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MINUTES OF MEETING HELD FRIDAY 20 SEPTEMBER 2019, AT THE SURREY HILLS NEIGHBOURHOOD CENTRE, 1 BEDFORD AVENUE, SURREY HILLS, VICTORIA

Present: – Ken Ashman, Glenn Cumming, Graeme Dunn, Michael Formaini, Andrew Gostling, Bill Johnston, David Jones, Chris King, Keith Lambert, David Langberg, David Langley, Neil Lewis, Andrew McLean, Phillip Miller, Alex Ratcliffe, Colin Rutledge, Peter Silva, James Sinclair, Roderick Smith, Bob Taaffe, Andrew Waugh, Rob Weiss and Andrew Wheatland.

Apologies: – Chris Gordon, Judy Gordon, Graeme Henderson, Steve Malpass, Laurie Savage and Stuart Turnbull.

Visitor: – Kevin Taig.

The President Mr. David Langley, took the chair & opened the meeting at 20:02 hours (8.02 pm).

Minutes of the July 2019 Meeting: – Accepted as read. Phillip Miller / Rod Smith. Carried.

Business Arising: – It was noted that the Oakleigh signal control panel is now in the possession of the ARHS Museum.

Correspondence: – Letter sent to Metro Trains seeking permission for the Signal Box tour on Saturday 21 September 2019.

The invoice for the "Signalling Record" for 2018 was received from the SRSUK and payment was sent.

Letter to Andrew Richards welcoming him to membership of the SRSV.

Phillip Miller / Graeme Dunn. Carried.

Reports: – Tour. Glenn Cumming outlined arrangements for the signal box tour tomorrow.

General Business: – Phillip Miller provided a report on recent works at Carrum and Kananook.

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

- West Footscray will get an additional platform in 2020.
- The removal of the Aviation Road level crossing at Laverton will be completed soon.

(Front cover) The Up Distant at Ascot, Queensland, on the Doomben branch. When this photo was taken in the mid '90s, Ascot was the last mechanically signalled location in Brisbane. The whole design of the post is of interest. The mast is of galvanised tubular steel bolted to a concrete foundation, and is similar, if not identical, to those used for light signals. The arm, however, appears to be wood and is painted yellow with a 'Reverse K' chevron. The spectacles are yellow and light blue, though it is not clear if the lamp is still oil.

(Back cover) Valley Heights, on the main Western Line in the Blue Mountains of NSW, was an odd signal box. It originally opened on 27.1.14 with a hipped roof operating floor on a brick base. The box burnt down in a bushfire on 6.12.51, and the base was roofed to form the new signal box containing a new platform level NSW standard tappet frame. The upper portions of the walls became unsafe, were trimmed, and a new roof provided by the early 1980s, and a fibro cement extension was subsequently provided to house amenities. The box was closed on 15.12.95 when control of the interlocking was transferred to new SSI at Springwood. These photos would have been taken just prior to its closure, as the new panel at Springwood was already in place, but not in service. More details of the this box, and the other boxes on the line will be included Robert Taaffe's forthcoming third volume of 'Signal Boxes of the New South Railways and Tramways' Photo Andrew Waugh

- A 55 day occupation for level crossing removal works at Cheltenham and Mentone is planned for March 2020.
- A proposal to provide a second platform at Sandringham has been discussed.
- Kimberley Clark Siding at Dandenong has been returned to use for cement traffic.

David Langley reported on the occupation on the Pakenham Line for overhead and signalling works in preparation for the new High Capacity Metro trains.

Rod Smith reported that core sampling works for the level crossing removal work at Union Road, Surrey Hills had been completed.

Andrew McLean discussed a recent inspection of the new hay siding at Ultima. The siding has been constructed using gauge convertible concrete sleepers.

This led to a discussion about gauge conversion.

Alex Ratcliffe described his observations at the Alpine Street level crossing at Ferntree Gully where the stopping train cycle is not operational.

Syllabus Item: – The President introduced David Langberg and Peter Silva to present the Syllabus Item.

David Langberg demonstrated the operation of the new plan scanner that had been purchased by the SRSV, along with some supporting equipment. David also demonstrated some of the processing that follows the scanning of a document.

David displayed a selection of completed scans of different documents for the meeting to view.

Peter discussed the arrangements for storage and backup of the data and the initial planning for making the scanned documents available over the internet.

During the course of the syllabus item, many questions were put and answered accompanied by considerable discussion over the two hours.

At the completion of the Syllabus Item, the President thanked David and Peter for the demonstration and congratulated them on their achievements so far. This was followed by acclamation from those present.

Meeting closed at 22:45 hours.

The next meeting will be on Friday 8 November, 2019 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 33/19 to WN 39/19, 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.

08.08.2019 North Geelong C

(SW 141/19, WN 33)

On Thursday, 8.8., the lines to North Shore yard (Corio Independent Goods Line) were made available for use for a single standard gauge move to and from North Shore yard (S19/4615). The signalling will be manually controlled. During this time broad gauge moves are not permitted, nor moves to and from the Grain Loop.

The approach track circuits at North Shore Rd will not operate the level crossing equipment for trains on the Corio Independent Goods Line. The equipment must be operated by the test switch. This, however, will not operate the pedestrian gates and road traffic management must be in place to close the pedestrian crossing for the movements.

The Corio Quay siding is not available for use and Points CGL39 will be secured normal.

The instructions to signal the arriving train into the Dual Gauge Main line are the same as have previously been given. To signal the Up movement to the Corio Independent Goods Line, the Signaller North Geelong must ensure that Points CGL37, CLG39, & NGC67 are secured normal and that Points CGL43 are secured reverse. The Signaller will then issue a Caution Order to pass Home NGC62. The Signaller will then confirm operation of Separation St, and issue a Caution Order for NGC64. On arrival at Signal CGL62, the train must contact the Signaller and request permission to pass the signal. Prior to issuing a Caution Order, the Signaller must ensure that Catch CGL27U is secured closed, Points CGL27D are secured reverse, that North Shore Rd is operating and that traffic management is securing the pedestrian crossing.

When the train has finished shunting North Shore Sidings, the train crew must contact the Signaller. The Signaller must confirm with the ARTC Network Controller that the train can be accepted at Thompsons Rd. If so, the Signaller must confirm operation of North Shore Rd, that traffic management is in place at the pedestrian crossing, that Points CGL27D is secured reverse, and that Catch CGL27U is secured closed. A Caution Order can then be issued to pass Signal CGL32. On arrival at Signal CBL42 the train crew must

again contact the Signaller and request permission to pass the signal. Before issuing a Caution Order the Signaller must ensure that Points CGL43 are secured reverse, and CGL37 & CGL39 are secured normal. The train can then proceed to NGC70. The Signaller must ensure that Points BGC67 and NGC51U are secured normal, and that Separation St is operating. A Caution Order can then be issued to pass NGC70 to the Dual Gauge Main Line. Departure from the Dual Gauge Main Line is under the control of the ARTC Network Controller.

