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SOCIETY CONTACT INFORMATION

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MINUTES OF MEETING HELD FRIDAY 16 JULY 2021.

The SRSV meeting scheduled for Friday 16 July 2021 was held as an online meeting on the internet using the 'ZOOM' application. This was due to the restrictions imposed on public gatherings announced by the Victorian Government in response to the COVID-19 (Coronavirus) pandemic.

Present: – (Online). Ken Ashman, Noel Bamford, Phil Barker, Robert Bremner, Brett Cleak, Graeme Cleak, Glenn Cumming, John Dennis, Michael Formaini, Chris Gordon, Judy Gordon, Peter Gerandt, Andrew Gostling, Graeme Henderson, Bill Johnston, Keith Lambert, David Langberg, Neil Lewis, Andrew McLean, Phillip Miller, Eddie Oliver, Andrew Pardy, Roo Richards, Laurie Savage, Peter Silva, James Sinclair, Rod Smith, David Stosser, Bob Taaffe, Frank Tybislawski, and Andrew Wheatland. (31)

Apologies: – David Langley.

Visitors: – James Finch.

The Vice-President, Mr. Bill Johnston, took the chair and opened the meeting at 20:15 hours.

Minutes of the July 2021 Meeting: – Accepted as read. Robert Bremner / Ken Ashman. Carried.

Business Arising: – Nil.

Correspondence: – The invoice for the issues of "Signalling Record" for 2020 was received from the SRSUK and payment was sent. Rod Smith / Bob Taaffe. Carried.

Reports: – Nil.

General Business: –

Rod Smith reported that level crossing removal works had progressed to the stage where Mooroolbark Railway Station had been closed for demolition. Rod asked what was the future of the Victorian Railways Institute at Lilydale?

Chris Gordon advised that the Mooroolbark station building would be restored and would eventually be relocated to Tarrawarra on the Yarra Valley railway.

Chris Gordon reported on the provision of flashing light without boom barriers at an occupation crossing near Hurstbridge. This is the first installation of flashing light without boom barriers at a level crossing since 2009.

(Front cover) Your editor escaped Melbourne for a short holiday in Echuca between lockdowns, which happened to coincide with the resignalling. Here are the new Up Homes ECH14/16 guarding the junction for the Toolamba line. The signals are lit but not yet commissioned, which is why there is no signage on the post. This signal is a two position bracket post – the left hand head reads towards the Toolamba line (straight ahead), and the right hand head reads towards the Bendigo line (over the crossover). The Dwarf signal under the bracket reads towards the sidings to the right. The main line points in the Bendigo line are fitted with dual control point machines that can only be operated by hand (are the motors even fitted?). This is the modern equivalent of the VR plunger locked installation at Maryborough. The point machine is acting as the operating lever, facing point lock, and detector for both the position of the point blades and the FPL. It is interesting to realise that this is the first time that the junction points at Echuca have been secured by a facing point lock and protected by home signals. Photo Andrew Waugh

Brett Cleak reported on the installation of flashing lights at the Bendigo Road level crossing near Maldon on the Victorian Goldfields Railway.

Rod Smith asked for any news about progress with the Murray Basin Rail Project. None was forthcoming.

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

- Mooroolbark Railway Station closes tonight until October 2021.
- A seven (7) day occupation between Ringwood – Lilydale starts on Monday for level crossing removal works.
- Edithvale, Bonbeach and Chelsea Railway Stations will close until Sunday 31 October 2021 for level crossing removal works.
- A proposal to work Mordialloc by remote control from a control panel in Frankston Signal Box has been prepared.

Keith Lambert also reported on the recent signalling alterations at Echuca.

Chris Gordon advised that Newport – Williamstown will close for three (3) months for level crossing removal work at North Williamstown.

James Finch asked if the level crossing at Parkers Road, Parkdale, will be removed. The answer was not known.

David Stosser and Chris Gordon discussed the level crossing removal works at Bell and Preston and noted the plan for single line working in 2022 to allow trains to access the maintenance depot at Epping.

Rod Smith asked if pilot working still existed. It was answered that pilot working is no longer in the rules for single line systems.

Ken Ashman asked if there was a master list of Victorian signalling diagrams. The answer is yes, the 'Red Book' started many years ago by Alan Jungwirth. Three people suggested that David Langley had the most up to date version of 'Red Book'.

David Stosser noted that a pedestrian crossing at Deer Park will be abolished.

David Stosser continues to add historical information from the WN Extracts book to the Vicsig website.

Graeme Henderson provided a report on recent works at Chatswood NSW.

Phil Barker advised that a trial of ETCS Level 2 would soon commence on the Shorncliffe Line in Brisbane QLD.

Phil Barker spoke about the recent collision near Rockhampton QLD. It has been suggested that a signal was passed at danger. An immediate result of this collision is that operating locomotives long end leading is no longer permitted.

Ken Ashman advised that he can provide current New Zealand signal interlocking diagrams. Please contact Ken by email if you want to added to his distribution list

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

Keith presented a selection of 20 digital images from Victoria in the form of a "Where is it" type quiz.

The images came from a variety of sources and featured a variety of locations, both country and metropolitan, and from different eras.

Opportunity was provided to view the images and determine the location of each image.

A very enjoyable activity.

At the completion of the Syllabus Item, the Vice-President thanked Keith for the entertainment.

