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### MINUTES OF MEETING HELD FRIDAY 21 SEPTEMBER 2018, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS, VICTORIA.

- Present: – Glenn Cumming, Graeme Dunn, Ray Gomerski, Chris Gordon, Judy Gordon, Graeme Henderson, David Jones, Keith Lambert, David Langberg, David Langley, Neil Lewis, Phillip Miller, Laurie Savage, Rod Smith, David Stosser, and Andrew Wheatland.
- Apologies: – Phil Barker, Michael Formaini, Bill Johnston, Chris King, Steve Malpass, Michael Menzies, Brian Sherry, Peter Silva, Bob Taaffe, Stuart Turnbull and Andrew Waugh.  
 The President, Mr. David Langley, took the chair & opened the meeting at 20:02 hours.
- Minutes of the July 2018 Meeting: – Accepted as read. Phillip Miller / Andrew Wheatland. Carried.
- Business Arising: – Nil.
- Correspondence: – Letter sent to David Ward at Metro Trains seeking permission for the Signal Box tour on Saturday 22 September 2018.  
 The invoice for the “Signalling Record” for 2017 was received from the SRSUK and payment was sent.  
 Bereavement card sent to the Brook Family.  
 Phillip Miller / Neil Lewis. Carried.
- Reports: – Tours. Final arrangements for the Signal Box tour on 22 September 2018 (tomorrow) were discussed.
- General Business: – President David Langley spoke about the recent passing of long standing SRSV member Wilfrid Brook. The SRSV was well represented at the funeral.  
 Keith Lambert provided details about various works in the Metropolitan District. A summary of the discussion follows: –
- An occupation between Dandenong – Pakenham East is planned for December 2018 – January 2019 to allow various works to be completed including the commissioning of the new junction for the Cranbourne Line at Dandenong.
  - Works for the new stabling sidings at Kananook are in progress.
  - It has been proposed that Upfield Signal Box will be operated by remote control from Metrol. The timeframe is not known.
- Chris Gordon advised that an additional crossover and a stabling siding for a standby train would be provided at Oakleigh.
- Phillip Miller reported on works at the new Kananook stabling sidings. Completion is planned for July 2019.
- Phillip Miller noted that the removal of the Seaford Road, Seaford, level crossing has been completed.

*(Front cover). In New South Wales, signalling is strictly route signalling, which resulted in lovely signals such as the arrival Homes at Bargo. When the new duplicated line between Picton and Mittagong was opened in 1919 the signalling was by three position upper quadrant semaphores showing double light indications. (West) Bargo was a switch in/out location with Up and Down Refuges and a Goods Siding. In August 1946 the Down Refuge was converted into a Loop and this bracket signal was provided to control entry into the new Loop. Two three position arms were provided as the Refuge was a running line. Notice how the right hand (main line) arm is higher than the left hand (refuge). Both arms show double light indications (Clear: Green/Green; Caution: Green/Red; and Stop: Red/Red). The route into the Refuge cannot show Clear, of course, so the lower light is fixed at red. The main line arm has a working lower spectacle. The mast itself is a welded batten mast that is designed for efficiency rather than attractiveness. Photo Andrew Waugh*

David Stosser noted that an Annett Key had been removed from Bullarto on the Daylesford Spa Country Railway but was returned after a public appeal.

Rod Smith reported that the Absolute Occupation between Ararat – Maryborough had been returned. The section is now worked by Train Orders.

David Stosser described scale point rodding and cranks for model railways from DCC Concepts in the UK. Laurie Savage described boom barriers on the tram line North Port that are operated by push buttons at the adjacent pedestrian crossing.

Graeme Henderson spoke about the closure of the Chatswood – Epping Line in New South Wales this weekend for seven (7) months for construction of the ‘North West Metro’. Track alterations at Epping and Chatswood were described. Service alterations were described.

Graeme Henderson provided a progress report on the Sydney light rail system and the Newcastle light rail system.

Chris Gordon advised that Macleod Signal Box will be operated by remote control from Metrol commencing February 2019 and Darling Signal Box will be operated by remote control from Metrol commencing June 2019.

Andrew Wheatland advised that the Puffing Billy Railway will commence construction of a new signal box at Lakeside in October 2018.

Syllabus Item: – The President introduced member Graeme Henderson to present the Syllabus Item.

Graeme presented “Framing the Rock”, the outcomes of Graeme’s research into the signalling history of the railway station at The Rock in New South Wales in preparation for Graeme drafting a replica of the signal box pull diagram.

Assisted by various diagrams, drawings and images, Graeme described the various stages of the mechanical signalling at The Rock with details of the many changes over the years including the conversion to power signalling and the removal of the signal box.

In addition, Graeme provided details of the history of New South Wales railway and tramway signals boxes being written by Bob Taaffe to be published in 2019.

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

Meeting closed at 22:45 hours.

The next meeting will be on Friday 9 November, 2018 at the Surrey Hills Neighbourhood Centre, Bedford Avenue, Surrey Hill, commencing at 20:00 hours (8.00pm).

## SIGNALLING ALTERATIONS

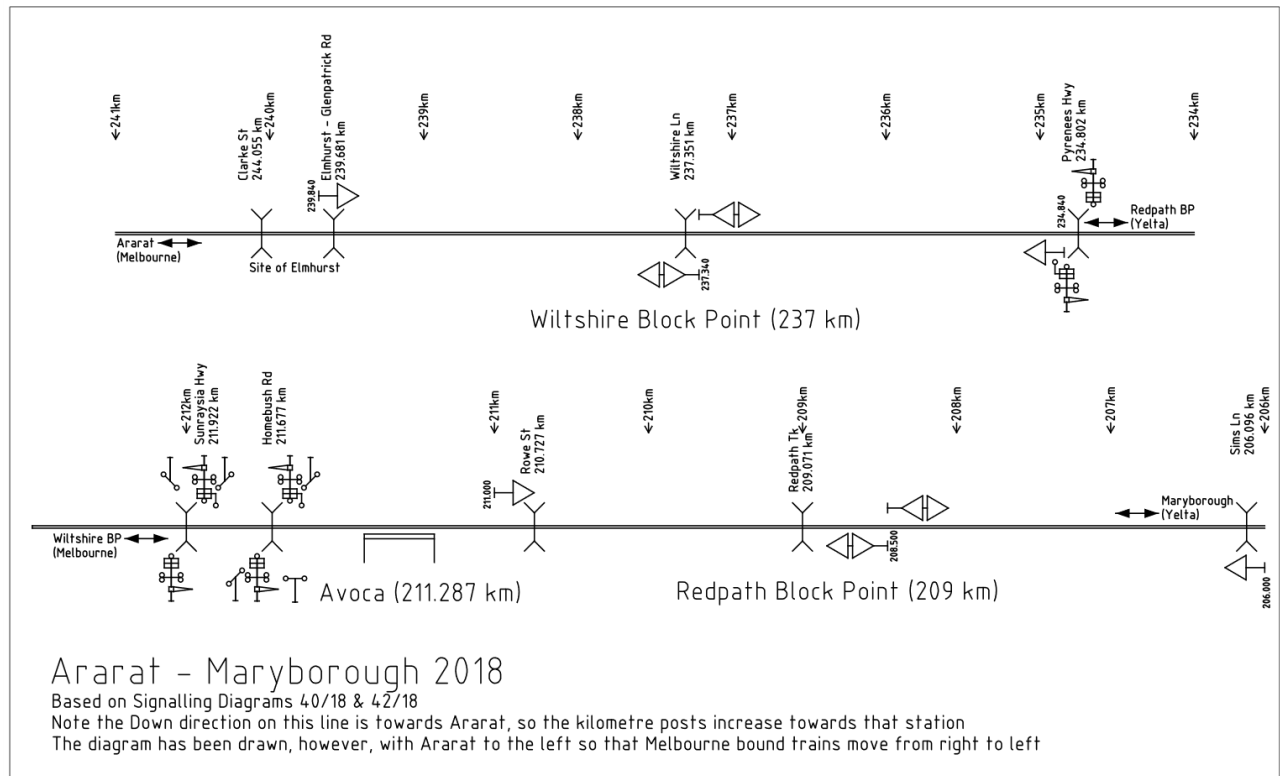
*The following alterations were published in WN 32/18 to WN 39/18, and ETRB A circulars. The alterations have been edited to conserve space. Dates in parenthesis are the dates of publication, which may not be the date of the alterations.*

- |                     |   |                           |
|---------------------|---|---------------------------|
| <b>(07.08.2018)</b> | <b>Castlemaine</b>  | <b>(SW 325/18, WN 32)</b> |
|                     | Operating Procedure 112 (Castlemaine) has been reissued. The alteration concerns the details of the holder of occupations. SW 132/14 is cancelled.  |                           |
| <b>08.08.2018</b>   | <b>Sale</b>   | <b>(SW 323/18, WN 32)</b> |
|                     | On Wednesday, 8.8., the crib crossing at Raglan St (206.878 km) was replaced by automatic pedestrian gates (including emergency gate control locks). Amend Diagram 104/14 (Rosedale – Sale).  |                           |
| <b>09.08.2018</b>   | <b>Wallan</b>   | <b>(SW 324/18, WN 32)</b> |
|                     | On Thursday, 9.8., emergency gate control locks were added to the existing emergency gates at the Station Access pedestrian crossing (47.555 km).   |                           |
| <b>10.08.2018</b>   | <b>Ararat</b>   | <b>(SW 327/18, WN 32)</b> |
|                     | On Friday, 10.8., Stop Board 2 was provided on the Maryborough line at 274.000 km. The Stop Board faces Down (Maryborough bound) trains and is lettered “Stop Board 2 Obtain authority from Signaller prior to proceeding”.                                     |                           |
| <b>10.08.2018</b>   | <b>Essendon St</b>  | <b>(SW 283/18, WN 33)</b> |
|                     | On Friday, 10.8., the Buckley St level crossing was permanently closed to road traffic and the level crossing protection equipment was removed. Up Home ESD542 was temporarily removed for grade separation works. Amend Diagram 17/15 (Kensington – Essendon). |                           |
| <b>11.08.2018</b>   | <b>Tresco</b>   | <b>(SW 347/18, WN 33)</b> |
|                     | On Saturday, 11.8., the Goggin Rd level crossing (321.186 km) was permanently closed. The roadway at the crossing was removed, road barriers installed, and the passive road signage and whistle boards were abolished. Amend Diagram 46/16 (Lake Boga).        |                           |