- 08.08.2019 Wendouree** (SW 148/19, WN 35)
On Thursday, 8.8., a pedestrian overpass was provided at 123.350 km. Amend Diagram 66/17 (Wendouree – Beaufort).
- 08.08.2019 Kerang** (SW 140/19, WN 33)
On Thursday, 8.8., No 2 Road and all sidings were booked back into service. Kerang will be available for a single cross (S19/4605) after which No 2 Road will be booked out of use again. A V/Line Signaller and V/Line Signal Maintenance Technician will be in attendance for the cross.
- 10.08.2019 Stony Point** (SW 528/19, WN 41)
On Saturday, 10.08., the Down end WSa hand points were secured to lie for No 1 (Platform) Track.
- 11.08.2019 Belgrave** (SW 392/19, WN 31)
On Sunday, 11.8., Points 53D were equipped with an M23A dual control point machine.
- 12.08.2019 Pakenham East** (SW 393/19, WN 32)
On Monday, 12.8., the following alterations took place.
- Repairs to Derail 663D (Departure Road) were completed.
 - The temporary overhead wire terminating signs at Down Homs PKM624 & PKM626 were removed.
 - The temporary circuits controlling the Train Stops at Down Homes PKM624 & PKM626 were removed.
 - The route indicators on Homes PKM752 and PKM754 (displaying 'A', 'D', and 'W' for moves into the depot) were commissioned.
- The routing restrictions in SW 300/19 and the interim Operating Procedure in SW 309/19 will continue to apply.
- 14.08.2019 Southern Cross** (SW 424/19, WN 33)
On Wednesday, 14.8., alterations were made to the control of Automatic 083. These ensure that the raised train stop for a Medium Speed Warning indication will be driven down when the approaching train is proved to be under control.
- 16.08.2019 West Footscray** (SW 394/19, WN 32)
On Friday, 16.8., Automatic M283 was replaced by a new cantilever mast located 12 metres in the Down direction. Amend Diagram 62/14 (West Footscray – Tottenham).
- 19.08.2019 Tottenham Yard** (SW 144/19, WN 34)
Between Friday, 16.8., and Monday, 19.8., the Down Independent Goods Line was slewed between 7.430 km and 8.304 km to the location of the former No 7 Road, East Yard. The Up end connection to the former No 7 Road, East Yard, was formally abolished and the points secured normal. The Down end of No 7 Road, East Yard, continues to be available for traffic with a clear length of 183 metres. The points to the previously removed No 8 Road (see SW 54/19) were secured normal.
Amend Diagram 62/14 (West Footscray – Tottenham).
- 19.08.2019 Westall** (SW 422/19, WN 34)
On Monday, 19.8., the control of Home WGL730 was altered so that the Home is approach operation and time cleared to the Medium Speed Warning indication when Points 625 are reverse. Condition monitoring was provided on Points 624, 625, 631, 633, 635, 637, 641, 643, 648, 651, 653, 659 & 667.
- 20.08.2019 Reservoir** (SW 400/19, WN 32)
On Tuesday, 20.8., High St was permanently closed to road traffic. The level crossing protection equipment was removed and concrete barriers were provided.
- 26.08.2019 Rockbank** (SW 146/19, WN 34)
On Monday, 26.8., the station was reopened for passenger traffic. The new platforms on Nos 1 & 2 Roads were brought into service. The platforms are now 180 metres in length and extend from 29.699 km to 29.879 km.
Amend Diagram 36/19 (Ardeer – Rockbank).
- (27.08.2019) Wendouree** (SW 148/19, WN 35)
A pedestrian overpass has been provided between the two platforms at 123.350 km. Amend Diagram 66/17 (Wendouree – Beaufort).

- 30.08.2019 Berriwillock** **TON 229/19, WN 36)**
On Friday, 30.8., the Down end main line points (401.274 km) were secured normal due to sleeper condition. Baulks have been provided in No 2 Road at 400.920 km. Access to No 2 Road and the steel silos is available via the intermediate crossover.
- 01.09.2019 Wyndham Vale** **(SW 152/19 & 154/19, WN 35 & 36)**
Between Friday, 30.8., and Sunday, 1.9., signal masts were installed at the following locations: 37.430 km (Down); 38.700 km (Down); 39.870 (Up); 40.103 km (Down); and 40.420 km (Up). Signal heads were not provided.
- 01.09.2019 Deer Park – Melton** **(SW 151/19, WN 35)**
On Sunday, 1.9., Up signals were installed at: 22.900 km, 24.600 km, 26.962 km, 31.071 km, 32.288 km, 33.650 km, 34.813 km, & 35.915 km, a Down signal at 36.600 km, and an Active Speed Board at 22.100 km. All signals are out of service and bagged.
- 02.09.2019 Flinders Street** **(SW 444/19, WN 36)**
Between Saturday, 31.8., and Monday, 2.9., TPWS was provided at the following Homes: 339 (Platform 4); 573 (Platform 5); 583 & 584 (Platform 6); 731 & 734 (Platform 7); and 572, 732 & 742 (Down approaches to Platforms 4 to 8). This work may have been cancelled – see SW 455/19.
- 02.09.2019 Flinders Street – Southern Cross** **(SW 444/19, WN 36)**
Between Saturday, 31.8., and Monday, 2.9., TPWS was provided at the following signals: 150 (City Circle Viaduct); 330 (Burnley Loop Viaduct); 570 (Northern Loop Viaduct); 685, 687, 688, & 730 (Caulfield Loop Viaduct); and 740 (Through Suburban Viaduct). This work may have been cancelled – see SW 455/19.
- 02.09.2019 Southern Cross** **(SW 444/19, WN 36)**
Between Saturday, 31.8., and Monday, 2.9., TPWS was provided at the following signals 562 & 564 (Up Main Suburban Line). This work may have been cancelled – see SW 455/19.
- 02.09.2019 North Melbourne** **(SW 431/19, WN 34)**
On Monday, 2.9., the point machines on points 427U and 429U were replaced by M3A point machines.
- 02.09.2019 Dandenong** **(SW 465/19, SWP 12/19, WN 35 & 36)**
On Monday, 2.9., the Kimberly Clarke private siding was returned to service.
This siding leads from the Bombardier Holding Road on the Down side of the Dandenong Bypass. Only the portion of the siding up to the gates of the former Kimberly-Clarke plant has been returned to service (the section beyond has long been lifted and the land redeveloped). Although still referred to as the Kimberly Clarke siding, this siding is now used for cement deliveries.
Metro Trains Caulfield Group Operating Procedure 17 Clause f (Train Movements Bombardier Holding Road) came into service governing operation of the reopened Kimberly Clarke private siding.
Both the Bombardier and Kimberley Clarke private sidings lead from the Bombardier Holding Road. Operations in the Holding Road are controlled by the Signaller Dandenong.
On arrival of a train into the Holding Road the Signaller must apply blocking facilities preventing further access to the Holding Road. The blocking facilities must not be removed until the Operator has advised that the train is in clear in the appropriate siding, or is clear of the next intended movement. The blocking facilities must be reapplied whenever permission has been granted for a shunting movement.
A board lettered 'Do Not Pass this Point without Permission' is provided at the exit of each siding. Operators conducting movements from either siding must obtain permission from the Signaller prior to passing these boards, and permission must not be given if another movement has been granted permission to shunt towards the Holding Road.
When the Holding Road is occupied by a train under power, and another train requires to enter the Holding Road, the Signaller must obtain permission from the Operator. If it is safe for the second train to enter the Holding Road the driver of the second train must be advised of the circumstances.
A notice board lettered 'Vehicles to Stable beyond this point' is located 400 metres on the Down side of the points leading to the Kimberly Clarke siding. When trains or track vehicles are to be stabled in the Holding Road, they must be placed at the Down end of the Holding Road beyond this notice board.
All permissions granted and requested must be recorded by the Signaller in the Train Register Book
- (03.09.2019) Southern Cross** **(SW 428/19 & 429/19, WN 36)**
Following an assessment of the signalling infrastructure, the following restrictions were removed:
- Movements in No 8 Track. SW 235/19 was cancelled.
 - Over Points 025. The locking over these points was restored and routes between the City Circle Viaduct and No 10 Track are available in both directions. SW 246/18 was cancelled.
- The restrictions over Points 023 remain in force.

