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SOCIETY CONTACT INFORMATION

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MINUTES OF MEETING HELD FRIDAY 16 MARCH 2018, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS, VICTORIA.

Present: – Glenn Cumming, Graeme Dunn, Vance Findlay, Michael Formaini, Ray Gomerski, Chris Gordon, Judy Gordon, Bill Johnston, David Jones, Keith Lambert, David Langberg, David Langley, Neil Lewis, Andrew McLean, Phillip Miller, Noel Reed, Colin Rutledge, Laurie Savage, Brian Sherry, Peter Silva, Rod Smith, David Stosser, Andrew Wheatland and Ray Williams.

Apologies: – Ken Ashman, Phil Barker, Robert Bremner, Wilfrid Brook, Jon Churchward, Brett Cox, Steven Dunne, Graeme Henderson, Chris King, Steve Malpass, Adrian Ponton, Alex Ratcliffe, Stuart Turnbull and Andrew Waugh.

The President, Mr. David Langley, took the chair & opened the meeting at 20:41 hours, following the 2018 Annual General Meeting.

Minutes of the November 2017 Meeting: – Accepted as published. Phillip Miller / Graeme Dunn. Carried.

Minutes of the February 2018 Meeting: – Accepted as published. Phillip Miller / Graeme Dunn. Carried.

Business Arising: – It was noted that Andrew Wheatland was not present at the November 2017 meeting.

Correspondence: – Invoice from Surrey Hills Neighbourhood Centre for the hire of the meeting room for 2018. Payment sent to Surrey Hills Neighbourhood Centre for the hire of the meeting room for 2018. Vance Findlay / Brian Sherry. Carried.

Reports: – Nil.

General Business: – Membership renewal forms for 2018 have been sent and renewals are now due.

Phillip Miller asked how membership rates are set. Secretary Glenn Cumming and Treasurer Peter Silva described how the previous year's financial results and budget predictions guide the SRSV Committee in setting the rates for the next year while adhering to the goal of avoiding a financial loss.

This led to a discussion about the printing and distribution of "Somersault". A question was asked about colour printing for "Somersault". The cost difference for printing black and white versus colour is not known at this time but will be investigated.

Keith Lambert provided details about the various level crossing removal projects in the Metropolitan District. A summary of the discussion follows: –

- A 44 day occupation between Clifton Hill – Macleod commences this weekend for the removal of the Rosanna Road level crossing and the opening of the duplication (including a new tunnel) between Heidelberg – Rosanna. Control of points and signals at Heidelberg will transfer to Epping.
- An occupation between Caulfield – Dandenong from Thursday 29 March 2018 to Monday 16 April 2018 will allow the removal of the Clayton Road level crossing.
- A six week occupation commences Sunday 18 May 2018 for the removal of Kororoit Creek Road level crossing between Altona Junction – Altona.

(Front cover). The frame at Wallan was the last mechanical interlocking frame installed on the non preservation railways in Victoria. The ten lever frame was brought into service on 31 January 1995 when the signal box on the Up platform was replaced by a signal bay on the Down platform. The new frame was recycled from the frame from the former signal box at Craigieburn.These photos show the new 10 lever 'A' pattern frame in the course of erection in the Signal Depot at Seymour and give an excellent idea of the design of the frame. Photo David Langley

- An occupation from Thursday 3 May 2018 to Saturday 26 May 2018 will allow the removal of the Skye Road level crossing between Kananook – Frankston.
- Mechanically operated points at the Down end of Frankston will be converted to motor operation during the occupation noted above.
- Frankston station building will be demolished and the station will be closed while the demolition is in progress.

Brian Sherry noted that the extension of the South Morang Line to Mernda will be commissioned at the end of June 2018. The next timetable alterations are due in August 2018.

Colin Rutledge provided details about the Mildura Line gauge conversion project. A summary of the discussion follows: –

- Gauge conversion work on the Mildura Line is not complete.
- Crossing loops have not been restored to service.
- A description of the outstanding works was provided.
- More signal alterations at Maryborough are planned for late April 2018.
- Changes to Stage 2 of the project (Sea Lake and Manangatang Lines) were described.
- Stage 3 of the project (Gheringhap – Ballarat – Maryborough) has been deferred.
- Dunolly will be resignalled with a computer based interlocking.

The scope of works for the Ballarat Line improvement project was described.

Colin Rutledge noted issues with Double Line Block working on the Seymour Line due to repeated thefts of aerial line wires. The operation of the Down Repeating Signal at Seymour (post number E913) has also been affected by cable thefts.

Meeting closed at 21:50 hours.

The next meeting will be on Friday 18 May, 2018 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 7/18 to WN 17/18, 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 alterations.

16.02.2018 **North Ballarat Junction** **(TON 18/18, WN 8)**
On ,16.2., the Alstom Workshops Siding was booked back into service.

(20.02.2018) **South Geelong** **(SW 28/18, WN 8)**
Signalling Diagram 50/16 (South Geelong) replaced 22/11 as in service.

21.02.2018 **Emerald** **(A2/18)**
On Wednesday, 21.2., new flashing light masts and LED lights replaced the existing flashing light equipment at Pinnocks Rd.

22.02.2018 **Windsor** **(SW 8/18, WN 9)**
On Thursday, 22.2., the Down side emergency exit gates were replaced with electro-magnetically locked gates.

25.02.2018 **North Bendigo Junction** **(SW 40/18, WN 9)**
On Monday, 26.2., boom barriers were provided at the flashing lights at Powell St (165.483 km). The boom barriers are operated by axle counters (the track circuits will remain in use to control the signals). Operation of the level crossing is shown on the Bendigo Corridor signal panel. Healthy state indicators, yellow whistle boards, and remote monitoring were provided. Amend Diagram 20/13 (North Bendigo Junction).

26.02.2018 **Birchip – Merbein**
On Monday, 26.2., the first standard gauge revenue movement operated north of Birchip. It ran to Merbein. On the Down the locos were BL28, BL33, and G540. BL28 was taken off the Down train at Birchip to work an Up Wheat train. The return movement was on the following day and consisted of BL33/G540 and hauling 31 loaded container flats.

28.02.2018 **Clematis** **(A2/18)**
On Wednesday, 28.2., new flashing light masts and LED lights replaced the existing flashing light equipment at Edenmont Rd.

02.03.2018 **Tottenham Yard** **(TON 25/18, WN 10)**
On Friday, 2.3., almost all of the yard was booked out due to the condition of the tracks. The roads booked out were:

- Tottenham Yard West 5, 5A, & 6 Roads (Nos 3 & 4 Roads remain in use)

- Tottenham Yard 1st Classification (1C). Completely (Nos 3 to 12 Roads), except No 9 Road
- Tottenham Yard 2nd Classification (2C). Completely (Nos 2 to 20 Roads), except No 1 Road (which was booked out to a point on the Down side of hand points V14) and No 15 Road.
- Tottenham Yard East Nos 1, 2, & 8 Roads (Nos 3, 4, 5, 6, & 7 Roads remain in use).

The Up and Down Through Roads are still in use.

06.03.2018 **Windsor** **(SW 8/18, WN 9)**

On Tuesday, 6.3., the Up side emergency exit gates were replaced with electro-magnetically locked gates.

09.03.2018 **Rosanna** **(SW 47/18, WN 11)**

On Friday, 9.3.18, the station pedestrian crossing (15.738 km) was permanently closed to both public and staff use.

12.03.2018 **Maryborough** **(SW 57/17, WN 10)**

Between Friday, 9.3., and Monday, 12.3., the following alterations took place:

- Up Home MYB26 was replaced by a new mast located 10 metres in the Up direction
- Points 17 were provided at the Down end of No 1 Road between Homes MYB26 and MYB30 facing Up trains. The points were secured normal
- Points 19 were replaced by a new set of points located 10 metres in the Up direction.

Amend Diagram 70/17 (Maryborough)

(13.03.2018) **Westall - Dandenong** **(SW 46/18, WN 11)**

The Book of Rules, Section 2, Rule 23C is modified as follows.

The following signals will be used to define station limits at Westall and Dandenong:

- Westall (Down Line) from Down Home WTL724 to Down Home WTL696
- Westall (Up Line) from Up Home WTL775 to Up Automatic D664
- Dandenong (Down Line) from Down Home DNG702 to Down Automatics DNG708 and LBK676
- Dandenong (Up Line) from Up Homes DNG749/DNG777 to Up Automatic D920

15.03.2018 **Clematis – Emerald** **(A2/18)**

On Thursday, 15.3., boom barriers were provided at the flashing lights at Edenmont Rd, Clematis, and Pinnocks Rd, Emerald.

The boom barriers are triggered in a similar manner to the former flashing lights. However, a feature of the new controller means that if an approaching train stops within 120 metres of the level crossing, the boom barriers will continue to operate until either the train moves away from the crossing or the timeout circuit operates. The standard timeout circuitry was provided, and the crossing protection signals were upgraded to provide the additional red indicator.

Clematis

When the plunger is withdrawn from the lock on the points at the Down end of Clematis, the approach circuit will be cut out and the red indicator lights will illuminate to indicate this. The approach track circuits will remain cut out for 60 seconds after the plunger is reinserted, and the red light will remain illuminated. Down trains are to wait until the red light goes out after shunting to correctly activate the level crossing.

16.03.2018 **Fairfield – Alphington** **(SW 78/18, WN 16)**

On Friday, 16.3., the Grange Road level crossing (9.891 km) was abolished. The Pedestrian crossings at Perry St (9.727 km) and Naroon Rd (10.154 km) were abolished.

Automatics S266, S273, S280, S285, & S294 were abolished.