- 13.08.2018 Speed** (SW 389/18, TON 133/18, WN 36)  
On Monday, 13.8., Speed Loop (469.844 km) and the intermediate siding were restored to use.  
The only crossing loop to remain out of use between Dunolly – Yelta is Sutherland Loop. The only intermediate sidings secured out of use are Curyo and Mildura Cement Siding.
- 13.08.2018 Preston – Regent** (SW 280/18, WN 33)  
On Monday, 13.8., automatic pedestrian gates (including magnetically latched emergency gates) were provided at the Olver St pedestrian crossing. Amend Diagram 29/14 (Northcote – Reservoir).
- (14.08.2018) Rosedale – Sale** (SW 341/18, WN 33)  
Diagram 60/18 (Rosedale – Sale) replaced 104/14 as in service. The change is the provision of pedestrian gates at Raglan St, Sale (SW 323/18)
- 15.08.2018 Pakenham East** (SW 334/18, WN 32 & 33)  
On Wednesday, 15.8., two trailing crossovers were installed in the main line for the leads to the new High Capacity Train Project yard. The Arrival Road crossover (PKM617) was provided at 60.995 km/61.066 km. The Departure Road crossover (PKM619) was provided at 61.313 km/61.426 km. All points were fitted with dual control point machines and were secured normal.
- 14.08.2018 Munro** (SW 348/18, WN 33)  
On Tuesday, 14.8., boom barriers were provided at the passive level crossings at Reeves Rd (228.341 km) and Swallow Lagoon Rd (230.924 km).  
The level crossings are operated by axle counters. Healthy State Indicators, Yellow Whistle Boards, and remote monitoring were provided.  
Amend Diagram 14/15 (Stratford – Hillside).
- 15.08.2018 Stratford** (SW 348/18, WN 33)  
On Wednesday, 15.8., boom barriers were provided at the passive level crossing at Falls Rd (217.542 km).  
The level crossing is operated by axle counters. Healthy State Indicators, Yellow Whistle Boards, and remote monitoring were provided.  
Amend Diagram 14/15 (Stratford – Hillside).
- 15.08.2018 Hillside** (SW 348/18, WN 33)  
On Wednesday, 15.8., boom barriers were provided at the passive level crossing at Scotts Rd (260.586 km).  
The level crossing is operated by axle counters. Healthy State Indicators, Yellow Whistle Boards, and remote monitoring were provided.  
Amend Diagram 14/15 (Stratford – Hillside).
- 17.08.2018 Ouyen** (TON 126/18, WN 34)  
On Friday, 17.8., No 4 Road was booked back into service.
- 17.08.2018 Epping** (SW 287/18, WN 34)  
On Friday, 17.8., interlocking data updates was carried out on the Epping, Epping Sidings, South Morang, and Mernda CBIs. The major change involves interlocking alterations to Home SMG156 which will hold the signal at Stop unless a route is set from SMG154 to SMG156, or track 053T is occupied. Minor fault rectification was also undertaken.
- 18.08.2018 Ararat** (SW 355/18, WN 34)  
On Saturday, 18.8., the limits of the Absolute Occupation on the Maryborough line were reduced from 274.270 km to Stop Board 2 at 270.000 km.
- 18.08.2018 Maryborough** (SW 355/18, WN 34)  
On Saturday, 18.8., the following changes took place:
- Down Home MYB2 at 188.555 km on the Ararat line (see SW 21/18) was replaced by a new post at 188.710 km, 206 metres on the Up side of Derby Road. The new post can display a Medium Speed aspect.
  - Boom barriers were commissioned at Derby Road (188.504 km) on the Ararat line. The boom barriers are interlocked with Home MYB2.
  - Up Home MYB10 can now be cleared towards the Ararat line. A Medium Speed aspect will be displayed for moves towards Ararat. MYB10 has V and S indicators (see SW 9/18).
  - Standard gauge trains will no longer need to travel through Maryborough under the cover of an Absolute Occupation.
  - The limits of the Absolute Occupation on the Ararat line were reduced from a point clear of Ballarat line to Home MYB2.
- 19.08.2018 South Morang – Mernda**  
On Sunday, 19.8., a special free passenger service was operated between South Morang and Mernda.

- 19.08.2018 Frankston** (SW 296/18, WN 34)  
 On Sunday 19.8., a track indication panel was provided to indicate the occupation of the track circuits between Frankston and Kananook. On the Up line the track circuits shown extend from the track circuit in the rear of Automatic F1352 to Automatic F1306. On the Down line, the track circuits extend from F315 to the track circuit in advance of F1359 (75).  
 SW 189/18 is cancelled.  
 Operating Procedure 10C (Frankston – Kananook: Failure of Intermediate Uncontrolled Home signals) was issued.
- (21.08.2018) Murtoa** (SW 357/18, WN 34)  
 Signalling Diagram 26/18 (Murtoa) replaced Diagrams 60/10 (?) & 50/09 (Murtoa) as in service. This reflects advice from ARTC re track changes, and the relocation of the Up Location Board on the Hopetoun line to be 2500 metres out.
- (21.08.2018) Ararat** (TON 125/18, WN 34)  
 Boom barriers have been provided at Grano St (273.528 km) on the Maryborough line. Operation is by axle counters.
- (21.08.2018) Mitiamo** (SW 364/18, WN 34)  
 Operating Procedure 79 (Mitiamo) was reissued to clarify the requirements for end of train sighting at Mitiamo prior to the issue of a Master Key at Bendigo. SW 218/18 is cancelled.
- (21.08.2018) Barnes – Deniliquin** (SW 358/18, WN 34)  
 Diagram 58/18 (Barnes – Deniliquin) was issued as in service. Note that Barnes no longer exists as a location.
- (21.08.2018) South Morang – Mernda** (SW 290/18, WN 34)  
 The operating restrictions on the Down side of South Morang described in SW 272/18 are cancelled.
- 21.08.2018 Lindenow South** (SW 348/18, WN 33)  
 On Tuesday, 21.8., boom barriers were provided at the passive level crossing at Buntines Rd (254.131 km). The level crossing is operated by axle counters. Healthy State Indicators, Yellow Whistle Boards, and remote monitoring were provided.  
 Amend Diagram 14/15 (Stratford – Hillside).
- 21.08.2018 Hillside** (SW 348/18, WN 33)  
 On Tuesday, 21.8., boom barriers were provided at the passive level crossing at Marriage Lane (267.726 km). The level crossing is operated by axle counters. Healthy State Indicators, Yellow Whistle Boards, and remote monitoring were provided.  
 Amend Diagram 14/15 (Stratford – Hillside).
- 22.08.2018 Bairnsdale** (SW 348/18, WN 33)  
 On Wednesday, 22.8., boom barriers were provided at the passive level crossing at Power Station Rd (269.163 km).  
 The level crossing is operated by axle counters. Healthy State Indicators, Yellow Whistle Boards, and remote monitoring were provided.  
 Amend Diagram 100/14 (Bairnsdale).
- 25.08.2018 Hughesdale** (SW 304/18, WN 35)  
 On Saturday, 25.8., the new station was opened for passenger traffic.
- 26.08.2018 South Morang – Mernda**  
 On Sunday, 26.8., the line was formally opened. Middle Gorge, Hawkstowe, and Mernda stations were opened for passengers.
- 27.08.2018 Melton** (SW 376/18, WN 35)  
 Between Saturday, 25.8., and Monday, 27.8., a second track was provided on the north side of the existing line in the vicinity of Mt Cottrell Rd (32.933 km). The Up side boom barrier at Mt Cottrell Rd was relocated to provide room for the new track.
- (28.08.2018) Ararat – Maryborough** (TON 129/18, WN 35)  
 Boom barriers have been provided at the following level crossings: Warrayatkin Rd (268.754 km), Eversley Rd (248.441 km), Amphitheatre Rd (225.204 km), Homebush Rd (211.677 km) and Homebush – Bung Bong Rd (205.091 km). All crossing are operated by axle counter equipment. Road/Rail vehicles are not permitted to on or off track at Amphitheatre Rd or Homebush Rd.  
 The road speed limit at the various Pyrenees Hwy level crossings have been lowered to 60 km/h by VicRoads and the road speed limits of 40 km/h have been lifted.