- (03.09.2019) Keilor Plains – Clarkefield** (SW 458/19, WN 36)
 Signalling Diagrams 15/19 (Keilor Plains – Sydenham) and 13/19 (Watergardens – Clarkefield) replaced 19/16 and 137/15. The main alteration is the removal of the Melton Highway level crossing.
- (03.09.2019) Pyramid – Lake Boga** (SW 153/19, WN 36)
 Diagrams 78/19 (Pyramid – Kerang) & 66/19 (Lake Boga) replaced 38/16, 54/13, and 46/16 as in service (level crossing upgrades at Tragowel Rd, Tragowel, and Tresco Rd West, Tresco, and Kerang track and signal alterations).
- 05.09.2019 Dunolly** (SW 155/19, WN 36)
 On Thursday, 5.9., post commissioning updates to the operation of the local signalling took place.
- 16.09.2019 Aircraft** (SW 462/19, WN 37)
 On Monday, 16.9., the southbound carriageway of Aircraft Road was diverted to the new overline bridge. Northbound traffic will continue to use the level crossing.
- 16.09.2019 Upper Ferntree Gully** (SW 464/19, 466/19, & 479/19, WN 36)
 Between Friday, 13.9., and Monday, 16.9., the following alterations took place:
- The point machines on Points 25D and 33U were replaced by M23A dual control point machines.
 - Signal circuit alterations were taken to provide an additional TDU for track circuit 33T.
 - Circuit alterations to correct a fouling point deficiency at Points 17.
- (17.09.2019) Footscray – Spotswood** (SW 159/19 & 497/19, WN 38)
 Diagrams 27/19 (Footscray – Spotswood) replaced 18/14 as in service.
- (17.09.2019) Footscray – Tottenham** (SW 159/19 & 497/19, WN 38)
 Diagram 25/19 (West Footscray – Tottenham) replaced 62/14, 36/14, & 113/13 as in service.
- (24.09.2019) Kananook** (SW 499/19, WN 39)
 The WTT Network Configuration Manual – Line Description was amended to add Kananook Sidings at 40.542 km with a 1003 metre long siding.
- 25.09.2019 Traralgon** (SW 160/19, WN 38)
 On Wednesday, 25.9., Home TRG14 was equipped with TPWS(TSS).
- 26.09.2019 Dandenong** (SW 492/19, WN 38)
 Between Saturday, 21.9., and Thursday, 26.9., the following alterations took place:
- Train stabling compound gates 699 (Sidings 3 & 4) were commissioned for automatic operation and were interlocked with the signalling system.
 - Dwarfs DNG732 & DNG742 and Derails 632 & 642 were relocated 15 metres in the Up direction
 - Track circuits 634T (Siding 3) and 644T (Siding 4) were abolished.
 - The WestCad was updated to remove the Abbots Rd and Thompsons Rd indications and to provide for automatic operation of Lynbrook Loop and Cranbourne.
- 26.09.2019 Berwick** (SW 493/19, WN 38)
 On Thursday, 26.9., the Down line pedestrian gates (Nos 1 & 3) at 44.648 km were provided with magnetic latches. The WestRace data and the Dandenong WestCad data was updated to provide alarm indications.
- 26.09.2019 Pakenham East** (SW 494/19, WN 38)
 On Thursday, 26.9., Down Dwarfs PKM758 (Arrival Rd), PDM760 (Wash Rd), and PKM762 (Departure Rd) were replaced by Home signals with the same number. Each Home signal is only capable, however, of displaying Stop and Low Speed Caution.
- 26.09.2019 Dandenong – Lynbrook** (SW 495/19, WN 38)
 Between Saturday, 21.9., and Thursday, 26.9., redundant signalling equipment was removed from Abbots Rd and Thompsons Rd.
- 26.09.2019 Lynbrook Loop** (SW 495/19, WN 38)
 On Thursday, 26.9., the automatic signalling function was reinstated.
- 26.09.2019 Cranbourne** (SW 495/19, WN 38)
 On Thursday, 26.9., the following alterations took effect:
- The automatic signalling function was reinstated.
 - TR track circuits 613T, 614T, 615T, 616T, 617T & 618T were removed from the stabling sidings.
 - A Down speed proving train stop UCBE790 was provided 40 metres on the approach side of Down Home CBE790 at 44.613 km. The approach clearing on Down Home CBE790 was removed. The line speed between Merinda Park and Camms Rd has been reduced to 95 km/h.
 - The notice board at Up Home CBE791 (Platform 2) was amended to read '40 km/h to Camms Rd level crossing'.