16.03.2018 **Heidelberg - Macleod** **(SW 63/18 & 78/18, WN 12 & 16)**

On Friday, 16.3., the level crossing at Lower Plenty Road (15.889 km) was abolished. The existing Rosanna station (15.795 km) was closed. The pedestrian crossing at the Up end of Rosanna platform (15.724 km) was abolished. The signalling on the existing single line between Heidelberg and Rosanna Junction was abolished.

After the Absolute Occupations have been granted by the Signaller Heidelberg, the signal control panel was abolished. Control was transferred to the Hurstbridge Panel at Epping Signal Box.

Signals HDB44, HDB46, HDB50, HDB53, HDB59, HDB140, HDB142, HDB144, HDB148, HDB155, HDB157, HDB159, S468, S473 were abolished. Points 48 (Rosanna Junction) and 55 (Heidelberg) were abolished.

18.03.2018 **Creswick, Clunes** **(TON 23/18, WN 10)**

On Sunday, 18.3., the UPS at both Creswick & Clunes Signal Equipment Rooms were upgraded

19.03.2018 **Lakeside** **(A 4/18)**

On Monday, 19.3., the remote control of the pedestrian gates at Lakeside was altered. It is no longer necessary for the Down end main line points to be set and locked for No 1 Road before the trolley radio

remote units will operate the pedestrian gates. This alteration is due to operational difficulties and experience.

(20.03.2018) Bungaree (SW 71/18, WN 12)

Diagram 58/17 (Bungaree) replaced 18/13 as in service. The main change is the provision of boom barriers at Tierney Rd.

(20.03.2018) Auburn – East Camberwell (SW 59/18, WN 12)

Diagram 13/18 (Auburn – East Camberwell) replaced 77/13 as in service.

(20.03.2018) Camberwell (SW 61/18, WN 12)

The Automatic Block Signalling (ABS) System is in force on the Up and Down Lines between Burnley and East Camberwell, and for "Y" track between Camberwell and Riversdale. The Automatic and Track Control (ATC) system is in force for the Centre line between Burnley – Camberwell – Box Hill, and for "X" track between Camberwell and Riversdale.

Station limits at Camberwell are defined by:

- Down Line from Down Home CAM302 to Down Automatics LA313 (on Y Line) and CAM206.
- Up Line from Up Home CAM335 to Up Automatic L260
- Centre Line between Up Home CAM325 and Down Home CAM312
- X Line from Home CAM343

(20.03.2018) Pakenham (SW 62/18, WN 12)

Commencing forthwith only one rail movement can be signalled through the Main Street level crossing at any one time. A second movement must not be signalled until a signalled Down movement has cleared PKM12, PKM14, or PKM16, or an Up movement has cleared PKM8. This restriction is due to a signalling design issue.

23.03.2018 North Bendigo (SW 72/18, WN 12)

On Friday, 23.3., the Notice Boards apply to shunting trains on the Down approach to Powell St (165.483 km, Echuca line) were altered. The new boards read "Shunting Trains that pass this board must stand on the Down side of Signal BDG36 before setting back". The two boards are located opposite the derail/crowder at the Down end of Siding D, and a point opposite on the Main line. This restriction is to allow for the extended crossing approaches and to prevent operation of the level crossing when a train is not going to enter the crossing.

Diagram 20/16 (North Bendigo Junction) replaced 20/13.

25.03.2018 Geelong (SW 84/18, WN 13)

On Sunday, 25.3., the dead end siding used for locomotive stabling was shortened by 58 metres. The siding now has a standing room of 85 metres. Amend Diagram 8/11 (Geelong)

27.03.2018 Maryborough (TON 41/18 & 47/18, WN 14 & 16)

On Tuesday, 27.3., the new dual gauge Points 19W (224.502 km) were booked out of service due to design issues with the turnout. The points were restored to service on 11.4.

28.03.2018 North Geelong (TON 40/18, WN 14)

On Wednesday, 28.3., North Geelong East Yard Roads 2, 3 & 4 together with hand points 84, 86, 87, 89 & 90 were booked out of use due to the condition of the points.

28.03.2018 Belgrave (A 5/18)

On Wednesday, 28.3., boom barriers were provided at the flashing lights at Old Monbulk Rd at the Down end of Belgrave yard.

- The flashing light units were replaced by LED units. The crossing protection signals were replaced by 8" white LED units. A red crossing protection indication was provided immediately below the Down crossing protection signal.
- The second track over the level crossing between No 3A Rd and Belgrave East Loop was track circuited, and the booms will automatically track cancel for shunting moves. The wording on the signs in No 3A Rd and Belgrave East Loop have been altered so that rail movements are not to enter the crossing until the booms are horizontal.
- An 'A' light was provided below the Up Inner Home (Post 2) was provided.
- A magnetic detection device to detect trolley movements near Post 2 was brought into service.
- The indicator for L1379 at the former station building was changed to a yellow light and an additional yellow indicator light was provided above the relay cabinet behind the picket fence at the Down end of the platform.

Signal L1379

L2379 will be held at Stop until the boom barriers have been horizontal for 4 seconds to ensure a minimum warning time for road traffic.

If the Down approach track is clear when any of the key switches is operated to the 'Clear' position, the existing 'Signal L1379 called' light at the ground frame will illuminate, as will the yellow indicator lights to show that the call has been registered. Loco crews should check, if possible, that the yellow lights are lit so that they know the level crossing will commence when the train enters the Down approach track. If the Down approach track is occupied when a key switch is operated, the flashing lights will start immediately but L1379 will only clear when the booms have been horizontal for 4 seconds.

If the flashing lights are operating with the Down approach track occupied, and a key switch is turned to 'Stop', L1379 will immediately return to stop. The booms will commence to rise 20 seconds later.

If the key switch for L1379 is operated when a shunt movement is holding L1379 at stop (i.e. across the level crossing and/or on the Up approach track), the "Signal L1379 called" light at the ground frame will light, but the yellow indicator lights will remain dark. When the shunt movement sets back clear of the Down approach track, all three indicator lights will illuminate indicating that the booms will operate when the next Down movement enters the Down approach track. If the set back move does not clear the Down approach track (e.g. a long train in No 1 Rd extending past the approach section indicator board), the yellow indicator lights will NOT light indicating that the level crossing will not operate on the departure of the train. In this case it will be necessary to cancel the call on L1379 by turning the key switch to 'Stop' and then recall it by turning the key switch to 'clear'. The flashing lights will then commence immediately.

Minimum Open Time

There is a minimum open time of 25 seconds between successive operations of the boom barriers. The signal controls can be operated in this time, but the crossing will not operate until 25 seconds has expired.

No 3A Rd track circuit

The track circuit on No 3A Rd across the level crossing allows the boom barriers to rise automatically when a train clears the crossing. It is still necessary to manually start the boom barriers for all moves commencing in either No 3A Rd or Belgrave East Loop. The stop buttons must only be used if the flashing lights have been started, but the movement does not take place. The booms will rise immediately the stop button is pushed and the signaller and driver must come to a complete understanding before the stop button is pushed.

Red Crossing Protection Indicator

If the crossing times out due to occupation of (or a fault on) the Down approach track, L1379 will be restored to Stop (if at proceed) and the Red Crossing Protection Indicator will light.

As Belgrave will normally be attended in these circumstances, the preferred procedure is to use the key switches to return L1379 to stop. This will cancel the timeout circuit. Subsequent operation of the key switch will operate L1379 and the booms as already described.

Up Movements and Post 2

The A light on Post 2 allows trains to pass the signal at Stop. It will only illuminate if the Up approach is down for more than 5 minutes (i.e. the level crossing has timed out), the line is clear to the fouling point at the Up end of No 1 Road, and the signal controls (lever 7 etc) remain operated.

If it is necessary to pass Post 2 for a shunting movement while the level crossing has timed out, the following procedure must be adopted. Lever 7 is to be restored to normal. The signaller must then wait for the Red Crossing Protection Indicator to go out (minimum of 20 seconds). Lever 7 can then be reversed and the applicable signal will clear 4 seconds after the booms are horizontal. Restore lever 7 immediately the train has cleared the facing points.

Magnet Detection Device for L1379

The magnet detection device will detect all metal flanged wheels passing Post 2. Detection will restore L1379 to stop. L1379 must be cleared for all Down trolley movements entering the level crossing.

30.03.2018 Brooklyn (TON 42/18, WN 14)

On Friday, 30.3., both roads of Brooklyn Siding yard were booked out of use due to sleeper, rail, and joint condition.

30.03.2018 Clayton – Westall (SW 70/18, WN 13)

On Friday, 30.3., work commenced on deviating the line over the viaduct between Clayton and Centre Roads. Clayton station (20.512 km) was closed. The level crossings at Clayton Road (20.422 km) and Centre Road (21.281 km) were abolished and the boom barriers were removed. The pedestrian crossing at Pullyn St (20.831 km) was closed.

Automatics D585, D604, D607, WTL721 (D620), D625, D634, D650, D664, WTL728 & WTL730 were abolished. Although not mentioned, Automatics D551, D566, D567 and D584 were also abolished. The Circular also lists Automatics D845, D863, D881, D899, D919, as being abolished, but this appears to be an error as these signals were abolished during the Noble Park resignalling.

Westall signal box was closed. The Smartlock CBI for the Westall – Springvale area, together with the Sigview panel at Westall, was abolished.

