.
- 03.06.2013 **Raywood** (SW 113/13, WN 22)  
On Monday, 3.6., boom barriers were provided at the passive crossing at Raywood - Inglewood Rd (192.749 km). Operation will be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Remote monitoring equipment was provided. Amend Diagram 52/11 (Eaglehawk - Raywood).
- 03.06.2013 **Mitcham** (SW 157/13, WN 21)  
On Monday, 3.6., Siding A was removed, except for Points 15D which were secured normal with the point motor electrically isolated. Dwarf 14 was removed. Amend Diagram 19/11 (Blackburn to Ringwood).
- 06.06.2013 **Melbourne Yard** (SW 131/13, WN 23)  
From 1600 hours, Thursday, 6.6., the signalling on the Through Goods Line will be brought into use to permit train movements between the By-pass Tracks and North Dynon.  
Home MYD731 and Dwarf MYD760 were brought into use. Points 620 and Derail/Crowders 620 & 631 were brought into use. Points 653 and Crossovers 851, 852, & 853 were brought into use, but secured in the normal position.
- 06.06.2013 **Kilmore East** (SW 109/13, 124/14, & 126/13, WN 21, 22, & 23)  
On Thursday, 6.6., pedestrian gates were provided at the station access pedestrian crossing (63.553 km). Operation will be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Remote monitoring equipment was provided. Amend Diagram 22/12 (Kilmore East to Tallarook).