- Up Home CBE793 (Platform 1) was relocated 15 metres further out. The notice board adjacent to the Home was altered to read '25 km/h to Camms Rd level crossing'.
- Two position Down Home CBE792 at the Down end of No 2 Rd protecting the former South Gippsland Hwy (High St) level crossing was abolished. A friction buffer with buffer light was provided at the Down end of Platform 2. Two Down speed proving train stops were provided in Platform 2 at 45.128 km and 45.220 km.
- Two Down speed proving train stops were provided in Platform 1 at 45.019 km & 45.111 km.

(01.10.2019) Congupna (TON 270/19, WN 40)

Effective forthwith the siding is no longer available for rail traffic (including track machines). The points have been secured normal. TON 47/17 is cancelled.

(01.10.2019) Wunghnu (TON 269/19, WN 40)

Effective forthwith the siding is no longer available for rail traffic (including track machines). The Up end points have been secured normal.

(01.10.2019) Lynbrook Loop – Cranbourne (SW 524/19, WN 40)

Diagrams 43/19 (Dandenong – Hallam) & 35/19 (Lynbrook Loop – Cranbourne) replaced 69/18 & 39/18 respectively as in service.

01.10.2019 Newport Workshops (SW 514/19, WN 40)

On Tuesday, 1.10., Newport Workshops Garden Platform No 1 Track was returned to service. No 2 Track remains booked out.

04.10.2019 Sydenham (SW 558/19, WN 44)

On Monday, 4.10., the redundant signalling circuits associated with the Melton Highway grade separation were removed:

- Track circuit 703T and the extension of track circuit 702T were removed.
- The Melton Highway pedestrian crossing circuits were removed
- Signal module 19S04 in 733MB (used for control and indications of Melton Highway level crossing was removed).

Sydenham West WestLOCK data and the Calder Park WestRACE data was updated. The Sunbury WestCAD A & B (Craigieburn) and Sunbury WestCAD C & Pride (Watergardens) were updated.

11.10.2019 North Dynon (SW 134/19, WN 40)

On Friday, 11.10., broad gauge roads '1 Hill' and '2 Hill' at the Up end of North Dynon yard have been removed (see SW 23/19). New broad gauge roads '1 Hill Road' (112 m), '2 Hill Road' (86m), '3 Hill Road' (98m), and '4 Hill Road' (67m) were provided leading from the single track line to Spion Kop junction. Amend Diagram 11/18 (South Kensington).

11.10.2019 Aircraft (SW 526/19, WN 41)

Between Friday, 11.10., and Monday, 14.10., the northbound carriageway of Aircraft Road was diverted to the new Maher Rd overline bridge.

The Aircraft Rd level crossing was permanently closed to road traffic. The boom barriers, flashing lights, and bells were removed.

The Aircraft station pedestrian crossing remains in use. The emergency gates were fitted with electromagnetic latches and Yodalarms were provided.

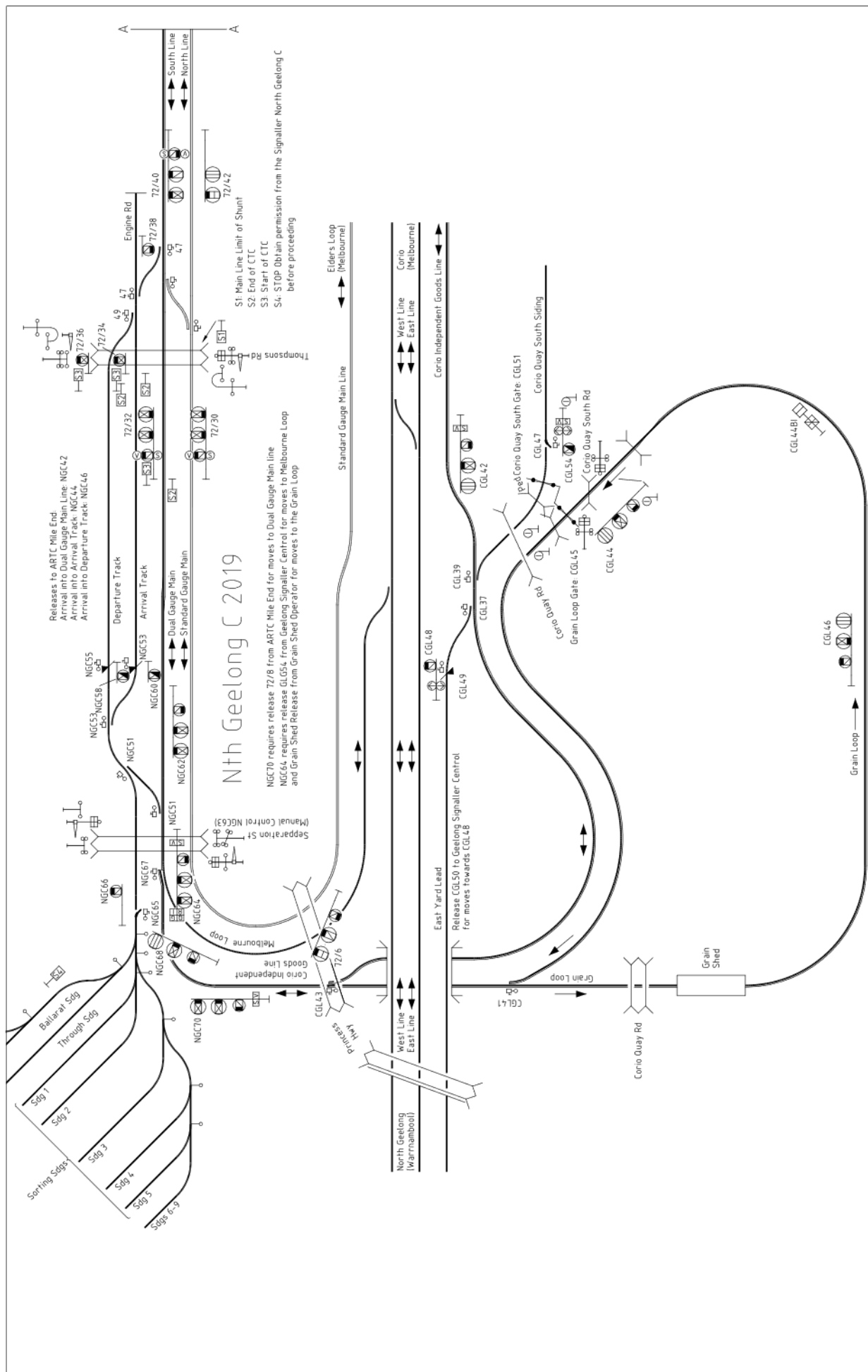
The Newport WestCad was updated to show the Maher Rd overline bridge.