- 28.08.2018 Essendon (SW 298/18, WN 35)**  
 Between Friday, 24.8., and Tuesday, 28.8., track and signal alterations will be carried out as part of the Buckley St crossing removal project. The alterations allow for the termination of trains while the section Newmarket – Essendon is out of use.  
 The permanent alterations are:
- No 1 Track was restored to use between Points 442 and 437.
  - Up Home ESD542 was restored to service.
  - Up Automatic E340 was converted to an Uncontrolled Home signal.
  - Axle counters replaced track circuits. On the Down line the axle counter sections start at ESD547 and end at ESD439. On the Up line they commence 10 metres on the Up side of the Brewster St footbridge and end at E298.
- The temporary alterations were:
- No 3 Track will be taken out of use between Points 446D and Home ESD539
  - No 2 Track will be taken out of use between Points 446U and the Up end of Platform 2. A friction arresting buffer stop and buffer stop light were installed at the Up end of Platform 2.
  - A speed proving train stop was provided at the Down end of Platform 2 for Up movements.
  - The Medium Speed Warning aspect on Up Home ESD532 is approach cleared.
  - Down Home ESD547 will not be able to be cleared for routes to No 2 & 3 tracks.
  - Up Dwarf ESD534 will not be able to be cleared for movements to No 3 Track.
  - Up Homes ESD544 & ESD546 were removed
- Signalling Diagram 57/18 (Kensington – Essendon) replaced 17/15.  
 A new Clause 15B (Essendon: Axle counter configuration) was added to the Northern Group Operating Procedures.
- 28.08.2018 Dandenong – Lynbrook (SW 300/18, WN 35)**  
 On Tuesday, 18.8., the Abbotts Rd crossing (36.927 km) was closed and the level crossing equipment was removed. Automatic signals LBK676 and DNG681 were removed. Track circuits 681T, 684T, 685T, and A685T were removed. The line was closed until the grade separation was commissioned.
- 30.08.2018 Ouyen – Murrayville (SW 388/18, WN 36)**  
 At 1000 hours on Thursday, 30.8., the Ouyen – Murrayville Train Staff and Ticket section was abolished. The Ouyen – Murrayville Train Staff, which was held by the Office of General Manager Compliance and Safeworking was formally withdrawn.  
 The line remains under Absolute Occupation.
- 30.08.2018 Tresco (SW 385/18, WN 35)**  
 On Thursday, 30.8., the passive crossing at Tresco Rd (324.431 km) was provided with boom barriers. Operation of the crossing is by axle counters. Healthy State indicators and yellow Whistle Boards are provided. Remote monitoring equipment was provided. Amend Diagram 46/16 (Lake Boga).
- 31.08.2018 Ararat – Maryborough (SW 369/18 & 381/18, WN 35)**  
 On Friday, 31.8., the Absolute Occupation of this line was returned, and normal safe working was reinstated. SW 128/18, SW 251/18, and SW 327/18 are cancelled.  
 Train Order Working was established on the sections Ararat – Wiltshire Block Point (237.340) – Redpath Block Point (208.500 km) – Maryborough. Wiltshire BP is about 3 km east of the former Elmhurst station, and Redpath BP is about 3 km east of Avoca.  
 Ararat is an Unattended Train Order Terminal station. A Train Order may be issued to the Driver of a Down movement at Pyrenees Loop. Master Keys are not required between Ararat – Maryborough. Proceed and Return Train Orders are not to be issued between Ararat and Maryborough.  
 Block points were established at Wiltshire (237.340 km) and Redpath (208.500 km). Both block points have Location Boards 2500 metres from the block point with Location Clearance signs on the rear of the Location Boards.  
 Maryborough is an Attended Train Order Terminal station operating under remote control from Centrol. Commence and End Train Order Working boards were provided at 271.500 km (Stop Board 1 at Ararat) and 188.710 km (Post MYB2 at Maryborough).  
 Bung Bong Ballast Siding was abolished and all main line connections were removed.  
 Signalling Diagrams 42/18 (Amphitheatre – Elmhurst) & 40/18 (Bung Bong – Avoca) were issued. Amend Diagrams 84/10 (Ararat) & 70/17 (Maryborough).  
 Boom barriers are provided at the following level crossings: Grano St (273.528), Burn St (272.284 km), Warrayatkin Rd (268.754 km), Quarry Access Rd (Occupation Crossing, 261.348 km), Eversley Rd (248.441



km), Pyrenees Hwy (242.773 km), Landsborough – Elmhurst Rd (241.827 km), Pyrenees Hwy (234.802 km), Keiths Rd (232.085 km), Lexton – Ararat Rd (228.098 km), Amphitheatre Rd (225.204 km), Pyrenees Hwy (224.683 km), Mountain Hut Rd (220.789 km), Vinoca Rd (212.563 km), Sunraysia Hwy (211.992 km), Homebush Rd (211.677 km), Homebush – Bung Bong Rd (205.091 km), Gordon Rd (201.403 km), Bung Bong – Longs Rd (199.664 km), Pyrenees Hwy (191.237 km), Derby Rd (188.504 km), & Mariners Reef Rd (187.985 km). All crossings are operated by Axle Counters.

**31.08.2018 Maryborough (SW 370/18, WN 35)**

On Friday, 31.8., Operating Procedure 80 (Maryborough) was reissued to cover alterations due to the restoration of the Ararat – Maryborough line to normal service. SW 217/17 was cancelled.

**31.08.2018 Ouyen (SW /18 & 396/18, WN 36)**

On Friday, 31.8., an Up Location board was provided at 474.090 km on the Murrayville line. The Commence & End Train Order Working signs at 473.815 km at Post 2 were abolished.

Amend Diagram 10/15 (Ouyen – Carwarp).

**31.08.2018 Ouyen – Murrayville - Panitya (SW 388/18 & 396/18, WN 36)**

On Friday, 31.8., the Absolute Occupation between Ouyen – Murrayville was returned and normal safe working instituted. Train Order working was instituted on the line with the sections Ouyen – Walpeup Block Point (503.100 km) – Anderson Block Point (527.700 km) – Tutye Block Point (549.000 km) – Murrayville.

Master Keys are not required between Ouyen and Murrayville. Proceed and Return Train Orders may be issued between Ouyen and Murrayville.

Up and Down Location Boards were provided 2500 metres from all three Block Points, with Location Clearance signs provided on the rear of all Location Boards.

Ouyen remains an Intermediate Terminal Station.

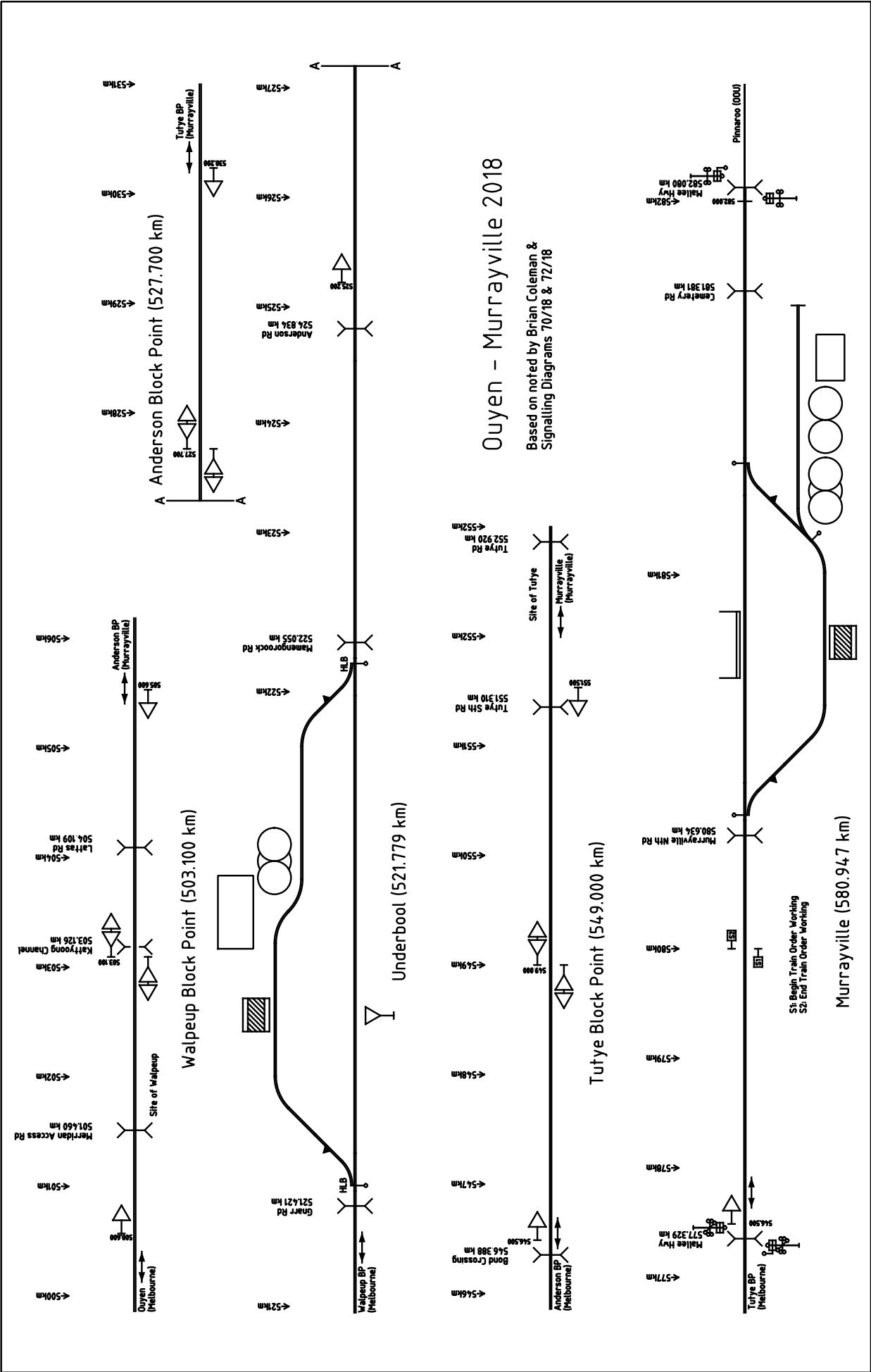
Walpeup and Cowangie were abolished. All main line connections and signage at these sidings were abolished.