01.04.2018 **Westall** **(SW 70/18, WN 13)**

On Sunday, 1.4., the following signal alterations occurred:

- Automatics WTL728 and WTL730 were redressed as Home signals
- Up Home WTL773 was relocated 200 metres in the Down direction
- Down Home WTL724 was replaced by a tilt mast on the new viaduct and was altered to display 'Normal Speed Warning'.
- Down Home WTL726 was replaced by a tilt mast
- Down Dwarf WTL750 (Down end of Siding 1) was relocated 36 metres in the Down direction. A Hayes Derail & Crowder was provided in Siding 1 on the Down side of Dwarf WTL750.
- Down Dwarfs WTL766 (No 9 Siding) and WTL768 (No 10 Siding) were relocated 26 metres in the Down direction.
- Siding No 2 (Cripple Siding) was abolished.
- Sidings 7, 8, 9, & 10 were extended 22 metres to be 350 metres 'in clear'.
- Notice boards lettered 'Contact DNG box to depart' were provided at the exits of Sidings No 1, 7, 8, 9 & 10.

TPWS was provided at the following signals: WTL728, WTL730, WTL733, WTL734, WTL735, WTL736, WTL741, WTL742, WTL745, WTL765, WTL769, WTL771, WTL773, WTL774, WTL776, WTL796, and D740.

The following signals will be used to define station limits at Westall:

- Westall (Down Line) from Down Home WTL724 to Down Home WTL696
- Westall (Up Line) from Up Home WTL775 to Up Automatic D629

A new Westlock CBI was provided to control the Clayton – Westall – Springvale area was provided. This will be controlled by the Signaller Dandenong using a Westcad system.

01.04.2018 **Sandown Park** **(SW 70/18, WN 13)**

On Sunday, 1.4., Down Home D793 was renumbered D795, and Up Home D794 was renumbered WTL675.

03.04.2018 **Westall** **(WN 71/18 & 82/18, WN 14 & 16)**

With the resumption of services between Westall and Dandenong on Tuesday, 3.4., a temporary pedestrian crossing was provided across the Up end of No 3 Platform Rd. The crossing is situated 20 metres on the Up side of Up Home WTL731 and No 3 Platform Rd was baulked at WTL731. Up Homes WTL737 and WTL739 were restricted to displaying Low Speed Caution for moves into No 3 Road. Pedestrians are to be prevented from crossing the line while a train is arriving into No 3 Platform Road.

The temporary crossing was removed on Sunday, 15.4.

05.04.2018 **Dandenong** **(SW 70/18, WN 13)**

On Thursday, 5.4., a temporary VCS console was provided in the Signal Control Centre to allow communications with ICE radio equipped vehicles.

06.04.2018 **Kananook – Frankston** **(SW 81/18, WN 15)**

On Friday, 6.4., the Skye Road level crossing will be permanently closed to road traffic. The pedestrian crossing on the Down side of Skye Road will be closed, but the pedestrian crossing on the Up side will remain open and the protection equipment will not be altered.

The pedestrian crossing at Cricklewood Ave will be provided with automatic pedestrian gates and electro magnetically latched emergency gates.

Amend Diagram 3/15 (Bonbeach – Frankston).

10.04.2018 **Elmore** **(SW 100/18, WN 15)**

On Tuesday, 10.4., the Up end points were restored to use. The Master Key lock on the Up end points was fitted with electrical detection. When the points are unlocked the automatic operation of the boom barriers will be suppressed. It will be necessary to manually operate the level crossing using the key switch when shunting the siding.

16.04.2018 **Huntingdale - Clayton – Westall** **(SW 70/18, WN 13)**

On Monday, 16.4., the new line over the 1.848 km Clayton viaduct (19.900 km to 21.748 km) was brought into use. The new Clayton station (20.512 km) was opened with two platforms 160 metres long. The viaduct will cross Clayton Road (70.425 km) and Centre Road (21.278 km). Road clearance of 5.8 metres was provided.

The section between Huntingdale and Westall was completely resignalled. Automatic Block Signalling remains in use on this section. Homes D551, D567, D580, D587, D602, D609, D618, D640, WTL624 (co-acting), and WTL629 were provided. (Although not mentioned, it appears that a new Up Home D566 was

also provided.) All of the new signals in this section are three position uncontrolled Home signals. They are tilt mast type, fitted with UGL tri-colour LED heads, and have both train stops and TPWS. No signal post telephones are provided.

Axle counter track circuit sections were provided between Huntingdale and the Up end of Westall. On the Down line the axle counter sections stretch from 18.116 km (80 metres on the Up side of Huntingdale) to 22.000 km (Wordsworth Ave pedestrian crossing at Westall). On the Up line the sections are from 22.000 km (Wordsworth Ave pedestrian crossing) to 18.168 km (Down Automatic D546).

The automatic pedestrian crossing at Prince Charles St/Flora Av (19.845 km) was restored to use.

Track occupancy of the lines between Huntingdale & Westall will be shown at Dandenong signal control centre.

A new clause 15 was added to the 'Caulfield Group Operating Procedures'. The instructions are similar to those provided for the Noble Park viaduct.

Signalling Diagrams 15/18 (Carnegie – Huntingdale), 27/18 (Clayton – Springvale) and 19/18 (Sandown Park – Yarraman) replaced 5/12, 5/18, and 7/18 respectively.

(17.04.2018) Seymour (SW 113/18, WN 16)

Effective forthwith, the Down Repeating E913 has been secured to display a Warning aspect.

17.04.2018 Ouyen (SW 115/18, WN 17)

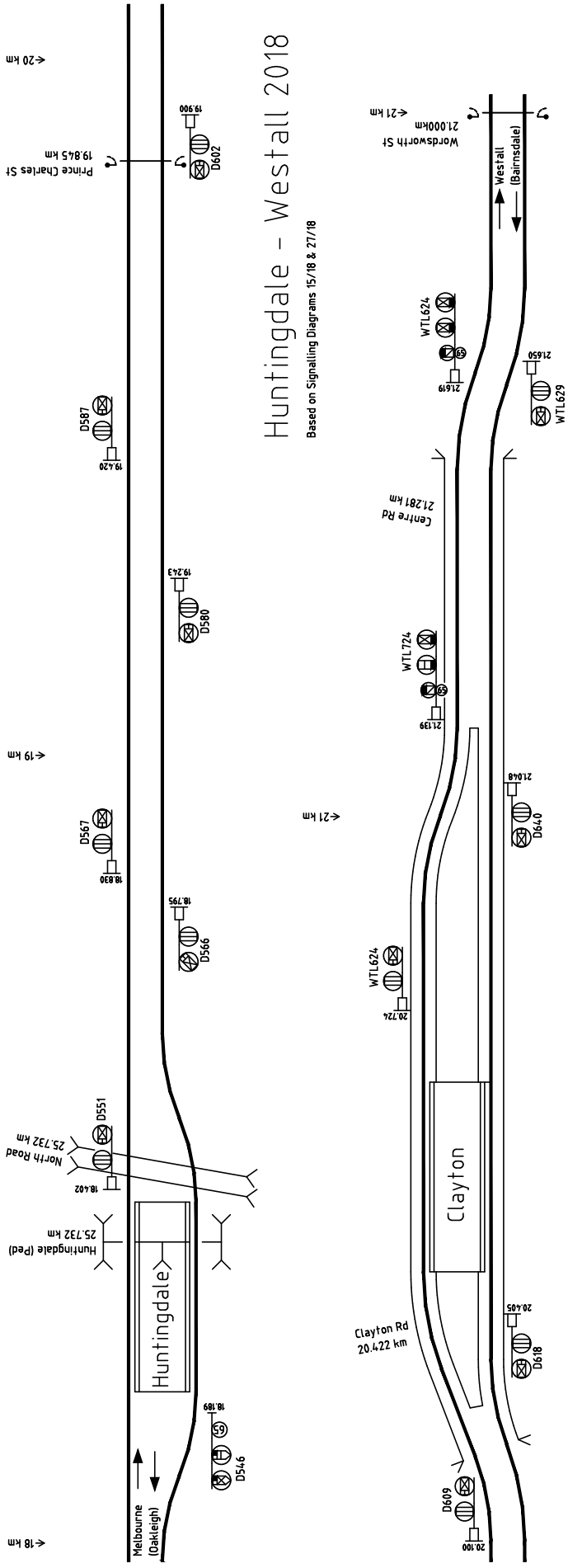
On Tuesday, 17.4., the signalling was restored to use.

All traffic will operate via No 1 Road. Ouyen yard is not available for traffic. Crossover A/E leading to No 2 Road at the Up end and Points G leading to No 2 Road at the Down end were secured normal.

The Works siding leading from No 1 Road at the Down end was abolished. The Point lever, Annett lock, and rodded connections were abolished.

Down Home Post 1 (lever 8), Up Home Post 3 (lever 3), Down Home Post 4 (lever 7), Down Home Post 5 (lever 6), and Up Home Post 6 (lever 2) were restored to service. Up Home Post 2 (lever 9) is secured normal.

The flashing lights at Gregory St/Mallee Highway (508.527 km) and Williams Rd (509.492 km) were restored to normal operation.



18.04.2018 **North Shore** **(SW 101/18, WN 15)**

On Wednesday, 18.4., the crib crossing at North Shore Rd (67.217 km) over the dual gauge Corio Independent Goods Line was provided with automatic pedestrian gates and electro-magnetically latched emergency gates.

Remote monitoring equipment was provided at the level crossing.

Amend Diagram 34/11 (Corio – North Shore).

20.04.2018 **North Melbourne** **(SW 79/18, SWP 3/18 & 4/18, WN 16)**

On Friday, 20.4., Up Automatics NME508 (East Suburban Line) and NME550 (Main Suburban Line) were redressed as uncontrolled Home signals with the same numbers. (Actually, NME508 was not redressed for some weeks after this date.)