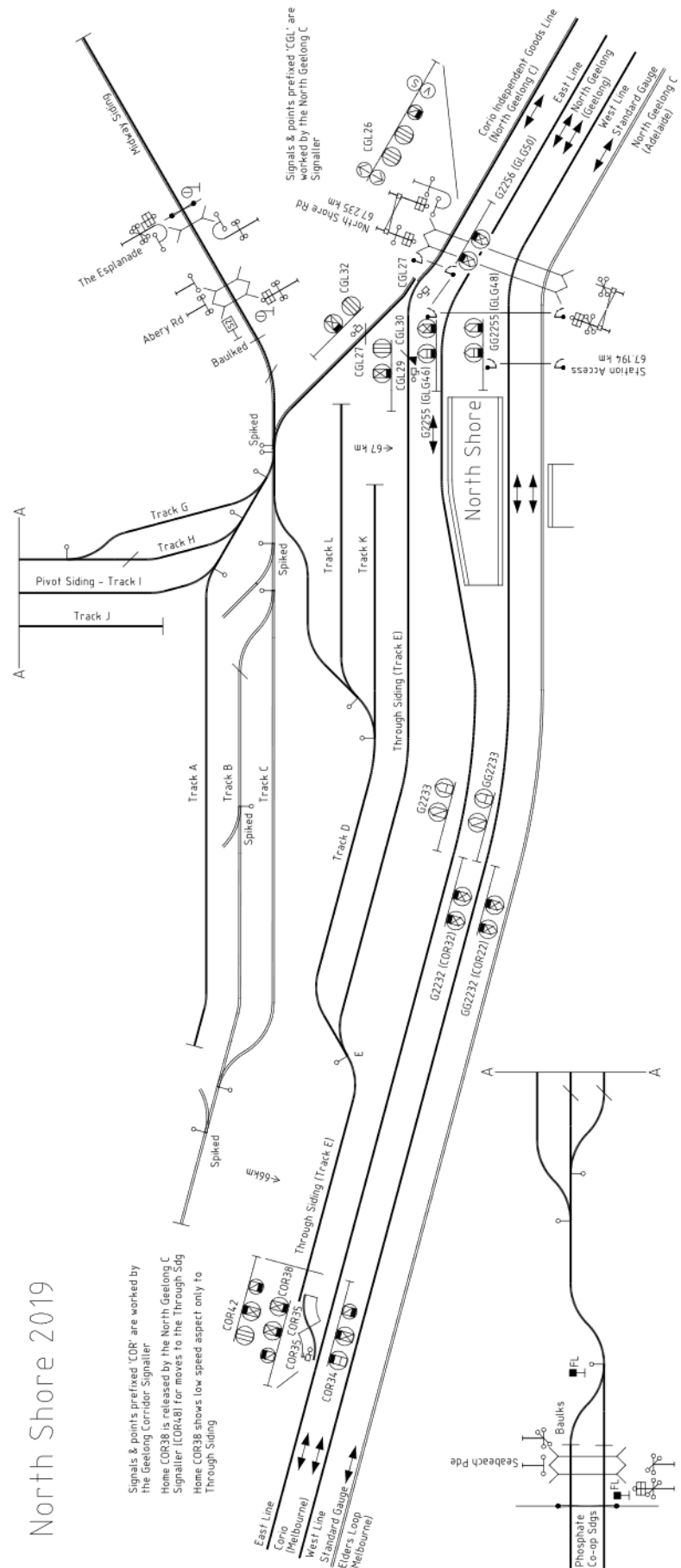
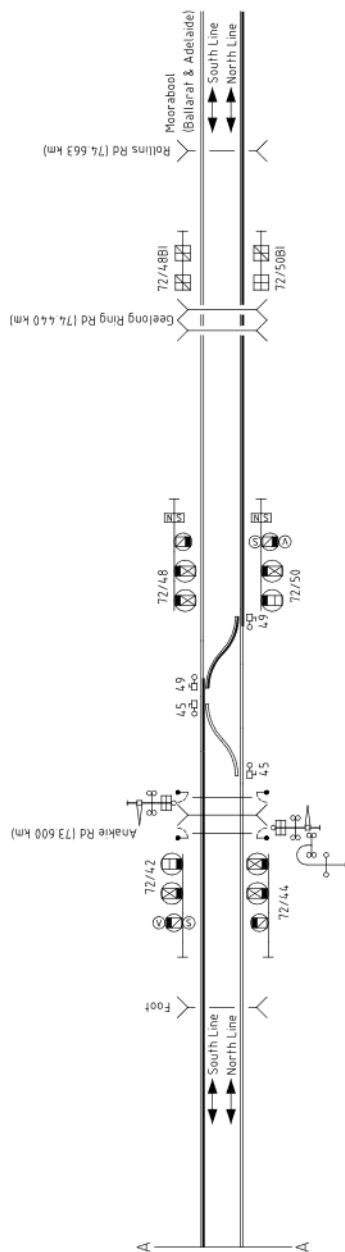
11.10.2019 Middle Footscray – West Footscray (SW 517/19, WN 40)

Between Sunday, 29.9, and Friday, 11.11., the track was slewed and track panels (without point blades) were installed at the following locations:

- Crossover in the Main Suburban lines on the Down side of the Albert St overline bridge (6.054 km – 6.164 km)
- Crossover in the Main Suburban lines on the Up side of the Geelong Rd overline bridge (6.793 km – 6.904 km)
- 1 in 21 turnout leading to Up Main Suburban line from future Up platform on the Down side of the Geelong Rd overline bridge (7.012 km)
- 1 in 9 crossover in the Main Suburban lines on the Down side of the Geelong Rd overline bridge (7.056 km – 7.183 km)
- 1 in 15 turnout leading from Up Main Suburban line to future Up platform on the Down side of West Footscray (7.557 km)
- 1 in 15 crossover in the Main Suburban lines on the Down side of West Footscray (7.885 km – 7.996 km)