Underbool (521.779 km) was established as an intermediate siding. The main line points are secured by hand locking bar and padlock. The siding has a clear length of 420 metres. A Location Siding sign is located opposite the loading area.

Murrayville was established as an Unattended Train Order Terminal station. Commence & End Train Order Working signs were provided at 580.000 km. Both No 1 and No 2 Roads have a clear length of 191 metres.

There is a distance of 502 metres between the Derail in No 2 Road to the end of the dead end siding. The main line is baulked at 581.500 km on the Down side of Murrayville.







The line between 581.500 km and Panitya and the South Australian Border (601.389 km) remains broad gauge and is not available for use due to track condition. (It is noted that the Network Service Plan has been updated and the maximum speed for all classes of locomotives is 25 km/h between Ouyen and Murrayville, but 65 km/h between Murrayville and Panitya for all classes, except G, XR, & BL which may travel at 50 km/h.) The Flashing Lights at the three Ouyen Highway crossings (474.479 km, 542.077 km, and 577.329 km) were recommissioned.

Diagrams 70/18 (Galah – Underbool) & 72/18 (Linga – Murrayville) were issued.

Operating Procedures 90 (Ouyen) and 91 (Ouyen; Driver in Charge Conditions) were reissued. Operating Procedure 92 (Pinnaroo Grain Flow Site) was cancelled.

- 01.09.2018 Caroline Springs – Melton West (SW 390/18, WN 36)**  
On Saturday, 1.9., Absolute Occupations were granted over the new second track constructed between Caroline Springs – Rockbank Loop, Rockbank Loop – Melton Loop, and Melton Loop – Melton West. The new line in each case is on the north (Up) side of the existing single line.
- 03.09.2018 Armadale – Malvern (SW 308/18, WN 36)**  
Between Friday, 31.8., and Monday, 3.9., Automatics D230, D242, & D252 were converted to Siemens 'L' type LED heads. The train stops at Automatics F230, F242 & F252 were converted to JAH Mk 4 types.
- (04.09.2018) Maryborough (SW 392/18, WN 36)**  
Signalling Diagram 68/18 (Maryborough) replaced 70/17 as in service.
- (04.09.2018) Ouyen (SW 395/18, WN 36)**  
The Up and Down Location Boards on the Maryborough – Yelta line have been relocated to be 2500 metres outside the Home signals. Amend Diagram 10/15 (Ouyen – Carwarp).
- (04.09.2018) Pinnaroo (SW 396/18, WN 36)**  
Operating Procedure 92 (Pinnaroo Grain Flow Site) was cancelled.
- 08.09.2018 Seaford (SW 314/18, WN 37)**  
On Saturday, 8.9., the Seaford Rd level crossing (40.048 km) was closed. The line between Carrum and Frankston was temporarily closed to allow final construction of the new overbridge.  
The boom barriers and pedestrian gates were abolished. Track circuit F1262T was abolished.
- 08.09.2018 Dandenong – Lynbrook (SW 300/18, WN 35)**  
On Saturday, 8.9., the line between Dandenong and Lynbrook was restored to use and a road overbridge was provided at Abbotts Rd (36.927 km). New signals LBK676 (36.452 km) and DNG681 (37.373 km) were provided. Both signals are of the UGL tri-colour LED type. Track circuits 684T, 681T, and 685T were provided. Signalling Diagrams 41/18 (Dandenong – Hallam) & 39/18 (Lyndbrook Loop – Cranbourne) replaced Diagrams 9/18 and 3/17 respectively.
- 10.09.2018 Essendon (SW 309/18, WN 36)**  
On Monday, 10.9., the temporary track and signal arrangements (SW 298/18) were replaced by the permanent arrangements.  
Nos 2 & 3 Tracks were restored to service between Crossover 446 and Home ESD539 (No 3 Track) and the Up end of Platform 2 (No 2 Track). The friction arresting buffer stop and buffer stop light at the Up end of Platform 2 were removed. Up Homes ESD534, ESD544, & ESD546 were restored to service. The speed proving Train Stop and the Down end of Platform 2 was removed.  
The defined station limits at Essendon on the Down are from ESD547 to ESD439, and on the Up are from ESD532 to E298.  
Diagram 59/18 (Kensington – Essendon) replaced 57/18.  
Operating Procedures 15 (Kensington – Flemington Racecourse Line – Essendon: Failure of Signals) & 15B (Essendon: Axle Counter configuration) were updated. The main changes were the process for managing a failure of Home E340 at Glenbervie; the definition of the station limits at Essendon, and the process for on-tracking Road/Rail vehicles at the Grice Crescent Road/Rail Pad.
- 15.09.2018 Bacchus Marsh – Rowsley Loop (SW 399/18, WN 38)**  
On Saturday, 15.9., an Absolute Occupation was granted on the new second track between Bacchus Marsh and Rowsley Loop. The new track is on the Up side of the existing single line.
- 16.09.2018 Seaford (SW 314/18, WN 37)**  
On Sunday, 16.9., the new rail over bridge at Seaford Rd (40.048 km) was brought into use. Automatics F1257 (39.844 km) and F1264 (40.120 km) were relocated to the new alignment. Track circuit F1264T was provided. Diagram 61/18 (Bonbeach – Frankston) replaced 55/18.
- 16.09.2018 Kananook (SW 314/18, WN 37)**  
On Sunday, 16.9., turnouts were installed as part of the future stabling sidings:

- A trailing crossover was installed between the Up and Down main lines on the Up side of Kananook (40.231 km to 40.371 km)
- A facing turnout was installed in the Down line at 40.391 km on the Up side of Kananook which will form the future Up end connection to the Kananook Sidings.
- A trailing turnout was installed in the Down line at 41.725 km on the Down side of Kananook which will form the future Down end connection to the Kananook Sidings.
- A facing crossover was installed between the Up and Down main lines on the Down side of Kananook (41.751 km – 41.865 km)

All these turnouts are secured normal.

**17.09.2018 Upfield (SW 324/18, WN 37)**

On Sunday, 16.9., and Monday, 17.9., signalling communication hardware will be installed at Upfield signal box and Coburg signal equipment room. A keyswitch will be installed in the control panel at Upfield, but will not be commissioned.

**(18.09.2018) Ararat (SW 401/18, WN 38)**

Diagram 64/18 (Ararat) replaced 84/10 as in service.

**(18.09.2018) Ouyen (SW 400/18, WN 38)**

Operating Procedure 90 (Ouyen) was reissued and SW 110/08 is cancelled. Operating Procedure 91 (Ouyen; Driver in Charge Conditions, SW 1174/99) was cancelled and its contents incorporated in Operating Procedure 90.

**(18.09.2018) Ouyen – Murrayville (SW 398/18, WN 38)**

Diagrams 70/18 (Galah – Underbool) and 72/18 (Linga – Murrayville) were issued as in service.

**22.09.2018 Rowsley (TON 148/18, WN 39)**

On Saturday, 22.9., No 2 Road was booked out of service due to a 'signalling error from Signal 712G to Rowsley Station Rd'. Points 7 & 27 have been secured normal.

**(25.09.2018) Granting of Track Permission in Train Order Territory (SW 403/18, WN 39)**

Track permission for a Road/Rail vehicle must not be granted if the requested Track Permission is opposing a Train Order or another Track Permission. The authorities will be considered to be opposing if they are issued up to the same:

- Block Point location
- Intermediate Train Order Station
- Intermediate point within a single line section (e.g. kilometre post or intermediate siding)
- Attended crossing station while the signals are at proceed
- Unattended junction location

They will not be opposing if issued to the following locations:

- Unattended crossing loop
- Intermediate Terminal Station where there is a Signaller in attendance and the fixed signals are kept at Stop
- Attended crossing station where the fixed signals are at Stop

SW1186/99 is cancelled.

**(25.09.2018) Narre Warren – Pakenham (SW 345/18, WN 39)**

Diagram 63/18 (Narre Warren – Pakenham) replaced 7/16 as in service.

**(27.09.2018) Quambatook (TON 151/18, WN 40)**

On Thursday, 27.9., the siding (345.049km – 345.679 km) was booked out due to poor sleeper turnout condition.

**01.10.2018 Upfield (SW 344/18, WN 39)**

On Monday, 1.10., testing of the key switch function will be carried out between the Coburg SER and Upfield signal box. The Sigmap data will be updated to support the new key switch function. After testing the key switch function will only be available after instructions have been issued.

**(02.10.2018) Ouyen (SW 405/18, WN 40)**

Operating Procedure 90 (Ouyen) has been reissued. The description of Post 2 has been changed. SW 400/18 is cancelled.

**(02.10.2018) Murrayville (TON 154/18, WN 40)**

The portion of line between 581.500 km (on the Down side of Murrayville) and 582.000 km has been booked back into service following advice from V/Line T&C Department. The baulks have been relocated to 582.000 km. The portion of line beyond 582.000 km remains broad gauge and is not available for use.