A two position 5P key switch was provided to hold Home NME508 at Stop. The key switch is used to protect road/rail movements crossing the Up East Suburban Line at the Up end Platform 1 in advance of Up Home IAA510 to access the ramp to the Northern Loop. The key switch is located in a case on the wall of the Relay Room at the Up end of Platforms 2 & 3.

The Western Control Panel at Metrol was updated to display the text 'KEY' adjacent to the symbol for NME508 when the key switch has been operated.

The keyswitch is only to be used after an Absolute Occupation has been granted on the Northern Underground Loop. The Track Force Protection Co-ordinator (TFPC) must request permission from the Signaller Western Panel to restore NME508 to stop. If permission is granted, the TFPC must insert a 5P key and turn it clockwise. Home NME508 will be restored to stop and the red 'Signal Inhibit On' light will illuminate. The Signaller must inform the TFPC that NME508 has restored to stop and that the 'KEY' indication is showing on the panel. The TFPC must then confirm with the Signaller that a Track Block is in place to prevent a route from being set towards NME508. The key switch box must then be secured with an independent padlock, and the TFPC must personally retain the key. The TFPC must then request and be granted Absolute Occupation of the Up East Suburban line. The TFPC must then check that NME508 is at Stop and fix a Stop Limit Board to the line adjacent to the signal.

When the work has been completed, the TFPC must first ensure that the area of the Absolute Occupation is clear of obstructions. The TFPC must then remove the independent padlock from the key switch box, insert the key and turn it anti-clockwise. The green 'Signal Inhibit Cancelled' light will illuminate.

A new clause f) was added to Metro Trains Inner Group Operating Procedure 1 (Metrol Controlled Area Failure of Home Signals). The new clause provides for verbal permission from the Signaller Western Panel Metrol to pass these two signals at Stop. A new Metro Trains Inner Group Operating Procedure No 2 (Operation of NME508 Key Switch) was issued.

Diagrams 33/18 (Southern Cross – North Melbourne Passenger Lines) and 35/18 (North Melbourne – Macaulay) replaced 41/14 and 9/15 respectively.

22.04.2018 **North Geelong** **(SW 118/18, WN 17)**

On Sunday, 22.4., single bladed Catches 87 & 89 were replaced by double bladed catches fitted with dual control point machines. The existing rodded connections from Points 87 & 89 were abolished. Amend Diagram 174/11 (North Geelong).

23.04.2018 **Epping** **(SW 87/18, WN 16)**

On Monday, 23.4., the WestCAD equipment rack at Epping was replaced. During this process the Hurstbridge WestCAD will be shut down, however, operations will be continued using a back up system.

(24.04.2018) **Lake Boga** **(SW 123/18, WN 17)**

Diagram 46/16 (Lake Boga) replaced 104/13 as in service.

End£

LETTERS TO THE EDITOR

Mark Bau writes:

I was just reading the Sept 2015 Somersault.

On page 90 mention is made that the first feather was at Cranbourne in 1995.

I was on the signal sighting committee when Bob Lawrence and I suggested the use of feathers. I can't be sure of the dates but I believe it was in the late 80's or early 90's and the first one installed, as a test, was the one on the up Sandringham platform at Richmond. It was definitely installed by 1993 because that was the year I left VR to move overseas. Just prior to resigning in 1993 we sighted all of the signals for the Richmond to Caulfield re-signal which saw the upper quads removed. In any case, there were feathers in use at Richmond when I left in 1993 so the date of the first feather being at Cranbourne in March 1995 must be wrong.

EDWARD PHILPOTT
VR SIGNAL ENGINEER 1879-1893

Edward Philpott was born on 17 August 1848 at Thornbury, England[1], a market town about 18 km north of Bristol on the eastern side of the Severn estuary. His parents were Samuel and Mary Philpott. Details of his early life are unknown, but he was employed by the UK signalling contractors McKenzie, Clunes & Holland, of the Vulcan Ironworks, Worcester, from around 1868[2]. As Philpott was around 20 when he was employed at McKenzie, Clunes & Holland, it is likely that he did his apprenticeship elsewhere, and moved to Worcester as a journeyman. McKenzie, Clunes, and Holland had been founded in 1862.

Initial work for the Victorian Railways

In 1875 it was decided to introduce interlocking to the Victorian Railways, and, during a trip to the UK, Thomas Higinbotham entered into a contract with McKenzie and Holland for the supply of seven sets of gear and the services of an expert to supervise their installation. Philpott was selected by the firm to be sent to Melbourne[3]. There was nothing especially unusual about this; it was standard practice in the UK for erection of new interlockings to be under the control of an engineer of the contractor. The only difference was the distance from the UK – Philpott could not simply call on the head office in the case of difficulties.

Philpott arrived in Melbourne on the RMSS Bangalore (2342 tons) on 29 April 1876[4]. The first installation was at Essendon Junction, which was brought into service at noon on Saturday, 1 July 1876. The work would have been completed earlier but Philpott had been incapacitated by ill health for a portion of the time that he had been in Victoria[5]. It is known that five of the original installations were Batmans Hill Inner Junction signal box (October 1876), Batmans Hill Outer Junction signal box (opened in August 1876), Roden Street signal box (north of Dudley St), North Melbourne signal box (opened August 1876), and Essendon Junction signal box (opened July 1876). The locations of the other two interlockings are not known, but one might have been Footscray Junction.

With the installations completed, Philpott returned to England on RMSS Tanjore on Thursday 30 November 1876[6].

VR Signal Engineer

In October 1877 the Victorian Government cabled to Philpott and asked him to return as signal engineer to erect more interlockings. After six months deliberation, during which time several offers were made, he returned to Victoria. He apparently arrived in mid 1878, as by September 1878 Philpott was erecting the interlocking frame in No 1 Box for McKenzie & Holland[7]. At this time, Philpott was McKenzie and Holland's agent in Australia. It is likely that Philpott's wife, Sarah, was pregnant with their second child at the time the government made the offer, which might explain Philpott's reluctance to emigrate, and the long delay before he arrived.

Once in Victoria, Philpott accepted the position of Signal Engineer on 18 April 1879[8] and commenced his new role on 1 May 1879.

With his position settled, he clearly organised with his wife for his family to come to Victoria. Sarah (aged 29), and their two children, William (aged 2) and Ethel (aged 1) arrived in Melbourne on the Orient liner RMSS Garonne on the 6 August 1879[9]. They travelled in the second saloon[10]. Interestingly, and perhaps understandably, they travelled with Sarah's parents William (67) and Eliza (57). A third child, David Charles Philpott, was born to the family in 1880. At this time the family was living in Caulfield.

In 1882, Philpott (described as a civil engineer) gave evidence in the Ford Inquiry[11]. The evidence gives some interesting details as to how the responsibility for

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[1] The Geelong Advertiser 18.8.14 p3, In April 1893, Philpott stated that he was 44 years old.

[2] The Geelong Advertiser of 10.8.07 p8 stated that he had been employed 10 years by an English company – i.e. McKenzie & Holland.

[3] The Argus 27.4.93 p6

[4] Argus 1.5.76 p4 Shipping Intelligence

[5] Argus 3.7.86 p6

[6] Argus 1.12.76 p4 Shipping Intelligence, confirmed from PROV Shipping index, but names him 'Philpot' and gives the ship name as Tanjore II

[7] Australasian Sketcher 28.9.78 p101, caption p102

[8] The Argus 27.4.93 p6

[9] The Garonne was reported as departing Plymouth on 19 June 1879. The Evening Journal 29.7.79 p2

[10] The Argus, 7.8.79 p4. Geelong Advertiser, 5.8.79 p3

[11] Philpott's early years in the Victorian Railways were a turbulent period in the Engineer-in-Chief's branch. In 1878, the Engineer-in-Chief, Thomas Higinbotham, had been sacked by the Berry government and replaced by Robert Watson. The Minister, John Woods, also restructured the Engineer-in-Chief's branch to have separate sections for Construction and Maintenance, and Robert Ford was made Engineer of Construction. When the Berry government fell in 1880, Higinbotham was reappointed Engineer-in-Chief (Watson resigned rather than resume a subordinate position). One of Higinbotham's conditions for resuming the role was that Ford would be sacked. The new government also set up an inquiry into Ford's activities. The new government, however, was extremely short lived, and Berry formed a government again in late 1880. The second Berry government immediately cancelled the inquiry into Ford and announced that Ford would be reappointed Engineer for Construction. Higinbotham died suddenly, apparently of a stroke, the night before Ford's reappointment was announced. William Elsdon, was then appointed Engineer-in-Chief and General Manager in September 1880, with Robert Ford as Engineer for Construction. By this time, the senior levels of the branch were dysfunctional with the turmoil centred around Ford. In August 1881 one of the District Engineers,

signalling evolved. Philpott, as Signal Engineer, originally reported to Robert Ford, the Engineer for Construction. In his evidence, Philpott stated that he had complained to the Engineer-in-chief, William Elsdon, in October 1880 that Ford interfered with work of interlocking points and this could lead to an accident. Ford also interfered with his men which Philpott considered was subversive of discipline. Elsdon had re-iterated that Philpott's instructions were to come from Ford. However, as he was unable to get any instructions from Ford (though he had asked three times), he got instructions from John Lunt for the interlocking of Melbourne Yard, Lancefield Junction and Carlsruhe. After Ford was suspended, Philpott was informed in December 1881 or January 1882 that, henceforward, he was to receive instructions directly from the Engineer-in-chief. Under cross examination, Philpott admitted keeping a diary to record problems with Ford, but he denied forwarding letters from Francis Rennick to witnesses. He also rejected claims by Ford's counsel that Ford had investigated charges of peculation (theft) against him[1].