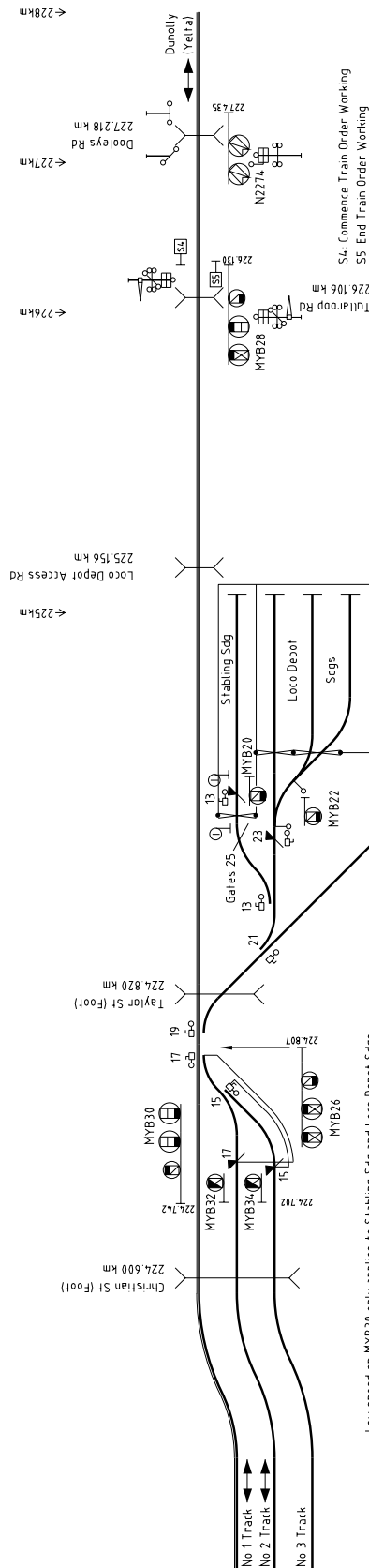
- 07.06.2013 **Lake Boga** (SW 118/13, WN 22)  
On Friday, 7.6., boom barriers were provided at the passive crossing at Long Lake Rd (332.675 km). Operation will be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Remote monitoring equipment was provided. Diagram 42/13 (Lake Boga) replaced 60/11.
- 09.06.2013 **Kerang** (SW 120/13, WN 22)  
On Sunday, 9.6., boom barriers were provided at the flashing lights at Airport Rd (287.287 km). Operation will continue to be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Healthy State Indicators and yellow whistle boards were provided. Amend Diagram 30/13 (Pyramid - Kerang).
- 11.06.2013 **South Kensington** (SW 123/13, 125/13, 159/13, 166/13, 175/13, WN 22 & 23)  
On Tuesday, 11.6., all the crossovers at the Up end were removed, including the connection to the Through Goods Line. The Up and Down Through Goods Lines were abolished between South Kensington and DYN88 at North Dynon, and baulks were provided on the Through Goods Lines on the Up side of Points 87. Track panels were installed for the future crossovers between the RRL Lines and the Up and Down Through Suburban Lines.  
Points 657, 658, 667, 668, 669, & 678 and Crossovers 671, 672, & 674 were removed. Homes SKN753, SKN771, SKN774, SKN776, & SKN791 were removed.  
Signals SKN667, SKN668, SKN765, SKN766, SKN767, SKN768, SKN769, SKN772, & NME782 were provided with LED heads. Home SKN766 was replaced by a new tilt mast signal. Up Automatic SKN668 was temporarily dressed as a Home due to sighting issues.  
The Metrol VDU screens were not updated. Crossovers 671, 672, & 674 were inhibited in the normal position. The route inhibits contained in SW118/13 & 141/13 remain in place. In addition, the route from DYN96 to SKN774 was inhibited.  
A signaller's caution order is required to pass Homes SKN757, SKN758, SKN767 or SKN768 at Stop, however, a competent employee is not required to attend if a route line is not displayed on the VDU. MTM Inner Area Operating Procedure 1, Clause d will not apply. Verbal authority only is required to pass SKN766 at Stop.  
Diagram 53/13 (South Kensington) replaced 33/13.
- 11.06.2013 **Creswick** (SW 116/13, WN 22)  
Between Tuesday, 11.6., and Thursday, 13.6., the two position Automatic at the Down end of the platform was abolished, together with the three position keyswitch. The signal mast will be fitted with new signal heads. The boom barriers at Victoria St (174.684 km) will be booked out of service until the final commissioning.
- 11.06.2013 **Clunes** (SW 116/13, WN 22)  
Between Tuesday, 11.6., and Thursday, 13.6., the two position Automatic at the Up end of the platform was abolished, together with the three position keyswitch. The signal mast will be fitted with new signal heads. The boom barriers at Boundary St (192.286 km) will be booked out of service until the final commissioning.
- 13.06.2013 **Book of Rules - Section 36** (SW 127/13, WN 23)  
Effective Thursday, 13.6., version 2.0 of Section 36 will replace version 1.8. The following changes took place:  
\* Rule 1 updated to include Ballarat - Maryborough line.  
\* Rule 3. New clause 3.8 added to include reference to Train Register Book and/or Train Control Graph.  
\* Rule 4.5 (Failure of active speed boards) altered to remove reference to 130 km/h so as to apply to boards for any speed.  
\* Rule 6 (Axle Counters). The axle counter reset form (SW 69/12) has been amended for use on corridors where the Signaller and Train Controller are combined. Where the two are separate, the existing form is to be used.  
\* Rule 6.3 (Axle Counters) altered to include the sections on the Bendigo Corridor and Ballarat - Maryborough line as sections where axle counters are in use.  
\* Rule 11.1b. Table updated.  
\* Rule 11.9 (Train not to return to unattended crossing station in rear). Clause b (Signaller to take receipt and arrange delivery of a Train Authority to an attended location) is cancelled. Clause a (Train Controller to issue Train Authority) to apply in all cases.  
\* Rule 14.1 (TPWS) Table for start/end TPWS updated.
- 13.06.2013 **V/Line Intrastate Operating Procedures** (SW 128/13, WN 23)  
The list of current Operating Procedures as at 13 June applicable to the Intrastate network was published.
- 13.06.2013 **Maryborough** (SW 115/13, 117/13, & 128/13, WN 22, 23, & 24)  
Between Saturday, 8.6., and Thursday, 13.6., the following signalling alterations took place.  
The signal panel was abolished and Maryborough is now worked remotely from Centrol via a Phoenix system.  
Maryborough is an Attended Train Order Terminal Station for the Maryborough - Yelta Train Order territory. The 'Commence' and 'End' Train Order Boards are located at Up Home MYB28. The Ararat and





Maryborough 2013

Based on Diagram 152/12



Moolort lines are notionally worked by Train Staff & Ticket, but the Train Staffs have been withdrawn as the lines are currently out of use. The area between MYB2, MYB4, MYB24 & MYB28 is within station limits. Standard gauge movements will not operate without prior approval and special instructions will be issued.