- 13.10.2019 Deer Park – Melton (SW 165/19, WN 41)**
On Sunday, 13.10., the following signals were provided: 35.915 km (Down on single line); 37.179 km (Up on No 1 and No 2 Rds); 37.391 km (Down on No 1 and No 2 Rds); 38.600 km (Up and Down on gantry over existing single line and over new road); and 39.925 km (Up on single line). These signals are bagged out of use.
- 14.10.2019 Southern Cross – Richmond (SW 513/19, WN 40)**
Between Friday, 11.10., and Monday 14.10, the following train stops on the Burnley Underground Loop were replaced by Type JA pneumatic train stops: 201V, 203V, 207V, 209V, 211V, 213V, 215V, 217V, 221V, 223V, 225V, 227V, 229V, 231V, 233V, 235V, 237V, 241V, 243V, 245V, 247V, 249V, 251V, 253V, 255V, 257V, 259V, 300V, 389V, 391V, & 393V.
- 15.10.2019 North Shore (SW 162/19, WN 41)**
Between Wednesday, 9.10, and Tuesday, 15.10, the broad gauge Through Siding was provided with rail vehicle detection (track circuits or axle counters). Indications for the Through Siding are displayed on the North Geelong C VDU, including the hand points at the Up end of the Through Siding.
Release COR48 was provided on the North Geelong C VDU to release Home COR38 for moves towards the Through Siding. Homes COR38 and CGL26 are not controlled by track occupancy and will not be restored to stop by the passage of a train. Release COR48 and Dwarf CGL26 are interlocked and only one can be reversed at a time, and neither can be reversed immediately after a movement has entered the Through Siding to ensure opposing trains cannot be simultaneously be signalled into the Through Siding. Hand Points E, midway along the Through Siding, are detected normal and indicated on the VDU. Dwarfs COR38 and CGL26 do not detect the position of hand Points E.
A CCTV camera was provided at North Shore looking towards the sidings to allow the Signaller to check the occupancy of the non-detected tracks.
Track A in the North Shore Yard has been converted from standard gauge to broad gauge. Its clear length is 728 metres, but no headshunt or runaround is provided. Track A is currently booked out of use.
Tracks B & C remain standard gauge. Both have a clear length of 645 metres and there is a 243 metre head shunt at the Up end.
Amend Diagram 30/18 (Corio – North Shore).
- 15.10.2019 North Geelong C (SW 162/19, WN 41)**
Between Wednesday, 9.10., and Tuesday 15.10., the new signalling was commissioned and control was transferred to Centrol. Three position signalling was commissioned in the immediate area of the former North Geelong C signal box, and the Grain Loop was equipped with axle counter track circuits and three position signalling. There was no change in signalling along the Corio Independent Goods line north of the Princess Hwy overbridge. The signalling at the Down end of North Geelong C in the Thompsons Road area forming the connection with the dual gauge main line towards Adelaide remains controlled by ARTC Mile End.
A signalling VDU was provided at Centrol to work the North Geelong C area, including the Corio Independent Goods line.
Homes NGC62, NGC64, NGC68, NGC70, CGL44, & CGL46, Banner Indicator CGL44BI, and Dwarfs NGC58, NGC60, & NGC66 were commissioned.
Crossover NGC51, Points NGC53, NGC65, & NGC67 and Derail/Wheel Crowders NGC53 & NGC55 were commissioned. All points and derails are equipped with dual control point machines.
Indication and control of Gates CGL45 (exit of the Grain Loop) were provided.
Indication and controls of the Corio Quay Siding were provided (Gates CGL51, Catch CGL47, Dwarf CGL54, and the axle counter track circuits). The Corio Quay Siding remains secured out of service.
The Signaller North Geelong C operates the following releases:
- Release NGC42 (to ARTC Mile End) for moves from Gheringhap to the Dual Gauge Main Line
 - Release NGC44 (to ARTC Mile End) for moves from Gheringhap to the Arrival Track
 - Release NGC46 (to ARTC Mile End) for moves from Gheringhap to the Departure Track
 - Release CGL50 (to the Geelong Signaller) for moves from the East Yard to the Corio Independent Good Line)
- The Signaller Geelong operates the following release:
- Release GLG54 for moves from North Geelong C to the Melbourne Loop line.
- The Network Controller, ARTC Mile End operates the following release:
- Release 72/8 for moves from North Geelong C along Dual Gauge Main Line towards the ARTC main line
- Manual operation of the Separation St level crossing equipment was provided via NGC63.





Axle counters were provided in the Grain Loop. The axle counter sections will commence at 66.468 km (clear of Points CGL41) to Banner Indicator CGL44BI at 68.219 km.

The doors at both ends of the Grain Unloading Shed on the Grain Loop are interlocked with Home NGC64. The Grain Shed Operator controls the operation of the doors and gives a release for Home NGC64. The release cannot be given until the doors are commanded open, and Home NGC64 will not clear for moves towards the Grain Loop until the release has been given and the doors are detected open. The release cannot be returned if Home NGC64 has been called or is at clear. The release does not track cancel, and if not taken back, the North Geelong Signaller can signal a second train to the Grain Loop past Home NGC64 on a low speed aspect once the first train clears the Grain Shed.

15.10.2019 Pakenham East (SW 525/19, WN 41)

On Tuesday, 15.10., the Pakenham East interlocking was connected to the Dandenong signal control centre.

The signalling at Pakenham East will remain out of service. The point machines will not be operable remotely and the fixed signals will be bagged.

The routing restrictions in SW 300/19 and the interim Operating Procedure SW 309/19 will continue to apply.

16.10.2019 North Geelong C (SW 170/19, WN 42)

On Wednesday, 16.10., manual operation of signalling at North Geelong C and the Grain Loop was reverted to for restricted standard gauge train operations over the Dual Gauge Main Line and Grain Loop. All other tracks are not available for use.

The SW circular states that the signalling alterations shown in SW 162/19 have been carried out.

(22.10.2019) Southern Cross (SW 545/19, WN 43)

The routing restriction for track circuits 083T, 115T, and 123T (SW 429/19) is cancelled.

The restriction on movements over Points 023 reverse while track circuit 717T is occupied remains in force.

(22.10.2019) Melbourne Yard (SW 175/19, WN 43)

The Reversing Loop has been abolished (it was baulked in early August 2019 and removed shortly afterwards).

The following alterations have taken place:

- Baulks have been applied at Home MYD262 and Dwarf MYD186 and the Reversing Loop has been abolished between the baulks.
- Points MYD103 and MYD105 have been abolished.
- Dwarfs MYD104, MYD106, MYD230, and MYD232 have been abolished.
- Stop Board No 2 was abolished.
- Points MYD131 and Crossover MYD199 have been secured normal.

Amend Diagrams 122/14 (West Tower) and 124/14 (Moonee Ponds Creek). SW 59/19 is cancelled.