End£

## GEORGE HENRY WION

When the government authorised the electrification of the Melbourne suburban system in 1912, the British consulting firm Merz & McLellan was retained to undertake the general and detailed design, and to oversee the contracts for the supply of components. In this, the Victorian Railways was on fairly safe ground. By this time there were a number of electrification projects implemented or underway in Britain, and Merz & McLellan had been involved in a number of them.

The risks, however, were greater on the signalling side of the project. The provision of power signalling was considered a necessary adjunct to the electric trains – if only to support the higher train frequencies desired. The staff of the Victorian Railways, of course, had no experience in power signalling. There was a little experience of power signalling in Australia – there were small installations in NSW and Queensland – but these were not representative of modern practice. The natural inclination would have been to turn to Britain to supply this expertise. However, it appears to have been apparent to the VR that it was questionable if Britain had the best expertise in the area of power signalling.

Accordingly, in 1913 the VR took the unusual step of sending the Chairman of Commissioners, William Fitzpatrick, together with Francis Calcutt (VR Signal Engineer) and Ernest Blazey (Superintendent of Goods Train Services) to America and England to investigate the different systems of automatic signalling in use in Great Britain, Europe, and America<sup>1</sup>. Calcutt and Blazey left Melbourne on 11 March and returned on 27 October 1913, and Fitzpatrick on left on 8 April and returned on 22 December 1913. The Calcutt/Blazey report was submitted at the end of November 1913 and Fitzpatrick prepared a separate report around January 1914. Unfortunately, copies have not been sighted of either of these two reports, but the consequences are well known: the decision to adopt US power signalling technology including speed signalling.

One lesser known consequence of this signalling leap was the importation of signalling engineers from the UK and US. I know little about the number and identity of these engineers. One problem is that they were supernumeraries (contract employees) and so did not appear on the triennial lists. Two UK signal engineers that were known to have spent time in Melbourne were Francis Raynar Wilson and Alfred Ernest Hudd. Francis Raynar Wilson was the son of H Raynar Wilson, the author of well known signalling books. Francis subsequently wrote a pair of small books on signalling and used VR examples. AE Hudd, of which more later, appears to have been one of the inventors of the Hudd inductive train control system from which the modern UK ATC system was evolved. However, both Raynar Wilson and Hudd appeared



to be junior signal engineers who used the Melbourne resignalling as an opportunity to learn, rather than experienced signal engineers here to teach.

Even as late as June 1913, Commissioner Fitzpatrick was considering obtaining expert staff from England for the automatic signalling system. In February 1914 an Order in Council was signed authorising the appointment of a Mr P [Wynsall?] to undertake the installation of power and automatic signalling for the electrification of the Melbourne Suburban railways. However, it appears that the real expert signal engineer obtained by the Victorian Railways was an American, George Henry Wion. A surprising amount of information is known about Wion. A brief biographical note was published about Wion in the US signalling journal 'Railway Signaling' when he was appointed to the Victorian Railways<sup>2</sup>. A second source was the newspaper reports on Wion's divorce in 1929<sup>3</sup>. Divorce was salacious stuff at that time and the newspapers devoted a small amount of space to each case.

George Henry Wion was born in Spring Township<sup>4</sup>, Centre County, Pennsylvania, on 20 November 1886. As its name suggests, Centre County is located roughly in the

<sup>1</sup> How novel this fact finding mission was, was illustrated by the fact that it was the subject of a paragraph in the VR annual report with the comment that it was hoped that other staff would be afforded the opportunity to undertake similar trips.

<sup>2</sup> Railway Signaling, August 1914, p253, <https://hdl.handle.net/2027/umn.319510008752252?urlapp=end=%3Bseq=265>

<sup>3</sup> The Herald, 12/11/29 p19, The Age, 13/11/29 p16; The Argus, 13/11/29 p16

<sup>4</sup> The article in Railway Signaling had his birthplace in Zion, Centre County. Zion is adjacent to Spring Township. I have preferred the information in the divorce reports.

centre of the state. For those that are fans of the PRR, Zion is located about 75 km north east of Altoona.

Wion obtained a Bachelor of Science from the Pennsylvania State University in 1908. Today, the main campus of the University is also in Centre County, about 20 km south east of Zion, and this is likely where Wion attended. In 1908 the University was one of the major engineering faculties in the US.

After graduating, on 1 September 1908, Wion entered the service of the Pennsylvania Railroad as an apprentice signal repairman on the Philadelphia Division. From this he was transferred to the Signal Engineer's office as a draftsman, and then he became a Signal Maintainer on the Pittsburgh Division. A little later he accepted a position as acting Foreman on the Philadelphia Terminal Division. On 1 May 1911, he was appointed Assistant Inspector of Signals, and on 1 November 1911 he became Acting Chief Circuit Designer. On 1 March 1912 he was appointed Assistant Supervisor of Signals, Manhattan Division, which he held until he was appointed as Assistant Engineer in the Victorian Railways.

With his career started on the PRR, Wion married Pearl Oneida Hoy on 12 September 1910. Pearl was the same age as George, and she had been born in Hubblersburg, a small township adjacent to Spring Township. By the time they emigrated to Australia, Pearl and Henry had one daughter. Unfortunately, I have been unable to discover her name (although it began with a K) or her age.

An Order in Council was signed in June 1914 to employ Wion to "install a system of power and automatic signalling in connection with the electrification of Melbourne suburban railways" at a salary of £500 pa. This was significant enough to be specifically mentioned in the 1914 Annual Report:

*The duties of the Engineer of Signals would not admit of his devoting personal attention to the installation, and as there is not at present any other officer in the Department in possession of the requisite knowledge to supervise the execution of the work, we have engaged the services of Mr G.H. Wion, of the Pennsylvania Railroad Company, who, in addition to an extensive theoretical knowledge of the system which it is intended to adopt, has had considerable practical experience in such work.*

Wion was formally appointed to the position on 1 August 1914, and sailed for Melbourne, with Pearl and his daughter, on 4 August 1914. The family arrived in Sydney on the steamer Ventura and the travelled to Melbourne, probably by rail, arriving on 27 August 1914. His appointment was for a term of five years.

A daughter, Jocelyn Beatrix, was born to the couple in Elsternwick in 1915. In March 1915, it was recorded that Wion was living in Shodra Rd, Elsternwick.

In 1916 Pearl returned to the United States on a visit. On her return, she "expressed a strong desire" that the family return to the US. Wion refused as he felt he held an excellent

position with the railways and had no desire to face a possible period of unemployment if he returned to the US. He told Pearl that he had decided to live permanently in Victoria.

Also in 1916 Wion and Alfred Ernest Hudd patented an electric point detector. The Australian patent was No 1287 dated 17 June 1916. The US patent application was filed on 8 June 1917. This design of point detector was used in Victoria with the switch and lock movement, and was known as the "H&W Type" or L1 type. At this time Wion was living in "Bellefonte" Union St, Brighton. Hudd lived at Whitehall, Bank Place, Melbourne.

At the end of his five year engagement, George Wion formally entered the service of the VR on 1 July 1919 classed as an Engineer on £575 pa. On 1 March 1920, with the retirement of Charles Rahlston, Wion was appointed Assistant Engineer of Signals, but still at the same salary of £575 pa.

In June 1921 he was instructed by the Railway Commissioners to visit the US as a member of a party of railway officials sent to study American railway conditions. The other members of the party were C.W.H. Coleman (Chief Storekeeper), M.J. Canny (Outdoor Superintendent), and a clerk, Mr Sergeant. The party were not allowed to take their wives with them, and even had Wion been allowed to take Pearl, he could not have afforded to do so. Pearl was unhappy with this and there were frequent quarrels. Pearl also desired that he should use this trip to find employment in the US and send for her. However, Wion considered that he was "morally bound" to the VR. Relationships between George and Pearl were subsequently strained.

With the formation of the Signal & Telegraph Branch on 1 June 1922, Wion retained his title and position, but was now on the substantial salary of £700 pa.

On 1 February 1923, however, he accepted the appointment as manager of the Australian branch of the General Railway Signal Company<sup>1</sup>. The office was in Little Collins St. When this branch was subsequently floated as a proprietary company, Wion was appointed as managing director.

Unfortunately, his relations with Pearl became "more strained and unhappy." He eventually consented to her going to the US for a prolonged visit as he thought she was homesick. In December 1925, she sailed for America with their two daughters. In 1926 he visited his wife at the home of her brother in Philadelphia. Pearl told him that she had decided not to return to Victoria. She said that "I want to be a Yank, and I want my children to be Yanks". Since he had returned to Victoria, he had paid his wife \$175US (then about £36) per month for the support of Pearl and their two children.

<sup>1</sup> Previously, GRS signalling equipment had been sold in Australia via their agent W.J. Plogsted. By August 1927, GRS had set up an associated company in the UK (Metropolitan Vickers – GRS Ltd) headquartered in London, while retaining the Australian GRS company. By June 1931 the corporate structure had changed again. The UK affiliated company was the General Railway Signal Company Ltd, headquartered in Australia House, while

the Australian affiliated company was Metropolitan-Vickers Australia Pty Ltd, headquartered in Melbourne. It is likely that these changes reflected the development of the Empire preference trading block. GRS's competitor, US&S, had a much simpler trading structure as the UK signalling company, Westinghouse Brake and Signal Coy, was its subsidiary, and the Australian company McKenzie and Holland was, in turn, owned by WB&S Coy.