In April 1882, the Minister, Thomas Bent, created the Existing Lines Branch to take responsibility for the maintenance of the railways. The new branch was responsible for signalling, and Philpott reported to William Greene, the new Engineer for Existing Lines.

Sarah died after a "long and painful illness" on 2 August 1883[2]. Aged only 33, she left Philpott with three small children. At this time, the family lived at Aston-lodge, Cromwell-St, South Yarra[3].

In March 1883, Philpott was appointed as a member of the Departmental Sick Board[4]. Also in March 1883, the Engineer for Existing Lines recommended that Philpott be provided with a house. In January 1884, it was decided that he would receive a salary increase of £50, in lieu of a house or a housing allowance. By July 1884, Philpott had rented, from the Department, one of the two storied brick houses alongside the cutting at Williams St, South Yarra (Mr Moore, the District Traffic Superintendent South Suburban lines, had the other house). However, the family was forced to move when the Commissioners subsequently approved the sale of the house. Philpott's housing allowance was increased to £90 (to date from 7 October 1885), perhaps as compensation[5].

Philpott did not remain single for long. On 14 January 1885, he married Blanche Bird, the youngest daughter of John Bird of St Aubin, Cromwell-road, Hawksburn[6]. Blanche was born around 1852, and so was roughly 33 when she married Philpott. Their first child, a son, Henry Holland Philpott, was born on 20 November 1885. By this time, the family lived at "Yarraville", 5 Williams-street, South Yarra[7]. A daughter, Harriet Mabel Philpott, was born on 23 March 1887. The family now lived at "Palmyra", 8 Kensington-road, South Yarra[8].

Within the railways, Philpott was a senior manager, ranking with the Assistant Engineers and reporting directly to the Engineer for Existing Lines. The correspondence registers of the Existing Lines Branch shed a little light on the activities of the signal section. Of course, the section installed and maintained the interlocking, including the signals and point operating mechanisms. It did not construct the signal boxes themselves (although it appears to have done so prior to 1886). These were constructed by external builders, and the tendering process was managed by another section within the Branch. The Signal section, however, supervised the contracts. Small construction jobs, such as construction of fireplaces within signal boxes, were undertaken by the Works section. All electrical work (essentially restricted to block instruments, signal repeaters and ground bells) was undertaken by the Telegraph Branch, as was the gas lighting of signals. Oil lamps for signals were maintained by the Signal section. The Signal section installed non-interlocked signals, but the hand locking bars securing non-interlocked points were the responsibility of the track force. One interesting responsibility of the Signal section was design of the track layouts at major stations. This responsibility extended to the detailed design, and included ordering the specific turnout components. As a senior manager, Philpott was involved in significant departmental investigations. For example, in 1886/7 serious questions were raised in public about the strength of the Moorabool Viaduct. In June 1886, a formal deflection test was carried out on the viaduct in the presence of senior officers in the Department. Apart from Philpott, the other members of the party were William Greene (Engineer for Existing Lines), Francis Rennick (now Assistant Engineer for Maintenance), George Sims

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Francis Rennick, made a formal complaint about Ford's management, and a board of inquiry into the allegations was held in the first half of 1882. In the meantime, Elsdon had resigned in April 1882, largely because clashes with the Minister, Thomas Bent. The Ford inquiry was largely a whitewash and dismissed most of the allegations. However, in July 1882, shortly after the report was released, it was revealed that Ford had secretly sold a gravel pit to the contractors of the Frankston line; the quality of this gravel was a significant cause of Elsdon's problems with the Minister and his resignation. The government moved Ford sideways into the Public Works Department. Philpott clearly supported the anti-Ford faction in the branch. Watson replaced Elsdon as Engineer-in-Chief, however with reduced responsibility as the maintenance function became a separate branch, Existing Lines, under William Greene.

[1] Argus 20.4.82 p9, Argus 24.4.82 p9, Argus 27.4.82 p10

[2] Philpott's father-in-law, William, had died on 9 October 1881, aged 69, and was buried in St Kilda cemetery. Sarah's mother, Eliza May (nee Wescott) was also buried in this grave; she, however, lived until 25 November 1896 (aged 77). Sarah's brother, David was also buried in the grave. It appeared that he arrived in the Lusitania in February 1879 and died on 8 May 1920, aged 72 years.

[3] Argus 3.8.83 p1. The death certificate recorded that her parents were William May and Eliza Wescott. Sarah's grave is CofE, Compartment D, Grave 506

[4] VPRS 433 3147/83

[5] VPRS 433 3384/83 (80/6231, 82/9818, 83/2835), 4485/84 (84/3872), 1737/84 (84/1346) 10328/86 (86/9935)

[6] Argus 27.1.85 p1

[7] Argus 28.11.85 p1

[8] Argus 28.3.87 p1

(Draftsman), Thomas Woodroffe (Draftsman), Alison Dalrymple Smith (Assistant Locomotive Superintendent), and Richard Francis (Assistant General Traffic Manager)[1]. In June 1887, Philpott was one of the members of the internal board investigating the Windsor accident. The Chairman of the board was Francis Rennick and the other members were Richard Francis, Edward Jacks (Chief Inspector of Locomotives), and William Holmes (Assistant Electrician)[2].

By June 1889 the Philpott family had moved from South Yarra to a house in Heidelberg at the corner of Banksia and Cape Streets[3]. A second daughter to the couple, Hazel Alice Philpott, was born there on 9 June 1889[4]. Sadly, Hazel died on 13 November 1890, aged one year and five months[5]. The house was named 'Hazelmount', perhaps in memory of the daughter. A second son, Walter Frank Philpott, was born to the couple in 1891.

Philpott was a Freemason and was involved in the establishment of the Heidelberg Lodge (No 139). The Lodge was constituted on 18 June 1889 and held its first meeting in St John's Hall, Heidelberg. Philpott was installed as 'SW' – one of the officers[6]. Philpott became Worshipful Master of the Heidelberg lodge around August/September 1890[7]. Philpott's term as Worshipful Master came to an end in June 1891 and he was presented with a 'Past Master's jewel' as a token of the lodge's esteem and regard. After that meeting, a banquet was held at the Heidelberg Hall (hosted by Brother Seown, licensee of the Old England Hotel). The visitors took the last train back to Melbourne, which had been held 10 minutes for their convenience "courtesy of Brother Philpott"[8].

Apart from Masonry, Philpott was involved in local affairs. He was a member of the Heidelberg Cricket Club, and on 3 September 1890 he was elected one of the vice presidents[9]. Philpott was a member of St John's Church of England, Heidelberg. At the parishioners' annual general meeting in February 1893, Philpott was appointed one of the three Churchwardens by the Reverend (the other two Churchwardens were elected by the parishioners)[10].

The picture of Philpott at this time was the very model of an upper middle class Englishman.

Retrenchment

In February 1892 James Wheeler became Minister of Railways. Armed with an amended Railway Act, his remit was to reduce the railway deficit. Considering the Commissioners as blocking his proposals, Wheeler suspended the three Commissioners in March 1892 and replaced them with three deputies: Richard Francis (by now the Traffic Manager), William Kibble (the retired Assistant Traffic Manager), and Francis Rennick (now Engineer of Construction, and Assistant Engineer-in-Chief). Wheeler then announced his plans for saving money. Among other proposals, Wheeler proposed to merge the 'Interlocking' branch with another branch to reduce expenditure[11]. This had not been implemented when, in January 1893, the Government fell and Wheeler was replaced as Minister by James Patterson. The economic situation was still dire, and Patterson continued the policy of reducing the expenditure of the Department.

One means by which the expenditure was to be reduced was by retiring senior officers and replacing them by more junior offices at a lower rate of pay. This not only involved forcibly retiring everyone over 60, but also by targeting specific officers. By mid-March 1893, the deputy Commissioners had prepared a list of officers to be retired. A circular letter then was issued to the officers concerned regarding the date of the termination (most had actually already been retrenched). Philpott was on the list, and he was told to hold himself in readiness to leave "at an early date"[12].

The decision to retrench Philpott was questioned in The Argus. In response, the Commissioners acknowledged that Philpott was a most valuable officer, but they maintained that it was no longer necessary to retain him as installation of interlocking systems was at an end. The Argus considered that maintaining the system would require an expert, let alone any alterations or additions. The paper also noted that Philpott was entrusted with the design of yards because "there is no other man in the Department who pretends to rival his specialist knowledge of the subject". The Argus also claimed that it was an open secret that neither Thomas Woodroffe (now Engineer for Existing Lines) or Francis Rennick (now the Engineer in Chief as he had resigned from being a deputy Commissioner) were consulted about the removal and both had strongly protested about it. In response, the government, through The Age, noted that "the laying out the yard work connected with interlocking has been done for years past by Mr Knipe, a surveyor, and Mr Bragge, engineer, both of whom have been retained. Mr M'Clure and Mr Duncan have had the responsibility of fixing the points and crossings, and Mr Ballard has acted as assistant signal engineer, with general supervision. These […] are being kept in the service."[13]

The response of the Commissioners to this publicity was to move Philpott's retrenchment forward, and his last day at work was 29 April 1893[14], almost 14 years to the day of his joining the Department. It appears that his official date of retirement was 1 August 1893[15], and it is likely that

[1] Argus 21.6.86 p5
[2] Argus 13.6.87 p6, Gippsland Times 13.5.87p3
[3] Mercury and Weekly Courier 9.1.90p2, Evelyn Observer and South and East Bourke Record 17.1.90 p4
[4] Argus 15.6.89 p1
[5] The Argus, 14.11.90 p1
[6] Mercury and Weekly Courier 27.6.89 p3
[7] Mercury and Weekly Courier 10.9.90 p3
[8] Mercury and Weekly Courier 11.6.91 p3
[9] Mercury and Weekly Courier 18.9.90 p3
[10] Mercury and Weekly Courier 3.2.93 p3
[11] The Argus 19.3.92 p8
[12] The Argus 27.4.93 p6
[13] The Age 29.4.93 p9
[14] The Age, 29.4.93 p9 The Age 3.5.93 p4
[15] The Commissioners Report gives his date of retirement as 4 October 1893 (Commissioners Report, Year Ending 30 June 1894, Appendix 18, Statement of removals of employees, p48). However, the Treasury Finance Statement shows that his length of service was 14 years

he was allowed three months in lieu of notice[1]. He had completed 14 years and 3 months of service, and retired on a salary of £825 per annum. The formal memo to the Engineer of Existing Lines stated "as the interlocking system has been practically completed, it has been decided to abolish the office of signal engineer, and that the supervision of matters in connection with that branch shall be performed by Mr Ballard and the other inspectors in your control, or in any other way which may appear to you to be more suitable."[2] Edward Ballard, who had been 'Assistant to the Engineer of Signals' was placed in charge of the section and was promoted to be an Assistant Engineer.