The three position key switches at Signals 2, 4, 6, 8, 12, 16, 24, & 26, and at Points 13 were abolished. Up Dwarf 16 was abolished. Stop Boards A and B were abolished. The alterations to Points 21 (described in SW178/12) were abolished and that Circular is cancelled. The 'Commence' and 'End' Train Order Boards at MYB2 and MYB24 were abolished.

The Down Location Board from the Ballarat line was abolished. Down Automatic AM2207 was provided at 220.665 km on the Ballarat line and was temporarily fixed at Normal Speed Warning. Up Departure Home MYB8 was provided to control movements to the Ballarat Line. Up Dwarf MYB12 was provided at the Up end of No 2 Road and Up Dwarf MYB14 was provided at the Up end of No 3 Road. The Up Location

Board from the Dunolly line was abolished. Up Repeating N2274 was provided at 227.435 km on the Dunolly line.

Motor operation of Points 5, 9, & 13 and Derail/Crowders 5, 13, & 23 were commissioned (these were previously equipped with dual control point machines operated in hand mode). The hand points at the Up end of No 3 Rd will be named 'Points A', and those at the Down end 'Points B' and 'Points C'. The position of each of these points is detected and indicated on the VDU. New Stop Boards A and B were provided to control movements from Nos 4-8 Roads (Stop Board A) and No 9 Road (Stop Board B). These boards are red with white lettering: "Stop. Obtain Permission from Signaller before Proceeding".

The hand gates at the exit of the stabling siding will be motorised and numbered Gates 25. Key switches for emergency operation of Gates 25 are provided on the inside and outside of the gates. Note that the gates at the exit of the Locomotive Sidings will continue to be hand operated and are not detected by the signals.

Up Homes 8, 12, 20, 26 were renumbered MYB10, MYB30, MYB26, MYB28 respectively. Dwarfs 14, 18, U22 was renumbered MYB32, MYB34, MYB20 respectively. Down Homes 2, 4, 6 & 24 and Dwarf 22 were prefixed with MYB.

All Dwarfs will display a purple light for Stop. Dwarfs MYB12, MYB14, MYB32, & MYB34 will display Clear Low Speed. When a Clear Low Speed aspect is displayed on these signals, the speed restriction will only apply until the train has cleared the points.

Points 5, 13, 15, 17, & 23 will auto-normalise 10 seconds after the train clears the track circuit.

Interlocked Derails are provided at both ends of Nos 2 & 3 Roads. Trains may consequently be stabled in No 2 Road and Section 32 Rule 5d will not apply. To permit through yard movements, the Train Controller must ensure that either No 2 or No 3 Roads are kept clear at the conclusion of shunting movements.

When a Down train is arriving into No 3 to 9 Roads, the Train Controller must ensure that there are no conflicting moves being undertaken at the Up end of the yard and that Points C are detected in the position required for the movement. The Driver will then be advised that the road is set, and then Home MYB6 can be cleared for the movement. If Points C are not set correctly, the Driver is to be instructed to arrange for the points to be set appropriately. For moves to Nos 4 to 9 Roads, the Driver is responsible for ensuring that the hand points are set correctly.

When an Up train is departing from Nos 3 to 9 Roads, the Train Controller must ensure that there are no conflicting moves being undertaken, and then give authority for the train to pass the clearance point board at the exit of the siding and proceed to Post MYB14.

When an Up train is arriving into No 3 Road (and thence to Nos 3 to 9 Roads), the Train Controller must confirm with the Driver what Road the train is required to arrive into. The Train Controller must confirm that there are no conflicting movements and that Points B and C are set for the intended move. If Points B or C are set incorrectly, the Driver must be instructed to arrange for the points to be set correctly. Home MYB26 can then be cleared. The train crew is to advise when the movement has been completed and No 3 Road is clear.

Boom barriers were added to the flashing lights at Lean St (222.659 km) and Tullaroop Rd (226.106 km). Operation of both level crossings will be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Remote monitoring equipment was provided, but healthy state indicators were not provided.