In 1929 George commenced divorce proceedings in Victoria on the grounds of desertion. The divorce was granted on 12 November 1929. At this time, Wion lived in Beaconsfield Pde Albert Park, and it appears that Pearl lived in Oakland, California. George subsequently remarried in 1930 to Marianna Sophie Turner. It is quite possible that the divorce was the result of George forming this new relationship.

George Wion died on 11 April 1949 in Parkville. He was described as an 'Engineer' and as formerly of Bellefonte, Pennsylvania. He lived at 15 Mabel St Camberwell with his wife Marianne (who used the name 'Marion'). Four sons were listed in the obituary: Francis, David, John and Richard. No record has been found of their birth, and it is likely that they were Marianne's sons by a first marriage. Wion was a Mason, being a member of the Victorian Engineers' Lodge No 411, AF & F Masons of Victoria.

## THE CAULFIELD RACES IN 1918

Circular S766/18 gives the instructions for the train service to serve the Caulfield Races on 16 and 23 February 1918.

The train service was advertised in the papers as "On Saturday, 16<sup>th</sup> February, special trains will leave Flinders Street (east end of Nos 10 and 11 Platforms) as required, from 11.40 a.m. till 1.38 p.m., and return after the races. Ordinary fares." The service was, of course, still steam – the first trials of the new electric trains were not to occur until October 1918, and electric service to Oakleigh did not commence until 5 March 1922.

The signalling was in an interesting state in 1918. The sections between Flinders St C - Jolimont Junction (Flinders St E) - Richmond were Sykes Lock and Block (installed in

1909/10), although the sections had been track circuited in 1911/12. From Richmond to Hawksburn trains were controlled by the pioneer three position signalling installation which had been brought into service in October 1915. The quadruplication between South Yarra to Caulfield had been in service since 4 October 1915 and the four tracks between Hawksburn and Caulfield were still mechanically signalled with signal boxes at Hawksburn, Toorak, Armadale, and Malvern. The safeworking between Hawksburn and Caulfield was Track Block – the lines were fully track circuited, but no block instruments were in use.

The Circular had an interesting life – it had spent most of the last 100 years under a carpet in a house in Malvern.

**S. 766/18.**

(A. 2)

VICTORIAN RAILWAYS.

TRANSPORTATION BRANCH,

SPENCER STREET, MELBOURNE,

February 11, 1918.

**V.A.T.C. RACES**

TO BE HELD AT

**CAULFIELD**

ON

**SATURDAYS, FEBRUARY 16 & 23, 1918.**

(FIRST RACE 1.30 P.M. LAST RACE 5.0 P.M.)

Copies of this Circular are to be kept available for perusal in every Signal Box, Engine Shed, Office and Room used by employees concerned, and in addition a copy is to be furnished to every Driver and Guard concerned; in this connection see Clause (c) of Regulation 8.

### FORWARD TRAFFIC.

The following arrangements are to be made on the above date:—

1. The race traffic to be conducted from Flinders-street station.
2. COMPOSITION OF TRAINS.—Ten (10) Passenger Special Trains to be made up so as not to exceed equal to 12 six-wheeled vehicles, 1st and 2nd class combined, having a van at each end. First class vehicles to be placed together at rear end of train leaving Flinders-street. Yard Foreman, Flinders-street, to see that trains are properly coupled up before docking them.
3. Loco. to supply suitable engines of not less haulage capacity than 100%. They are to have screw couplings at each end, to be supplied before engines leave running-shed.
4. A Horse Special will leave Newmarket at 11.20 a.m., Spencer-street (Island Platform) at 11.30 a.m., and Flinders-street at 11.40 a.m. for Caulfield, reaching there 11.58 a.m. The engine that runs the Horse Special must be used as a stand-by at Caulfield. S.M., Spencer-street.

to arrange for Horse Special being sent out to Newmarket in good time in the morning, and S.M., Newmarket, to arrange empty trip after arrival in the evening. Horses ex Preston and Spencer-street in horse boxes to be picked up at Flinders-street by Horse Special. Horses from Newmarket station to be loaded at that station 30 minutes before due time of departure of Horse Special. Horses loaded at Spencer-street to be sent over by pilot to Flinders-street before 11.20 a.m.

5. Special train for Mordialloc Line horses (see page 10).

6. Trains to commence running from Flinders-street from Nos. 10 and 11 PLATFORMS, EAST END, at 11.40 a.m. (Horse train—see Clause 4), and thereafter as required till 1.38 p.m.; and after latter hour if necessary. S.M., Flinders-street, to arrange a Special at 1.2 p.m. for Caulfield in time for first race.

7. As the first race starts at 1.30 p.m., it is specially desired that all trains be expedited to reach Caulfield to Schedule time, so that racegoers will not miss the first race.

8. S.M., Flinders-street to notify Caulfield when trains are not required back for outward traffic.

9. S.M., Flinders-street to have porters stationed at suitable points to direct intending passengers to their respective trains.

10. STARTING RACE TRAINS.—An Electric Bell will be provided, connecting Race platform at Flinders-street with Signal Box. When train is ready to start, the Officer-in-Charge will give one long ring for trains in No. 13 road and two long rings for trains in No. 14 road.

11. As Race trains will be run on "through" lines between South Yarra and Caulfield the Down Specials are to be sent out on the Brighton Line as far as practicable, consistent with best running, and S.M., Flinders-street, is to arrange to start Race Specials 3 minutes ahead of Down Brighton Line trains, or same interval ahead of Oakleigh Line train if run over Down Oakleigh line. See clause 57.

12. Running time for Race trains Melbourne to Caulfield 18 minutes.

13. Race trains to carry numbered discs on side lamp irons—one disc on each side of front and rear vans leaving Melbourne.

14. BOOKING, ETC., OF PASSENGERS.—First and Second Class Passengers to be booked at "A," "B" and "C" offices at Flinders-street. Caulfield Race Tickets outward to be checked at entrance to No. 10 platform S.M. to arrange.

15. The Fares to be charged from Flinders-street are

1st Class Return to Platform	...	...	10½d.
2nd "	"	"	9d.
2nd "	"	including admission to Flat	3s. 9d. †
1st "	"	" to Stand	13s. 0d. †

† These amounts include the Amusement Tax charges. Booking clerks to note.

16. All stations, Flinders-street to Malvern inclusive, are to issue the Special Tickets to Caulfield between the hours of 10.30 a.m. and 1.30 p.m.

### RETURN TRAFFIC.

18. Trains to commence returning from Caulfield as required immediately after the races. Caulfield to notify S.M., Flinders-street, when trains are not wanted back at Caulfield for return Race traffic.

19. The Officer in charge at Caulfield to see that the trains come slowly to the platform until the bulk of the traffic is over, and that they are signalled to stop as required. First and second class passengers to be kept separate at Caulfield, one train of each class being at the platform at the same time. Stationmaster to see that proper arrangements are made to direct first-class passengers to the first-class trains.

19A. All Up trains from Mordialloc line from 10 a.m. to 6 p.m. are to be run through No. 3 Platform (No. 4 Road) at Caulfield.

20. S.M., Flinders-street, to be in readiness to send as many of his "off" trains to Caulfield in the evening as S.M., Caulfield may think will be necessary to conduct the return traffic from his station with despatch. S.M., Caulfield to wire Flinders-street at 2.30 p.m. what trains (if any) to send.

21. At least 4 first class trains to be provided for return traffic. **All extra trains must reach Caulfield not later than 4.0 p.m.**

22. Race tickets from Up Special trains to be collected at Flinders-street and by Up Ordinary trains at stations at which passengers alight.

23. The last Up train conveying Race passengers will be indicated by a **White Tail Signal** in addition to the Ordinary Tail Signal. (See Clause 65).

24. HORSE TRAIN.—A Horse Special will leave Caulfield for Spencer-street and Newmarket as may be arranged by S.M., Caulfield.

### GENERAL.

25. Time fixed for first race, 1.30 p.m.; last race, 5.0 p.m.

26. Guards to prepare Suburban Train Waybills and Time Sheets, showing starting and arrival times of the trips they run, and enumerate checks and blocks on each journey. No. of train to be specified. Engine and class of vehicle must also be shown. See clause 56.

27. At Flinders-street and Caulfield Stations the signal for a Race train to start, subject to the due observance of Fixed Signals, will be given by the Stationmaster showing a White Flag to the Driver. The Guard's Hand Signal will not be required, and Regulation 194 is modified to this extent. At Caulfield, when trains are ready to start, the Stationmaster, before giving a signal, must receive a Hand Signal from the Porter in charge of the platform.

28. Passengers are not to be picked up or set down at any Station between Flinders-street and Caulfield by Race Specials on Down journey, nor on the Up journey (unless so ordered by the Stationmaster, Caulfield).

29. No trucks are to be permitted to remain in any of the Passenger Car Sidings at Caulfield, which will be required for the storage of empty trains for this traffic. S.M., Caulfield, to arrange with the Supt. Melbourne Yards.

30. No Goods train to shunt at Caulfield after the departure of the 8.56 a.m. Down Mornington Junction until the special traffic is over.

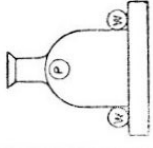
31. Rolling Stock Branch to send a gang of men to Caulfield to thoroughly dust cars for return Race Traffic



49. Engines of DOWN TRAINS must take a full supply of water at Flinders-street. They must NOT take water at Caulfield unless absolutely necessary.