The Argus editorialised[3] that their concern was not about Philpott himself, but about the public interest. The Commissioners had the responsibility for cutting the cost of the railways, but the question of abolishing the office of Signal Engineer affected public safety. An accident could cost the State many times more than the saving of the abolition of the position. It was for this reason that The Argus suggested that the Minister should restrain the Commissioners until the matter has been fully investigated. The Argus noted his achievements as Signal Engineer: over 15 years installing 5,000 levers in 200 signal boxes, the total cost reaching £300,000[4].

On 24 June 1893, a deputation lead by Philpott waited on James Patterson to ask him to intervene on the basis that the decision of the Commissioner to retrench them had been based on personal feelings and no savings had resulted[5]. Apart from Philpott, the deputation consisted of Henry King (formerly Assistant Traffic Auditor on £625), William Keleher (formerly the Secretary to the Railway Branch of the Board of Land and Works and Private Secretary to the Minister of Railways on £375), John McKean (Cashier in the Accountant's Branch on £525), and George Macartney (Assistant Chief Clerk on £600). The deputation considered that they had been harshly treated by the Commissioners and asked to be reinstated. They noted that in each of their cases, they had been replaced by junior people with little experience of the work, the heads of their branch had objected to them being made redundant, and there was no statement that they couldn't do their job. They further noted that the section of the Act used to retrench them was intended to be used when the public service was restructured, not to arbitrarily remove public servants.

In response, Patterson stated that either their roles had disappeared, or their duties were now being done by more junior (i.e. cheaper) staff. Further, decisions about staff were the responsibility of the Commissioners, and the Act did not allow him to act – he could not direct the Commissioners. Patterson was quite explicit; in a choice between the deputation and the Commissioners, he would back the Commissioners.

The tone of the meeting then changed dramatically when an unidentified member of the deputation stated that "we have rights and privileges". Patterson responded "You are highly paid officers, and the moment we touch you highly paid officials there is the devil to pay. You are the aristocrats of the service, and when you are touched you complain, whereas the poor fellows with comparatively nothing, when they are retrenched, go away without a murmur."

Philpott then made a tactical error by returning to asking the Minister for consideration and stating that it was not in the interests of the Department that they should resign. Patterson then focussed on Philpott, asking him if he thought that he was so indispensable that the railway would go to ruin if he died tomorrow. Philpott had to say no, they could get a replacement from England, but that there was no suitable local staff. Patterson disagreed, "You are only a common fitter; you are nothing more than that. We have men in the public service infinitely superior to you." In this, Patterson was demonstrating both his briefing, and its unfairness. Philpott would, indeed, have done a fitter's apprenticeship – that was just the normal training for a mechanical engineer when he was young. Thomas Woodroffe, now the Chief Mechanical Engineer, would have had no better technical education.

Patterson concluded by stating that the deputation, and its arguments, were proof that the Commissioners could not work with the deputation. Patterson finished by saying "they were all forgetting there was an absolutely new state of things at the railways. Some old officers were unable to confirm to the new condition of affairs; they could not understand it. The waste that was going on in the Department was something terrible. But there was a possibility of their services being wanted some day. He refused to believe that any of them had been turned away on account of any fault of their own. The commissioners were administering the railway, and it would be a gross wrong for him to interfere, and as to the appointment of a board, it could not be granted as they had not been accused of anything." Philpott responded the next day through the editorial pages of The Argus disputing the claim that Patterson made about "want of loyalty" and asking for the Commissioners to give any evidence of unloyalty[6].

The Euroa Advertiser had a different take: "The deputation of 'retrenched', railway officers, which waited on Mr. Patterson last Friday, had an unusually warm reception. The five gentlemen in question were officials drawing from £500 to £900 per annum and they each retire on comfortable pensions. They asked the Minister of Railways that they should be reinstated, failing which they should receive full pay for 12 months. One of them (Mr.

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and 3 months, and that he commenced to receive his retirement allowance on 1 August 1893.

[1] It is notable that the first tranche of staff retrenched under this scheme ceased work in late March 1893, but they appear to have officially retired on 30 June 1893.

[2] The Age 29.4.93 p9

[3] The Argus 28.4.93 p4

[4] The Argus 27.4.93 p6

[5] The Age, 24.6.93 p10, The Argus 24.6.93 p10. While both papers reported the deputation, the Argus' report was sanitised and it did not report the more intemperate language.

[6] The Argus 27.6.93 p4

Philpott, late signal engineer) went so far as to practically say the railways could not get on without him. This raised Mr Patterson's ire. He told Mr. Philpott that there were hundreds of better men than the late signal engineer in the department, and that the railways did not depend on any single individual, or, in fact, on any number of particular people. He went on to say that the 'aristocrats of the service,' that is those receiving high salaries, and who were called on to retire on substantial pensions were the worst people to deal with. The rank and file of the service had accepted the retrenchment loyally though in, some cases they left without one penny compensation. Altogether, Mr. Patterson's remarks were seasonable and reasonable. Men receiving £300 a year pension for life have no very serious cause for complaint. It is the hundreds of poor workers, thrown out of employment, who are really to be pitied. There is no doubt many of the government departments are over-officered; and in dispensing with some of the higher paid, and useless employees, good work is being done, and no hardships inflicted[1].

The media reports are consistent in describing the compensation that Philpott (and the other retrenched officers) would receive as a "pension". Unfortunately, they could not actually receive a pension as they had not achieved the age of 60 years, or retired due to ill health[2]. Under the Act, Philpott was entitled to compensation (what would now be described as a redundancy payout) of 14¼ month's salary, or just over £979. Philpott, however, clearly pushed for a pension, but this was refused by the Minister in February 1894 and April 1894, as it was not lawful[3]. This impasse was avoided by deciding sometime in 1894/5 to grant the retrenched employees an 'annual allowance' equivalent to their pension. In Philpott's case, this allowance was £192/10/0 per annum (which, it should be noted was considerably less than .the '£300 a year pension for life' claimed by the Euroa Advertiser).

After the failed deputation, the five members announced that they intended to press for a parliamentary select committee into their case[4]. No such committee was granted. The Minister for Railways stated in Parliament on 12 June 1893 that he had no objection to laying on the table of Parliament the papers relating to the retrenchment of the five members of the deputation[5], but it appears that this was not done.

It is difficult after this length of time to judge Philpott's retrenchment. On one hand, there was little interlocking work undertaken in the middle of the 1890s and his duties were adequately performed by his former staff and assistant. Retrenching Philpott saved a good portion of his salary of £825 per annum. The Commissioners' targeted other senior salaried staff at this time, although it is difficult to be precise about numbers as they were also retrenching all staff over 60. It appears that most of these targeted officers were Clerks, but they included all three District Traffic Superintendents, the Sub-Accountant, the Assistant Traffic Auditor, the Works Manager, and several Inspectors, Station-masters, and Draftsmen.

On the other hand, Philpott clearly considered that 'personal feelings' had influenced the decision to retrench him. In April 1893, The Argus stated "There is a suggestion that he put some noses out of joint – when resignalling Flemington Racecourse there were officers in the service who staked their reputation on the fact that the racecourse system would never be a success, and great was their glee when the first trial ended in a hitch. But when the next day Mr. Philpott himself took charge and the whole thing worked as though it had been in use for years, these objections were temporarily hushed, leaving legacies of disappointment which it would be against human nature to imagine would not be paid to the uttermost farthing at some later day"[6]. Supporting this view is that Philpott was one of the most senior officers retrenched[7].

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[1] Euroa Advertiser 30.6.93 p3

[2] Loss of office by an officer or employee of the Victoria Railways was governed by Section 72 of the Railway Act 1883 (Act 767) (http://www.austlii.edu.au/au/legis/vic/hist_act/tvrca1883411) which stated that "Every officer and employe holding office in the Railway Department at the time of the passing of this Act shall be entitled to compensation or retiring allowance to be computed under the provisions of the Act No 160 […]." Act 160 was the Civil Service Act 1860 (http://www.austlii.edu.au/au/legis/vic/hist_act/aatrtcs302/). Section 16 of that Act provides that "When the services of any officer are dispensed with in consequence of any change in any department and not for any fault on the part of such officer […] every such officer shall as compensation receive for each year of service one month's salary according to the rate of salary paid to him […] at the time when his services shall be so dispensed with as aforesaid and a proportionate sum for any additional time less than a year." Section 39: "When any officer [..] has attained the full age of sixty years he shall thereupon retire from active service upon a superannuation allowance." Section 72: "When any officer desires to retire from active service and has not attained the full age of sixty years if he produce medical evidence satisfactory to the Governor in Council that he is incapable from infirmity of mind or body to discharge the duties of his office and that such infirmity is likely to be permanent the Governor in Council may permit such officer to retire according upon a superannuation allowance." Section 74: "Every superannuated officer […] shall receive […] the following annual allowance […] after ten years' service and under eleven years' ten-sixtieths of the average annual salary received by him during three years preceding his superannuation [increasing by one-sixtieth for every year of service, to a maximum of forty-sixtieths]".