(22.10.2019) Upper Fern Tree Gully (SW 546/19, WN 43)

The routing restriction over Points 17 (SW 404/18) is cancelled.

22.10.2019 Deer Park – Melton (SW 173/19, WN 42)

Between Saturday, 19.10, and Tuesday, 22.10., the following signals were provided: 21.702 km (Up on single line); 29.679 km (Up on No 1 Road); 30.442 km (Down on single line); 32.288 km (Down on single line); 33.400 (Down on single line); and 34.410 (Down on single line). These signals are bagged out of use.

Hopkins Road (27.828 km) was widened to two tracks.

Troups Road (27.828 km) was reopened to road traffic (SW 165/19 was cancelled).

24.10.2019 Regent (SW 544/19, WN 42)

Between Tuesday, 22.10., and Thursday, 24.10, the following signals were installed: RES181 (13.563 km) at Up end of Platform 1; RES190 (13.762 km) at the Down end of Platform 2; and Down Automatic RES192 (at 14.292 km between Regent and Reservoir). These signals are not in service.

24.10.2019 Ruthven (SW 544/19, WN 42)

Between Tuesday, 22.10., and Thursday, 24.10, the following signals were installed: RES191 (15.893 km) at Up end of Platform 1; and RES198 (16.109 km) at the Down end of Platform 2. These signals are not in service.

25.10.2019 Upfield (SW 551/19, WN 42)

On Friday, 25.10., the local signal panel was abolished.

The PMUX, panel, and key switch were removed.

- 27.10.2019 North Geelong C – Grain Loop – North Shore (SW 176/19 & 180/19, WN 44)**
Between Friday, 25.10, and Sunday, 27.10., (or completion of works) control of the signalling was transferred to Centrol. The description of the changes to the signalling in SW 162/19 were repeated. SW162/19 & SW 170/19 are cancelled.
Points COR35 in the East Line at North Shore have been secured normal.
Security Gates CGL45 in the Grain Loop are secured open.
- 27.10.2019 Donnybrook – Wallan (SW 174/19, WN 42)**
Between Friday, 25.10, and Sunday, 27.10., boom barriers were provided at the existing flashing lights at Whittlesea Rd (41.413 km). Operation will be by axle counters. Healthy state indicators, yellow whistle boards, and remote monitoring equipment was provided. Two reset key switches, one each for the Up and Down lines) were provided in the test switch box.
Amend Diagram 80/11 (Donnybrook – Wallan).
- 28.10.2019 Melbourne Yard (SW 178/19, WN 44)**
On Monday, 28.10., the Wagon Storage Yard and the South Hump Avoiding Tracks were abolished.
 - Baulks were provided at Dwarf MYD128 and MYD234.
 - Points MYD129 and MYD141 were secured normal.
Amend Diagram 122/14 (West Tower). SW 177/19 is cancelled.
- 28.10.2019 Southern Cross (SW 534/19, WN 42)**
Between Saturday, 26.10., and Monday, 28.10., TPWS was provided on Platform 12 at Homes 680, 683, 703, 705, & 706.
- 28.10.2019 Southern Cross – Flinders Street (SW 534/19, WN 42)**
Between Saturday, 26.10., and Monday, 28.10., TPWS was provided on the Caulfield Loop Viaduct line at Signals 686, 707, 709, & 748.
- (29.10.2019) North Shore – North Geelong (SW 182/19, WN 44)**
Operating Procedures 57 (North Shore Yard), 58 (North Geelong C), 59 (Geelong Grain Loop and Independent Goods Line), and 60 (North Geelong Yard) were reissued.
Operating Procedures 57 (SW 159/10), 57A (SW 167/08), 57B (SW 167/08) & 57C (SW 167/08) – all relating to North Shore Yard – were cancelled. SW 10/09 (North Geelong C), SW 167/08 (Geelong Grain Loop etc); and SW 111/08 (North Geelong Yard) were cancelled.
- (29.10.2019) Epsom (SW 181/19, WN 44)**
Operating Procedure 108 (Epsom) was reissued. The changes relate to the testing of VDU indications to confirm Down trains complete past Epsom Block Point. SW 129/16 was cancelled.
- (29.10.2019) East Malvern – Glen Waverley (SW 553/19, WN 44)**
Diagram 45/19 (East Malvern – Glen Waverley) replaced 1/19 due to an error in the depiction of the track layout at Glen Waverley.
- 04.11.2019 Sydenham (SW 432/19, SW 438/19, & SW 558/19, WN 34, 35, & 44)**
On Monday, 4.11., the remaining components of the Melton Highway crossing were decommissioned. The pedestrian crossing circuits were removed, track circuit 703T and the extension of track circuit 702T were removed, and Signal module 19S04 in 733B (used for control and indications of Melton Highway crossing) was decommissioned. The Sydenham WestLOCK and Calder Park WestRACE data were updated. The Sunbury WestCAD A & B (Craigieburn signal box) and the Sunbury WestCAD & PRICE (Watergardens station) were updated.
- (06.11.2019) Corio – North Shore (SW 186/19, WN 45)**
Diagram 76/19 (Corio – North Shore) replaced 30/18 as in service. The main changes relate to the conversion of Track A from standard to broad gauge.
Track A is now available for rail movements. SW 176/19 is cancelled.
- (06.11.2019) Donnybrook – Wallan (SW 187/19, WN 45)**
Diagram 64/19 (Donnybrook – Wallan) replaced 80/11 as in service. The main changes relate to the extension of the Up platforms at Wallan and Donnybrook to 160 metres in length, and the provision of boom barriers at Whittlesea Road.
- 07.11.2019 North Shore (TON 297/19, WN 45)**
Between Thursday, 7.11., and Saturday, 30.11., Tracks A and J were booked out to allow construction of a hardstand adjacent to Track A.
- 07.11.2019 Birchip (SW 188/19, WN 45)**
Between Tuesday, 5.11., and Thursday, 7.11., the HXP-1 level crossing predictors at Berriwillock Rd (390.632 km) and Sea Lake Rd (391.229 km) were upgraded to HXP-3 predictors and a SEAR II unit was provided. On track equipment and the level crossing predictor boards were altered.

Amend Diagram 16/18 (Birchip – Woomelang).