50. When Race Traffic starts in the morning, each Guard must be told off for a specified train, and the number of the train noted. The Guard, WHO MUST JOIN THE TRAIN IN THE YARD, will then be responsible for that train till the Race traffic is over. S.M., Flinders-street to notify Guards, trains, and train numbers to S.M. at Caulfield.

51. ENGINES. — HEAD SIGNALS TO BE CARRIED AS SHOWN HEREUNDER :—

Discs.	LAMPS.
<b>First-Class Trains</b> —Two white oval-shaped discs with black band inside border, one over each buffer.	
<b>Second-Class Trains</b> —One white oval-shaped disc with black band inside border, over left-hand buffer.	
When not necessary to distinguish between first and second class trains—One white oval-shaped disc with black band inside border, over right-hand buffer.	

#### WESTINGHOUSE BRAKE ORDERS.

52. Chief Foreman Metropolitan Car and Wagon Shops to arrange for a Train Examiner to inspect each train before the Race traffic commences, for the purpose of seeing that all connections are properly made.

53. Before starting on the forward journey each Guard must test the air brake in the yard after the engine is attached, as per Rule 28, Appendix III, Book of Rules and Regulations. The air brake must be similarly tested at Caulfield in the afternoon for return race traffic before the train comes to the platform for passengers ; this is in addition to testing before each trip.

When the Guard is unable to reach the rear van at either terminus during the Race traffic in time to test the brake before each trip, a competent employe stationed for that purpose at Caulfield and Flinders-street must do so for him. Metropolitan Superintendent to arrange. If the employe so appointed finds that the brake connection is interrupted, he must immediately communicate with the Stationmaster, and also advise the Guard. The Guard must also promptly inform the Stationmaster should he, upon making the test, find that the communication is interrupted, and in either case the train must not be signalled to start until the brake is put in order. In case of interruption to the brake communication the Guard must at once take steps to see that the train pipe taps are properly opened. If the brake upon examination is found to be out of order the Station-master and the Guard must inform the Driver and the Train-examiner.

#### SIGNALLING ARRANGEMENTS.

54. Block and Signal Inspectors to be located as under for Race Traffic on 16th and 23rd February. The usual reports to be forwarded. Inspector Cook—To supervise Signalling arrangements generally between Melbourne and Caulfield.

A Block and Signal Inspector to be also at Jolimont Junction, South Yarra and Caulfield.

32. Inspector Rees to send to Caulfield 4 Screw Couplings on morning of Races.

33. Guards, Drivers or Firemen are not to leave their trains on arrival at Caulfield, but must remain to assist in shunting. Guards to see that all trains, with windows closed, are put away in sidings, in case of bad weather. When this is done they may leave on obtaining permission to do so from the Stationmaster, but not otherwise. Guards must be back at least 30 minutes before last race, also see that carriage windows are all open when trains draw up to platform for return traffic, unless weather be wet. No employe may go off duty at Caulfield without permission of S.M. there.

34. Guards are not to leave, after return traffic is over, until they have closed all carriage windows in their trains. Carriage doors must not be opened by Guards whilst trains are being shunted.

35. If weather permits, all windows of carriages to be opened for outward and for return traffic so as not to be broken by the rush of passengers.

37. Metropolitan Supt. to arrange to send staff to Caulfield as under :—

5 Porters by Horse Special from Flinders-street.

4 Porters by 11.10 a.m. Down Ordinary from Flinders-street.

2 Head Porters, 2 Clerks, by 3.45 p.m. Down Ordinary.

38. S.Ms., Flinders-street and Prince's Bridge, to supply as many Porters as may be applied for, to be utilised as may be directed by Metropolitan Supt.

39. Clerk to remain in close attendance to S.M.'s, telephone at Flinders-street during Race Traffic.

41. Yardsman from Spencer-street to take charge of Shunting operations at Caulfield, assisted by three (3) Shunters from Spencer-street and local Shunter. Superintendent Melbourne Yards to send his men to Caulfield for duty by the Horse Special.

42. S.M., Flinders-street to notify Metropolitan Superintendent two days before how many extra Guards he will require for the Race Traffic ; Metropolitan Superintendent to notify Superintendent of Station Service number he can supply, and latter will provide remainder if any be required.

44. Two (2) stand-by engines to be stationed at Caulfield and two (2) at Flinders-street for the Race traffic each day.

45. While Race trains are running the time occupied by Ordinary trains at Richmond and South Yarra must be limited as far as possible to 20 seconds.

46. Tender engines on Race trains must run tender first on Down journey.

47. Drivers of Race trains to show on their daily running sheets the arrival and departure of each Race trip. See clause 56.

48. Rolling Stock Officers to be told off to supervise Loco. men at Caulfield and Flinders-street. These respective officers will be held responsible for seeing no delay occurs through engines not being ready to fall on to their trains or in drawing out of sidings at Caulfield.



## SPECIAL NOTICE.

55. The Signalmen at Richmond and all stations Hawksburn to Caulfield must lower the Home Signal for non-stopping trains to proceed towards the Starting Signal when the Line between such Signals is clear and the indicator shows the Home Signals have been released by the Track Circuit. Station-masters must have the Down platforms well manned, and must see that passengers are not allowed to enter or alight from trains not timed to stop in the event of such trains stopping at the platform, and, in this connection, the attention of Drivers and Guards is directed to clause (e) of Regulation 194. Enginemen and Guards to be on the alert to avoid delay.

The Signalmen, Hawksburn to Malvern inclusive, must be on the alert to avoid undue delay in the operations of Fixed Signals, and during busy traffic they must not wait until trains are described as leaving the station in the rear, but must lower each Signal when the Indicator shows the track between Signals to be clear and the Signal is released by the Track Circuit.

In order to minimise detention, Drivers, when they become aware that the Fixed Signal next in advance is at the Danger or Stop position, should endeavour to avoid being blocked unnecessarily at such Signal; this may be accomplished by reducing the speed of their train so that before they reach the Stop Signal the preceding train may have cleared the Track Circuit governing the Signal.

The section from the Home Signal to the Starting Signal is usually the longest section, and as it includes the Station stop, it takes longer to clear than intermediate sections. Unless, therefore, the stopping trains are worked smartly into the stations, and station work is promptly performed, there is a liability of trains being detained at Signals in the rear.

56. Guards must not overlook the duty of forwarding to the Metropolitan Superintendent the usual train waybills and Time Sheets, showing starting and arrival of trains and enumerating checks or detentions on each journey.

Guards' returns must show the actual time the trains arrive at and leave each Signal at which it is stopped; this applies to Guards of Suburban trains as well as Race trains.

Clause 23 of Circular C. 8/15 (Instructions respecting Three-position Signals), is hereby modified to the extent that in the event of a Driver having to pass an Automatic Signal in the Stop position, during Race traffic, it will not be necessary for the Driver to stop to report the circumstance.

Signalmen must note in the Train Register Books the time any train arrives at and leaves a Signal at which the train is stopped.

See Circular C. 8/15 and Diagram No. 30/15 re Three-position Signals and South Yarra Junction; also Weekly Notice 1/16 and Diagram No. 36/15, re Signalling Arrangements and Track-locked Block Sections from South Yarra to Caulfield.

## JOLIMONT JUNCTION AND SOUTH YARRA JUNCTION.

57. FORWARD TRAFFIC—Down Race trains to be sent out on the Brighton Line as far as practicable consistent with the best running, and Up empty Race trains to be turned on to the Up Brighton Line at South Yarra Junction as arranged by Block and Signal Inspector at Jolimont Junction.

Platform Staff at South Yarra to be on the alert to prevent passengers from entering Up Race trains if stopped at the platform.

RETURN TRAFFIC—Up Race trains to run as arranged by the Block Inspector at Jolimont Junction. That officer to arrange to divert trains to the various platforms as specially arranged, or as circumstances require.

Up Non-stopping loaded Race Specials, if required to be crossed on to the Up Brighton Line at South Yarra Junction, are to receive preference over Brighton Line trains.

## 58. JOLIMONT JUNCTION—(E BOX). DOWN LINES.

## SPECIAL INSTRUCTIONS.

(a) From 11.30 a.m. to 2.30 p.m. provided the weather be clear, Jolimont Junction for the Down Race and Special Line; the Down Special Goods Line; the Down Brighton Line; and the Down Caulfield Line is to be treated as a Block Terminal. (See Clause (d) of Block Rule 4, Appendix V., page 292 of the Book of Rules and Regulations). Drivers and Guards of trains running on these Lines will consequently understand that "Line Clear" has been given by Jolimont Junction, as far as the respective Down Home Signals only. In the event of a fog existing in the vicinity of Jolimont Junction, all trains must be dealt with in accordance with the ordinary Block working instructions under such conditions.

(b) Whilst Jolimont Junction is worked under these Terminal conditions a competent Hand-signalman, provided with the necessary Hand-signals, must be stationed on each of the four Lines specified, at about 200 yards back from the Down Home Signal. The special duties of each Hand-Signalman will be as under:—

- (i.) When the Line is clear to the Down Home Signal and that Signal is at the **Danger or Stop** position he must exhibit a **Red Hand Signal** to the Driver and Guard of any train approaching on the Line for which he is signalling until the speed of the train has been checked to 4 miles per hour, after which a Green Hand Signal must be exhibited to the Driver and Guard to allow the train to go forward slowly towards the Home Signal.
- (ii.) Whenever a train has passed him in the direction of Jolimont Junction Box, and till such train is protected by the Down Home Signal, he must exhibit a **Red Hand Signal**.
- (iii.) When the Line is clear to the Down Home Signal, and that Signal is at All Right, the Hand Signalman must, subject to the Rules and Regulations, exhibit a Green Hand Signal to the Driver and Guard of an approaching train.
- (iv.) The Hand Signal must be held steadily in the hand.
- (v.) The Block Inspector on duty at Jolimont Junction to see that each Hand Signalman clearly understands his duties.