[3] See the precis of Secretary's Branch file 94/1173 in VPRS 12623 P0.

[4] The Argus 7.7.93 p7

[5] The Argus 13.7.93 p9

[6] The Argus 27.4.93 p6

[7] The most senior officer to be retrenched at this time was the Locomotive Superintendent, Alison Dalrymple Smith. Smith was definitely retrenched due to 'personal feelings' between him and the Commissioners, particularly Kibble. Interestingly, the next most senior

It has been suggested that Edward Ballard, Philpott's replacement as head of the Signal section, conspired to remove Philpott. I would consider this unlikely as Ballard was simply too junior at the time; the decision to retrench Philpott had to come from the Commissioners. This is not to say, of course, that Ballard did not co-operate fully with the decision.

After the Victorian Railways

Shortly after his retrenchment from the railways, Philpott was employed by the shipping company Howard Smith & Co[1].

The Philpott family left Heidelberg in March 1894. A 'complimentary smoke night' was held on Friday, 17 March 1894, by residents of the Heidelberg district to mark his leaving of the district. Frederick Mathews occupied the chair, supported by Robert Harper (MLA), George Gibbs (Secretary to the MMBW), and members of the Heidelberg council. The speeches noted the value he contributed to the district – the hall was largely due to his efforts, and the building up of the Masonic lodge.

It appears that the Philpott family moved to Hawthorn after their departure from Heidelberg. A son, Leslie Albert Philpott, was born there in 1895.

Sometime in mid to late 1896, Philpott became the Geelong manager for Howard Smith & Co[2]. Philpott was elected as a member of the Geelong Chamber of Commerce on 28 January 1897[3], and was appointed a member of their Harbor Committee in February 1897[4].

Edward and Blanche's last child, Reginald Arthur Philpott, was born on 17 February 1899 in Geelong. The family at this time lived at "Clifton", Sydney Place, Geelong[5].

Philpott was transferred in January 1902 to Melbourne as Coal Manager for Howard Smith. By this time he was the senior vice president of the Chamber of Commerce and would 'no doubt' have been president the next year. His value to the chamber was due to his railway knowledge, intelligence, and shipping connections. He was replaced as Geelong manager by Godfrey Lotherington[6]. Lotherington was subsequently transferred to become manager of one of Howard Smith's Sydney departments in March 1903 and Philpott returned to Geelong as manager[7].

He had maintained his Masonic connections, and in 1902 was Worshipful Master (PGSD) of the "St Andrew's in the South" Masonic Lodge in Geelong[8]. In March 1912 the 'Right Worshipful Brother' Philpott was a key organiser of a tour of Geelong by the (Victorian?) Grand Lodge[9]. In addition, he was active in the formation of the Geelong branch of the Royal Society of St George[10], and was elected its first president in July 1907. He remained president of the society until at least 1910[11].

In November 1905, Philpott was elected as Councillor for the Bellarine Ward of the Geelong Town Council. He won against the sitting councillor, 306 votes to 231, even though the Mayor canvassed against him[12]. On 14 October 1907, Philpott was elected Alderman for the Bellarine Ward of the Geelong Town Council[13] He became Mayor of Geelong (and Chief Magistrate) on 9 November 1910 and was mayor when Geelong was proclaimed a city[14]. He declined re-appointment as Mayor after a year in the job, but remained an Alderman on the council[15].

At the same time as his career in local government, Philpott was active in the Geelong Chamber of Commerce. In February 1907, he was elected a vice-president of the Geelong Chamber of Commerce [16], and president in February 1909[17]. He remained president until January 1911[18]. In June 1909, as Alderman Philpott, President of the Geelong Chamber of Commerce, he gave evidence to the Railways Standing Committee on the proposed line across the Western plain to Willaura. Philpott favoured commencing at Gheringhap[19].

Philpott was appointed a Justice of the Peace on 18 March 1913[20]. It was noted that he sat eight times on the bench at the City Police Court during the quarter ended December 1914[21].

In March 1907 the family was living in Bousey Rd, Highton[22]. By November 1914, they had moved to a large property in Mount Pleasant Rd, Belmont, adjoining Boyd Grange[23]. At this time it was noted that the property had been let for a few months while Blanche visited her daughter in Camperdown and friends in Melbourne. Edward lived elsewhere in Geelong during this period. In August 1917, they had sold their property 'Rosendale' at Marcus and moved to a new home at 'Coolangatta',

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retrenchment was Joseph Calcutt, the Principal Clerk of the Existing Lines Branch, and apparently the father of Francis Calcutt, the next but one signal engineer.

[1] The Geelong Advertiser of 10.8.07 p8 stated that he had been employed for 14½ years by Howard Smith – that is he started in early 1893

[2] In January 1902, it was noted that he had been Howard Smith's manager in Geelong for 5½ years.

[3] Geelong Advertiser 29.1.97 p4

[4] Geelong Advertiser 2.2.97 p4

[5] The Argus, 25.2.99 p1

[6] Geelong Advertiser 7.1.02 p2, The Argus 7.3.02 p6

[7] The Argus 7.3.03 p19

[8] Geelong Advertiser 28.1.02 p3

[9] The Argus 23.3.13 p20

[10] This society is an English patriotic society with the objectives to 'foster the love of England'. It still exists, although not the Geelong branch.

[11] The Argus 31.7.07 p8, Geelong Advertiser 5.7.06 p3, Argus 30.7.08 p6, The Argus 27.7.1909 p6

[12] Geelong Advertiser 28.10.05 p3, 2.11.05 p2, 7.11.05 p2

[13] The Argus 15.10.07 p6

[14] The Argus 11.10.10 p5, Bendigo Advertiser 10.11.10 p7, The Argus 10.11.10 p8. In Geelong, each ward had three councillors and one alderman.

[15] The Argus 15.8.11 p8

[16] The Argus 5.2.07 p6

[17] The Argus 3.2.09 p8

[18] The Argus 24.1.11 p8

[19] The Argus 1.6.09 p6

[20] Geelong Advertiser 19.3.13 p2

[21] Camperdown Chronicle 16.1.15 p3

[22] Geelong Advertiser 14.3.07 p3

[23] The Geelong Advertiser 5.11.14 p4

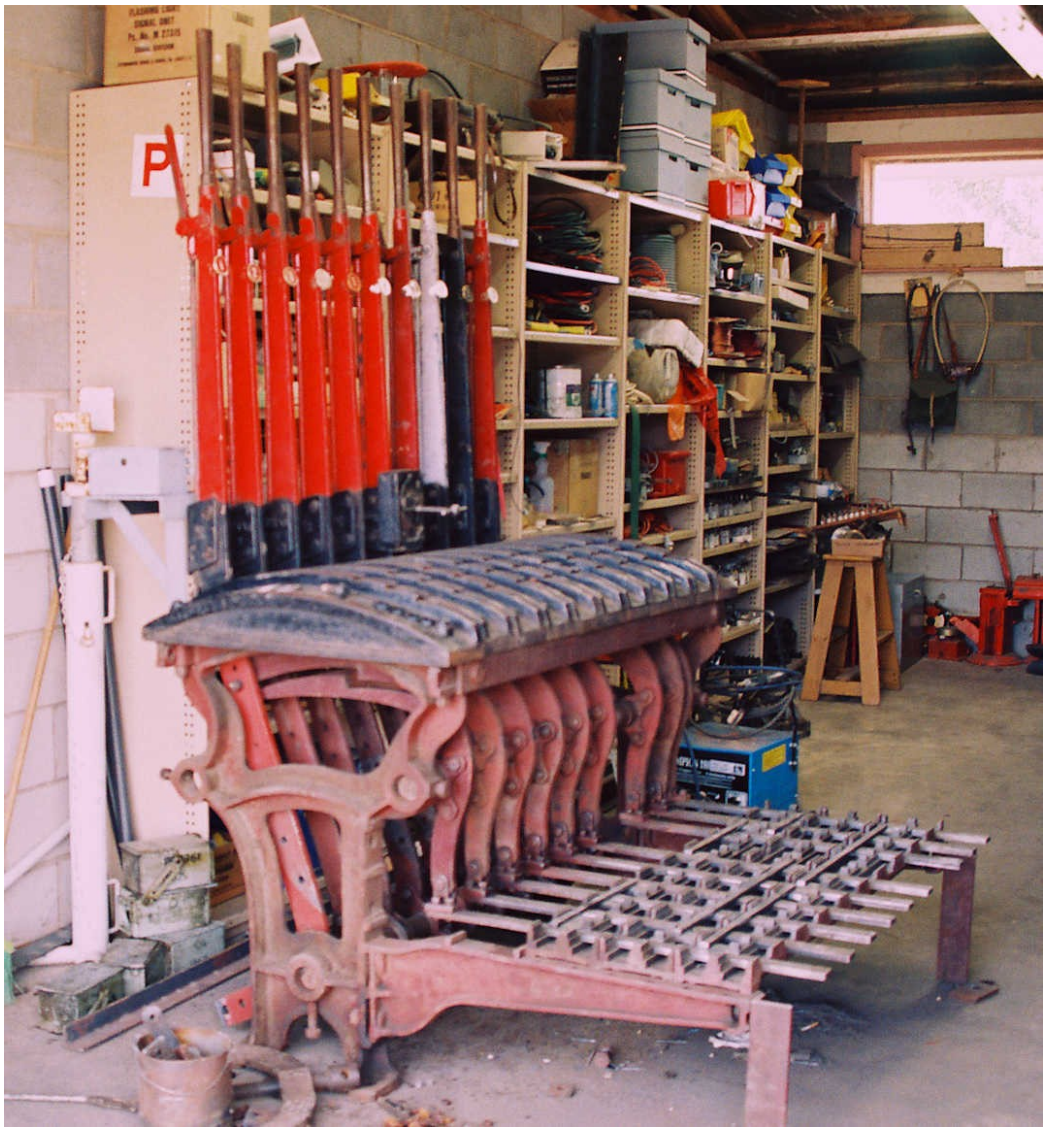
Moorabool[1]. The house on Mt Pleasant Rd, Belmont, was sold by auction in May 1918[2].