Diagram 152/12 (Maryborough) replaced 118/11.

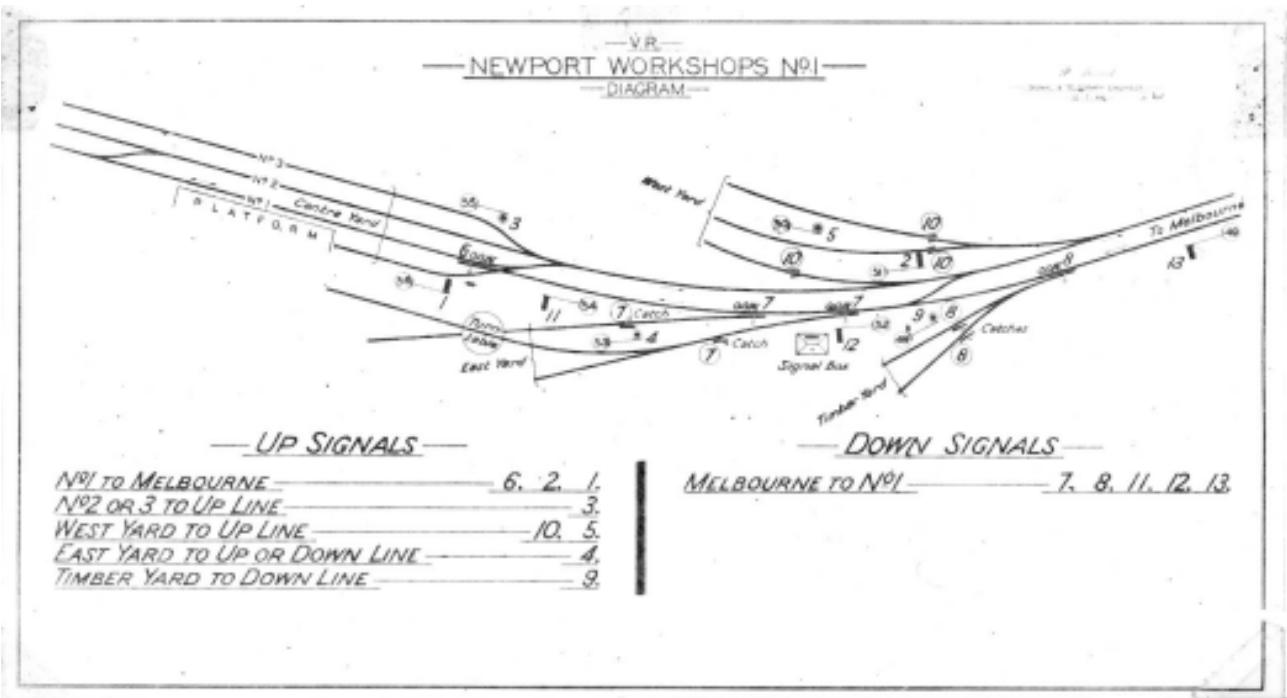
Operating Procedure 79 (Maryborough Master Key Releasing Box) was issued. Operating Procedure 80 (Maryborough) was reissued and SW 56/12 was cancelled. Operating Procedure 81 (Maryborough Locomotive Depot) was reissued and SW 56/12 was cancelled.