62. The employees concerned to record in the Train Register Books the number of the Disc shown on the Van of each Race Special.

63. The Signalmen at Jolimont Junction and South Yarra Junction must arrange for the Line upon which each Race Special runs to be entered in the Train Register Book.

64. From 11.0 a.m. until the Forward Race Traffic is over, and from 4.0 p.m. until the Return Race Traffic is over, Up Goods trains on the Caulfield, Brighton, and Camberwell Lines must be kept out of the way of the Race Specials. Any Up Goods train that cannot reach Flinders-street before 11.30 a.m. or 4.30 p.m., as the case may be, must be detained at Oakleigh, Cheltenham, Elsternwick, or Camberwell, until permission is obtained for it to proceed. Permission is to be obtained as under:—

(a) From the Block and Signal Inspector, Jolimont Junction, in connection with any Goods train that may be detained at Elsternwick or Camberwell, and from the Station-master, Caulfield, in connection with any that may be detained at Oakleigh or Cheltenham.

(b) A Down Goods train must not be allowed to leave the Melbourne Yard for any Line via the Viaduct (Camberwell Line excepted) between 11.0 a.m. and 1.30 p.m. unless permission has first been obtained from the Superintendent of Melbourne Yards.

65. The last Up train conveying Race passengers must carry an extra Tail Signal (White) to Melbourne. Station-master at Caulfield to personally see that the extra Signal is affixed.

66. The Telegraph Superintendent will please arrange to establish communication by Electric Bells at Caulfield between Signal Box B and the Bridge; between Signal Box A and the Bridge; between Gates and Bridge, and between Bridge and Office, for use on Race day.

Code of Bell Signals to be used as under:—

BETWEEN GATES AND BRIDGE.		No. of Rings.
Shut Gates	...	...
Open Gates	...	...

A return for Superintendent Passenger Train Service is to be made out by Inspector Cook of Race and Ordinary trains leaving Flinders-street 11.0 a.m. to 1.30 p.m., also showing arrival time at Caulfield. Similarly a return of trains leaving Caulfield from 4.30 p.m. till finish of Race Traffic to be prepared and submitted. Stopping trains to be indicated in each return.

67. A Special train for horses ex Mordialloc and Mentone will be run as hereunder (if required, see footnote); also, another horse Special from Newmarket to Caulfield (see clause 4):—

**(c) Employees concerned are instructed to make themselves specially conversant with the foregoing order re Block Working at Jolimont Junction.**

**CAULFIELD.**

59. During the return traffic, when a train moves out of B, C, D or E siding to No. 1 Road, towards Post No. 9A, the remaining train or trains in these sidings are to draw ahead towards the Siding Signal. A Hand-signalman will be stationed to protect a train standing at Post No. 9A, and when the Siding Signal is turned off for a train to proceed, the Driver must go forward cautiously towards the platform as far as the Hand-signalman, and there wait until directed to move forward by the Hand-signalman. The special duties of the Hand-signalman will be as under:—

(a) When the Second Class platform road is occupied by a train he must continue to exhibit a Red Hand Signal to stop any train until the Line is clear up to Post No. 9A.

(b) When the Line is clear up to Post No. 9A he must exhibit a Green Hand Signal to the Driver and Guard.

Inspector Cook to provide the Hand Signalman equipped with the necessary Hand Signals for Caulfield and to see that he properly understands his duties.

60. The arm on Post No. 9A, applying to No. 1 Road, will, for the return Race traffic only, be temporarily released from the control of the Track circuit, which extends from Post No. 9A to Post No. 9.

(a) During the Return Race traffic, when the platform is occupied between Posts No. 9A and No. 9, the arm on Post No. 9A may be lowered by the Signalman to permit an Empty Race train to draw slowly and cautiously past it as far as may be necessary, towards Post No. 9, when so instructed by the Officer-in-Charge on the Rostrum. In such case, however, the Signal must not be lowered until the speed of the approaching Empty train has been reduced to 4 miles per hour, and the train is sufficiently near the Signal to prevent an unsafe speed from being attained after the lowering of the Signal.

(b) A Hand-signalman will be stationed on the Up platform between the Rostrum and Post No. 9A. When a train is at the First Class platform the Hand-signalman must continue to exhibit a Red Hand Signal at not less than six yards in the rear of the last vehicle of such train until the train moves forward from the platform.

61. S.M., Flinders-street will require to supply six men who have been passed as competent by a Block and Signal Inspector, to act as Hand Signalmen in the case of a defective signal, or as otherwise required. One each of these men must be instructed to report to South Yarra Junction, Hawksburn, Toorak, Armadale, Malvern and Caulfield "A" Box respectively, to act under the instructions of the Signalmen at these Boxes. The Hand Signalmen to report at 11.0 a.m., and to obtain the necessary Hand Signals and Detonators from the Station-master at the respective stations.

The Kits to be promptly returned to the respective Station-masters by the Hand-Signalmen, when the Race Traffic is over.

Description of V.A.T.C Members' and Ladies' Tickets, for Year ending 31st August, 1918.

Members of the V.A.T. Club holding "Members'" Tickets and ladies' "Lady" Tickets issued by the V.A.T. Club in connection with the "Members'" Tickets, are to be allowed to travel free on day of Races (A) from Flinders-street to Caulfield and back by the Race Specials; or (B) from Flinders-street and any intermediate station thence to Caulfield by Ordinary trains which stop at Caulfield and return by Ordinary trains from Caulfield. These are the only tickets other than those issued by the Department which are to be honored by rail. Samples of such members' and ladies' tickets have been sent to Flinders-street and Caulfield.

Members' tickets available by rail as above for gentlemen consist of a book, Brown leather covering, with monogram V.A.T.C. and member's number on one side, and years 1917-1918 on the other. Those for ladies are in the form of a leather oval ticket of same color, with lettering V.A.T.C and member's number on back, and year 1918 on face.

COMPLIMENTARY MEMBERS' TICKETS (not available).

The V.A.T. Club has in addition to the foregoing issued Complimentary Members RACE Tickets, of leather, colored Blue. They are NOT available by rail.

Checking porters must make themselves familiar with the appearance of each kind of ticket, so that no hitch may occur, nor any inconvenience be caused holders when checking. The tickets must in all cases be sighted and examined.

S.M.s. to see that this duty is thoroughly understood by the staff at their respective stations.

TALLY OF PASSENGERS ON "MEMBERS" TICKETS.

An accurate tally of passengers travelling on "Members" Tickets "free" to Caulfield is to be taken by S.M.s. Flinders-street and all stations to Malvern inclusive on 16th and 23rd February, and return sent to this office (Room 2) by first train on the following day.

S.M.'s must personally see that this is done.

T. B. MOLOMBY,  
Gen. Supt. of Transportation,  
Transportation Branch  
Spencer-street, February 11, 1918.  
671,213

SATURDAYS, 16TH AND 23RD FEBRUARY, 1918.

DOWN.		A.M.	A.M.
Newmarket	Dep.	11 20	Fol 35 Ess.
Spencer-st. (Island Platform)	Arr.	...	...
Flinders-street	Dep.	11 30	
"	Arr.	11 34	
Caulfield	Dep.	11 40	
"	Arr.	11 58	
Mordialloc	Dep.	9 35	Pre 13 Mord.
"	Arr.	...	
Up.	Dep.	9 53	
Mordialloc	Dep.	10 20	
Mentone	Dep.	11 25	Fol 13 Mord
"	Arr.	11 30	Pick up
Caulfield	Dep.	11 36	
"	Arr.	11 56	

Return as arranged by S.M. Caulfield

S.M., Caulfield, to arrange to work up engine and Guard to Melbourne, and also arrange with S.M., Flinders-street, for engine, van and Guard to return in the evening to take horses home.

The above Horse Special is only to be run provided there is a minimum of 10 horses from Mordialloc and Mentone. If under 10, the horses are to be forwarded by ordinary trains. S.M., Mordialloc, to wire S.M., Flinders-street, on Fridays, 15th and 23rd February, by 9 p.m. if Special required, and latter to then arrange and advise all concerned if Special will run.

TICKET ARRANGEMENTS.

The staff generally will please observe the following instructions and officers-in-charge must see that all concerned understand them:—

1. All stations Flinders-street to Malvern inclusive must issue the Special Return Tickets, which have been already supplied them, at ordinary Fares by all trains leaving Flinders-street between 10.30 a.m. and 1.30 p.m. inclusive. During these hours the Ordinary Return Tickets to Caulfield must not be issued. These Special Tickets being all in one piece will not be collected at Caulfield on Down journey, but must be collected at alighting stations on return. The Special tickets are available the same as the Ordinary Return Tickets.
2. Single Tickets may be issued as usual by all Ordinary trains.
3. Single Tickets and top halves of all through Return Tickets issued by stations on St. Kilda, Port Melbourne, or North Suburban Lines to Caulfield must be collected at the special race barriers at Flinders-street leading to Race platform.
4. Caulfield will collect all Single Tickets and top ends of Return Tickets from passengers arriving there by Ordinary trains. Issuing stations South Yarra to Malvern inclusive are not to collect them.