Owing to failing health, Edward Philpott retired as the Geelong manager of Howard Smith Ltd in December 1927 at the age of 79[3]. He and Blanche retired to Hampton.

Edward Philpott died on 20 October 1929 at their house at 9 Hampton St, Hampton. He was 81. He was survived by his wife, Blanche, and seven children: Will, Ethel, Charles (David Charles), Harry (Henry), Duxie (Harriet), Walter, Les, and Reg[4]. Blanche Philpott lived to 88 years and 11 months, dying on 16 December 1940 at her daughter Duxie's house in Balywn.

In preparing this short history of Edward Philpott, I have been following in Alan Jungwirth's footsteps. Before he passed away, Alan was actively researching Philpott's life, and some of the information in this article was discovered by Alan.

THE VR A PATTERN FRAME



These photos were taken by David Langley and show the 1995 'A' pattern frame for Wallan in the course of erection in the Signal Depot at Seymour and give an excellent idea of the design of the frame.

'A' pattern frames were introduced in 1910 and replaced the McKenzie and Holland No 6 Pattern Rocker frame as the standard frame for the Victoria Railways. The 'A' pattern frames were constructed in house by the railways and replaced the purchase of frames from McKenzie & Holland. Many of the components of the design were copied, or derived, from the Rocker frame, including the levers, cams, floor plates, and standards.

The 'A' pattern design is an 'indirect lever locking' tappet frame.

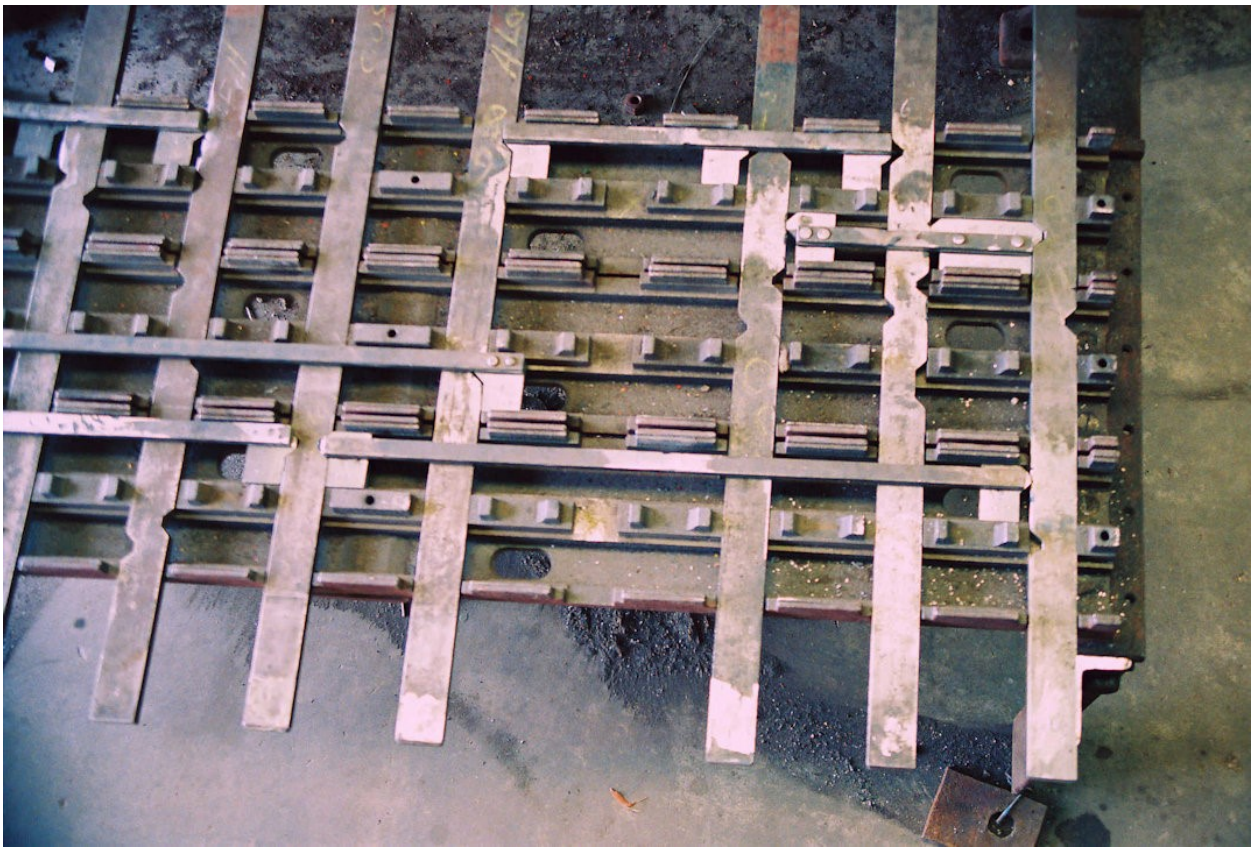
With a lever locking frame, the motion of the interlocking is derived from the movement of the levers. The other approach is 'catch handle' locking where the movement of the catch handle by the signaller operates the

[1] Geelong Advertiser 10.8.17 p4

[2] Geelong Advertiser 27.4.18 p6. A description of the property is given.

[3] The Argus 31.12.27 p14

[4] The Argus 21.10.29 p1, The Argus 21.10.29 p6



interlocking. The advantage of a lever locking frame is that it is somewhat simpler, and is easier to work as the signaller does not need to move the interlocking when clasping the catch handle.

In an indirect lever locking frame there is some form of motion reducing device between the lever and the tappet. In the 'A' pattern frame this took the form of a curved cam plate, which clearly seen in the photo on the previous page. With a direct lever locking frame, the tappets were connected straight to the lever. This was, of course, a simpler design, but had a number of disadvantages. The travel of the tappets was far greater, there was a high mechanical leverage meaning the signaller could exert considerable force on the locking, and movement of the locking took place gradually as the lever moved between normal and reverse. Despite these disadvantages, many UK railways successfully adopted direct lever locking frame designs. The VR 'B' pattern interlocking frame was a direct lever locking frame. It was identical to an 'A' pattern frame except that the cam is omitted.

The photo above is of the left hand end of the Wallan locking bed with the covers removed clearly and shows how tappet locking works.

Tappet locking was invented by James Deakin and patented by the UK signalling contractor Stevens and Sons in 1870. The design was so good that when the patent expired other manufacturers quickly adopted it, and by the 20th century it was the standard interlocking mechanism in the UK. Compared with other designs, tappet locking was simple, compact, light, and easily supported special locking such as conditional locking. All these features were a particular advantage as frames grew larger and locking more complex.

The tappets are the flat steel bars running vertically in this picture. These have triangular notches cut out of them to receive projections on steel locking dogs. The locking dogs are connected together by the horizontal steel bars.

Tappet locking is straightforward. Take the fourth tappet from the right (lever 6). In the topmost channel there is a locking dog on the righthand side of the tappet. This is connected by a bar to locking dogs on the lefthand side of the second (lever 9) and third (lever 8) tappets from the right. These locking dogs are out of the notches in the tappets. If lever 6 is reversed, the tappet will slide up. This drives the locking dog out of the notch to the right. The bar means that the other two dogs are driven into notches on levers 8 & 9. Levers 8 & 9 are now locked as the locking dogs cannot be moved back again while lever 6 is reverse.

The rightmost tappet (lever 10) is for the Down distant, and the two levers to the left of it are for the Down home (lever 9) and starting (lever 8). The locking between these levers is in the second top channel, and shows how releases are implemented. The notches in the tappets for levers 8 and 9 are below the nose of the locking dogs. With these two levers normal, lever 10 is locked normal as the locking dogs cannot be moved sideways. When these levers are reversed, the tappets move upwards and bring these notches in line with the nose of the locking dogs. Lever 10 can then be reversed, driving the locking dogs into the notches on levers 8 and 9. This locks the levers reverse until lever 10 is restored to normal.

With a direct locking frame, the reverse notches would be considerably further down the tappet. Careful design would be necessary to ensure that these notches did not inadvertently release other levers while the lever was being moved from normal to reverse.

The locking dogs (or locks) and the tappets slide in steel locking troughs. In Victorian frames these locking troughs are in lengths of 5 or 10 levers, and have two channels for locks. This frame is fitted with three locking troughs – up to 10 troughs could be fitted to A pattern frames. Each channel could contain up to 5 locking bars – two underneath the tappet and three above the tappet. Even a single locking trough could therefore contain a substantial amount of locking. Below are two further photographs of the locking bed and cams.