- 09.11.2019 Deer Park West Junction – Ballarat (Regional Rail Revival, SW 198/19, WN 48)**
 On Saturday, 9.11., the line was temporarily closed between Deer Park West Junction and Ballarat to conduct works associated with the duplication between Caroline Springs and Melton, and other upgrades. The following alterations took place.
- Caroline Springs*
- Up Home DPW726 and Up Dwarf DPW728 were abolished
 - The passive speed signs for Up and Down trains at 22.085 km were abolished.
- Caroline Springs – Rockbank*
- Automatics A246 & A270 were abolished.
- Rockbank*
- The crossing loop was abolished. Points 7 and 27 were removed. No 1 Road became the Down line and No 2 Road the Up Line.
 - Homes RBK710, RBK710P, RBK712, RBK712P, RBK726, RBK730 & RBK732 were abolished. The Down notice board for trains from No 2 Road was abolished.
- Rockbank - Melton*
- Automatics A323, A324, & A347 were abolished.
- Melton*
- Homes MEL704, MEL706, MEL714, MEL722, MEL726, MEL730, MEL732, & MEL734 were abolished. Dwarf MEL724 was abolished. Points MEL7 & MEL27 were abolished. Catch MEL25 was abolished.
- Melton – Parwan Loop*
- Automatic A400 was abolished.
- (12.11.2019) Book of Rules, Section 34 (SW 189/19, WN 46)**
 Operating Procedure 133 (Axle Counter Operated Level Crossings – Local Resets) has been reissued to reflect an additional reset indication panel for double or parallel single lines. SW 58/17 is cancelled.
- (12.11.2019) Lake Boga (TON 303/19, WN 46)**
 The Up end points were secured normal due to unserviceable timbers.
- (12.11.2019) Keon Park (SW 560/19, WN 46)**
 Crossover 001 was secured normal due to route locking issues at Keon Park. Movements from Platform No 2 to the Up line are not available.
- 14.11.2019 Sea Lake GEB Siding (TON 309/19, WN 47)**
 On Thursday, 14.11., the siding was booked back into service as the painting of the silos had been completed. TON 263/19 was cancelled.
- 14.11.2019 Somerton (SW 220/19, WN 48)**
 On Thursday, 14.11., Standard Gauge No 4 Road was booked out of service due to track condition. Points SOM02 & SOM04 have been clipped to lie for No 3 Road, and Stop boards have been provided at each end of No 4 Road.
- 19.11.2019 Lynbrook – Merinda Park (SW 557/19, WN 46)**
 Between Tuesday, 19.11., and Friday, 22.11., the boom barriers and flashing lights at Evans Rd were removed. This road crossing has been closed to road traffic for a number of years with permanent road barriers in place, but the boom barriers continued to operate.
 The pedestrian crossing will remain in use, and the ERZB location case will be relocated.
- 19.11.2019 Hampton (SW 595/19, WN 48)**
 On Tuesday, 19.11., the passive pedestrian crossing at Grenville/Hastings Streets was temporarily closed while upgrade works are being undertaken. This crossing had been the scene of a recent fatality.
- 22.11.2019 Kerang (SW 200/19, WN 48)**
 On Friday, 22.11., No 2 Road and associated yard sidings were booked back into use. Points C and H were restored to use. Kerang is available as a crossing station. SW 138/19 is cancelled.
- 22.11.2019 Epping – South Morang (SW 596/19, WN 48)**
 On Friday, 22.11., works commenced to install CBTC equipment between Epping and South Morang as part of the High Capacity Signalling project. The new trackside equipment being installed includes Frauscher Axle Counters, Norming Points, and trackside radio masts and antennas. The CBTC system will only be function under test conditions and will not affect day to day train operations.
- End£**

SLEEPER SHENANIGANS

Andrew McLean

The author together with SRS President David Langley recently inspected Pentarch Agricultural's new siding east of the main line at Ultima, built primarily for loading processed hay. Crucially, most of the siding is on private land.

Ultima is still broad gauge, but most would be aware that it is publicly stated government policy to convert the two Korong Vale lines to standard gauge once the dust has settled over the botched first part of the Murray Basin Project. One might expect that on a line earmarked for standardisation, any work done would be with such a conversion in mind. The photos (all taken 9 August 2019 except Photo 7) tell a somewhat different tale.

The photo below shows the track through the Sea Lake – Swan Hill Rd level crossing with the former station site in the middle distance. Dual gauge track (on dual gauge concrete sleepers) has been laid through the level crossing to simplify conversion. After conversion, the redundant broad gauge rail is simply left in situ, allowing the crossing to remain untouched. But adjacent to the dual gauge track we have broad gauge only concrete sleepers, which will have to be completely replaced on conversion.

The upper photo on the opposite page is the view looking in the opposite direction and shows the Up end entrance to the new siding. A partially loaded train is just visible through the trees to the right.

The lower photo on the opposite page is looking north at the new siding. Note that the first 12 sleepers in view are broad gauge only concrete, but beyond the 12th sleeper, gauge convertible sleepers have been used. These sleepers are 2nd hand, and are ex broad gauge track, possibly having been used in the Adelaide suburban area. This style of convertible sleeper uses a rotating, removable clip on the "business" end. This allows either gauge to have up to 60 kg/m rail. The rotating clip can easily be replaced by a different fitting and clip used to hold down the two non-common rails of dual gauge track, up to a maximum rail size of 50 kg/m.

Back when the Fast Rail project was underway, we were told that the main lines to Geelong, Ballarat, Bendigo and Traralgon could not have gauge convertible sleepers because a) the extra hole was unaffordable, b) they were passenger railways, c) they were not part of the Australian network, and d) they would never ever, ever, be standardised, no matter what happened in the future. That was bad enough.

But here we have a line that is supposed to be standard *already*, and we are *still* installing brand new broad gauge only concrete sleepers. The question we must ask now is "Is this simply unbelievable stupidity and incompetence, or is it actually part of a plan to deliberately sabotage the government's standardisation plan?"





Top: Gauge convertible/dual gauge sleepers: Top sleeper common rail end visible. Bottom two sleepers set to broad gauge.

Middle: Centre sleeper clip reversed for standard gauge.

Bottom: Centre clip removed completely. The extra hole and clip were, according to then Minister Batchelor, "unaffordable".



Top: New sleepers to the same design but with the dual gauge fitting inserted (Middle Footscray, August 2008)

Middle: Detail of alternative design dual gauge (but not gauge convertible) sleeper used in the level crossing. The author believes that with this design the centre fitting cannot be removed, preventing the use of 60 kg/m rail, and making the removal of one of the dual rails problematical.

Bottom: Looking south from near the down end. Again, we see broad gauge only concrete sleepers as far as the sleeper painted blue. Beyond that, convertible concrete sleepers have been used. The blue sleepers (there is also one just visible in Photo 3) appear to be on the property boundary between Victrack and the land controlled by Pentarch Agricultural.