- 15.06.2013 **Sunshine** (SW 141/13 & 182/13, WN 24)  
On Saturday, 15.6., the North Line was removed between Points 642D and 652U. Points 642D were removed. Diagram 43/13 (Sunshine) replaced 34/13.
- 16.06.2013 **Laverton - Werribee** (SW 171/13, WN 24)  
On Sunday, 16.6., Home GG816 was replaced by a new mast located 200mm closer to the track and converted back to an Automatic. SW 68/13 is cancelled.
- 16.06.2013 **Mildura** (SW 136/13, WN 23)  
On Sunday, 16.6., boom barriers were provided at the flashing lights at Benetook Ave/Eleventh St (606.973 km). Healthy state indicators and yellow whistle boards were provided. Amend Diagram 30/07 (Yatpool - Irymple).
- 16.06.2013 **Burnley** (SW 181/13, WN 24)  
On Sunday, 16.6., Home BLY397 was converted to a United Tri-colour LED signal.
- 16.06.2013 **Box Hill** (SW 174/13, WN 24)  
On Sunday, 16.6., the 'a' and 'b' lights on Automatic L516 were lowered by 200 mm to improve sighting.
- 17.06.2013 **Irymple** (SW 137/13, WN 23)  
On Monday, 17.6., boom barriers were provided at the flashing lights at Cowra Ave (606.045 km). Healthy state indicators and yellow whistle boards were provided. Amend Diagram 30/07 (Yatpool - Irymple).
- (18.06.2013) **North Ballarat - Maryborough** (SW 117/13 & 128/13, WN 23 & 24)  
The Train Order System on the section North Ballarat - Maryborough was replaced by the Automatic and Track Control System with the same section. Intermediate Home signals have been provided at Creswick and Clunes for follow-on movements.
- North Ballarat  
Up Repeating AM1220 and the 'Commence' and 'End' Train Order Working boards at Up Home 4 have been abolished. Up Home 112 and Up Automatic AM1620 were provided. Down Home 6 is the Departure Home signal for the Maryborough line. A single line release is provided for Home 6 on the Ballarat VDU and is operated by the Maryborough VDU. Block lights are provided on both VDUs for the single line section.
- Operating Procedure 69 (Ballarat Train Order Status) and SW 57/09 was cancelled. Operating Procedure 74 (Ballarat - Wendouree, Defective Signals) was reissued and SW 97/11 was cancelled.
- A nameplate 'North Ballarat' is provided on Home 112 for Train Order Working. To reduce delays when issuing Train Orders at Ballarat station, Up trains from the Maryborough line for Geelong may stand at Home 112 in order to receive a Train Order.
- Creswick  
Signals AM1733, CWK30, CWK10, and AM1760 were provided. All signals are worked from the Maryborough VDU.
- Clunes  
Signals CLV6, CLV30, CLV10, CLV12, and CLV26, Points 3, and Derail 3 were provided. Dwarf CLV12 may display Clear Low Speed and the speed restriction will only apply until the train clears the points. Points 3 will auto-normalise 10 seconds after a train clears the track circuit. The restrictions on using the Maintenance Siding described in SW35/10 are cancelled.

- Diagrams 4/13 (North Ballarat Junction), 154/12 (Sulky), 146/12 (Creswick), 156/12 (Tourello), 148/12 (Clunes), & 158/12 (Talbot) replaced 150/12, 178/11, 124/11, 180/11, 122/11, & 182/11 respectively.
- (18.06.2013) **Blackburn - Ringwood** (SW 178/13, WN 24)  
Diagram 57/13 (Blackburn - Ringwood) replaced 19/11 account the removal of the siding at Mitcham (see SW 157/13).
- (18.06.2013) **Narre Warren - Pakenham** (SW 179/13, WN 24)  
Diagram 29/13 (Narre Warren - Pakenham) replaced 15/12 as in service.
- 22.06.2013 **Warncoort Loop** (SW 142/13, WN 24)  
Between Saturday, 22.6., and Sunday, 23.6., the Up and Down end points were installed for the future loop. Points 7 were installed at 137.138 km, and Points 27 at 138.620 km. Both points are equipped with dual control point machines. Amend Diagram 136/12 (Birregurra to Colac).
- 22.06.2013 **Camberwell - East Camberwell** (SW 188/13, WN 25)  
On Saturday, 22.6., Automatics L325, L326, & L343 were replaced by new tilt masts with UGL TC2 LED heads. Signals CAM345, L334, L335, & H335 were fitted with UGL T22 LED heads.
- 22.06.2013 **Bungaree - North Line** (SW 143/13, WN 24)  
On Sunday, 22.6. (sic), boom barriers were added to the flashing lights at Westcotts Rd (97.952 km) on the North Line. Amend Diagram 74/10 (Bungaree).
- (25.06.2013) **Operation of Points** (SW 187/13, WN 25)  
Commencing forthwith, Signallers on the Metro network are required to operate all points every hour to ensure point availability for the morning service and to reduce the likelihood of failures due to inclement weather. At locations that switch out or close between the last and first trains, signallers must operate the points prior to ceasing duty and when resuming duty. This does not apply to points that are locked for any protection arrangement or for any rule, or points booked out of service.
- (25.06.2013) **Sunshine** (SW 189/13, WN 25)  
Diagram 61/13 (Sunshine) replaced 43/13. The standard gauge line was slued over the new bridge at Anderson Rd, and Banner Indicator MGS122BI was provided.
- 26.06.2013 **Epsom** (SW 133/13, 134/13, 140/13, 145/13, & 146/13, WN 23, 24, & 25)  
On Wednesday, 26.6., boom barriers were provided at the flashing lights at Golf Course Rd (168.905 km) and Howard St (168.905 km). Operation will be by axle counter. Healthy state indicators, yellow whistle boards, and remote monitoring equipment were provided. Amend Diagram 32/12 (Goornong - Elmore).
- 27.06.2013 **Kerang** (SW 119/13, 135/13, & 147/13, WN 22, 23, & 25)  
On Thursday, 27.6., boom barriers were provided at the passive crossing at Mitchells St (287.831 km). Operation will be by predictor and RFR indicator boards will be provided. Trains travelling at more than 50 km/h at the indicator boards may accelerate before the crossings. Remote monitoring equipment was provided. Amend Diagram 30/13 (Pyramid - Kerang).

*The small Newport Workshops No 1 signal box (opposite top) seen from a passing Williamstown train on 4 July 1994. The box and its 15 lever tappet frame were provided on 6 June 1911 to protect the employee passenger trains that ran into the Workshops gardens platform, just off the left of the picture. The signalling worked by the signal box was unusual as shown by the box diagram (opposite lower). There was, notionally, a double track line between Newport A and the Gardens platform. During the time the passenger traffic was running this was worked as an Up and Down lines. All the points in the 'main' lines used for passenger traffic were worked from hand levers - none were connected to the frame. Each set of facing points, however, was equipped with a plunger lock (FPL) and lockbar to hold the points in the correct position for the passenger movement. Catch points were provided in the sidings leading to the main lines, and where these worked with facing points, the catch points were worked by the same lever that worked the lockbar on the facing points. Consequently, the catch points were closed when the lever was in the normal position, and open when the lever was reverse. Home and disc signals were provided to protect the movements. Operation of the box was simple but interesting. Except when the passenger traffic was running, the box was not manned. The plungers were left out, the catches were closed, the disc signals were left at clear, and the home signals were crossed. Shunting between the various sidings could consequently proceed unhindered. Before passenger traffic commenced, a signaller would sign on duty at Newport A and walk along the line to Newport Workshops No 1. His job was to check that the lines were clear, and he had the authority to issue instructions to clear the line if necessary. Once at No 1 box, the signaller removed the crosses from the home signals, placed the disc signals at danger, and locked the facing points for main line movements. Trains were operated on visual block - the signaller was not permitted to let a train go forward until the previous train had passed the signal next in advance and that signal had been restored to stop.*







*This curious signal was located at the northern end of Seymour platform. Post 19 controlled moves from No 1 Road (the western platform) to the Down Line, or to the Loco Siding or Coal Stage Road. Its curious construction resulted from the restricted location between No 1 Road and the Car Dock (on the right). There was no room for Post 19 on the left hand side of No 1 Road, and it consequently had to be located on the wrong side of the line. However, the close proximity of the Car Dock restricted how far the post could be from the main line. In this position, a conventionally mounted arm would foul the loading gauge. The core of the signal is a standard wooden mast. An additional wooden filch has been bolted to the righthand side of the mast at arm level, and the arm bracket is bolted to this filch. This allows the arm and spectacle plate to be located well to the right of its normal place. Even this does not move the arm sufficiently to the right for it to clear the loading gauge, and a special short steel arm has been provided - probably a calling on arm specially enamelled as a home. The disc is equally interesting as it is mounted on a bracket that projects directly in front of the mast (instead of to one side or the other as is usual). The arrangement of the short arm is thought to be unique in Victoria, but the disc bracket was used at at least two other locations - Ballarat A and Ballarat C. One final oddity was the provision of a ladder and landing stage at the front of the post to service the disc. Photo taken on 6 November 1966 (Photo Wilfrid Brook)*