The images viewed were as follows:

1. Elsternwick, during regrading
2. Lilydale, believed to be between 1913 – 1917
3. Werribee
4. Batman, Up Distant Signal
5. Murrumbeena
6. Wallan, NSW Silver City Comet and VR S class diesel electric loco
7. Canterbury
8. Drouin
9. Caulfield
10. Clunes
11. Crib Point Naval Base, 280 hp Walker railcar
12. Dimboola, signal box being demolished

13. Elaine
14. Hartwell, Toorak Road bridge
15. Maryborough, Down end
16. Newport Workshops
17. South Geelong
18. Spencer Street South End
19. Upfield
20. Spotswood Oil Line, Douglas Parade level crossing on the lead to Holden Dock

Meeting closed at 22:05 hours, however discussion continued until the Zoom Controller sent 3-4-3 at 22:45 hours.

The next meeting will be on Friday 17 September, 2021 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 23/21 to WN 33/21, 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.

08.06.2021 Quambatook & Ultima (SW 106/21, WN 23)

Quambatook Intermediate Siding, Ultima Sub Terminal, and Ultima Hay Siding are all located within the Quambatook BP – Ultima BP section. Quambatook Siding is located between Quambatook BP and its Up Location Board, and Ultima Sub Terminal Siding & Ultima Hay Siding are located between Ultima BP and its Down Location Board.

Permission is granted for a train to proceed to Quambatook Siding while a preceding train is locked away at either the Ultima Sub Terminal or Ultima Hay Siding provided:

- The preceding train has arrived at Ultima complete, has been locked away, the Master Key has bee locked away (Section 18, Rule 36), and the Train Order has been fulfilled.
- No Train Order has been issued or Track Work Authority has been granted, for the Quambatook BP – Ultima BP section

Under these circumstances the following train can be issued with a Train Order to shunt within the Location Boards at Quambatook BP.

If the following train is required to work outside the Up Location Board at Ultima while a train is locked away at Ultima, a Signaller must be in attendance at Ultima to take custody of the Master Key, or the Master Key must be transferred to an attended location.

11.06.2021 Echuca (SW 110/21, WN 24)

Between Tuesday, 7.6., and Friday, 11.6., dual control point machines replaced the WSa lever, hand locking bar, and point clip on the following Bendigo line points: Points B (crossover between the Bendigo & Toolamba lines on the Down side of Murray Valley Hwy); Points F (crossover leading to Sidings A); the points forming the crossover between the Bendigo line and No 3 Road; Points C (crossover between the Bendigo line and No 1 Road at the Up end of the platform); and the points leading from the Toolamba line to the Turntable. The siding points at the other end of the crossovers will continue to be worked by WSa levers and secured by hand locking bars.

The point motor will be only available for hand operation and will be secured by independent padlocks with the keys held by the Signaller, Echuca. The position of the points is detected in the signal circuits and the point machine must be placed in the 'Motor' mode for the signals to clear.

Amend Diagram 68/20 (Rochester – Echuca).

13.06.2021 Waurn Ponds (SW 107/21 & 111/21, WN 23 & 24)

Commencing Sunday, 13.6., Diagram 24/21 (Waurn Ponds) replaced 4/21. The changes are that Waurn Ponds Cement Siding was abolished (SW 98/21) and the widening of Ghazeepore Rd (85.138 km).

Commencing Sunday, 13.6., a pedestrian overpass was provided at the centre of the 180 metre station platform. Diagram 44/21 (Waurn Ponds) replaced 24/21.

15.06.2021 Caulfield – Westall (SW 472/21, WN 24)

Between Friday, 11.6., and Tuesday, 15.6., the axle counter sections had their reset configuration upgraded. The upgrade provides: full counter head control (instead of the existing partial counting head control); occupation reset function; full supervisor reset function; and, at Oakleig, point supervisory reset function. The function that allows the movement of points under a failed axle counter section will not be provided.

Indicated track layout reset panels to assist the SMT reset process of axle counter sections replaced the existing push buttons at: D357ZB2 (Down end of Caulfield); D396ZB (Carnegie); D426ZB (Murrumbeena);

D448ZB (Hughesdale); D489ZB (Up end of Oakleigh); D517ZB (Down end of Oakleigh); D557ZB (Huntingdale); D595ZB (Flora Ave, Clayton); D625ZB (Clayton); and D657ZBS (Up end of Westall).

17.06.2021 **Warrenheip Loop** **(SW 115/21, WN 25)**

On Thursday, 17.6., the Up loop track was booked back into service following repairs to the Up end turnout. SW 92/21 was cancelled.

(22.06.2021) **Book of Rules, Road Rail Operations** **(SW 114/21, WN 25)**

Operating Procedure 134 (Road Rail Operations) was reissued. The alterations concerned updated terminology to align with the Australian Road Rail Vehicles Standard (AS7502/16) and V/Line Standard NIST-2831, and to align with use of Aquipa for Road Rail Vehicle approvals. SW 118/16 was cancelled.

(22.06.2021) **Werribee** **(SW 488/21, WN 25)**

The operating restriction for Posts 2, 6, & 22 was cancelled. SW 414/21 was cancelled.

22.06.2021 **Echuca** **(TON 303/21, WN 26)**

On Tuesday, 22.6., No 19 hand points were booked back into use.

25.06.2021 **Book of Rules, The Permit Process** **(SW 103/21, WN 23)**

Commencing on Friday, 25.6., Operating Procedure 135-20 (The Permit Process) was reissued. SW 9/14 (Supplementary Infrastructure Procedures – Permit to Foul) was cancelled.

25.06.2021 **Book of Rules, Track Warrants** **(SW 102/21, WN 23)**

Commencing on Friday, 25.6., Operating Procedure 135-21 (Use of Track Warrants) was reissued. SW 167/15 (Infrastructure Works Track Warrants) was cancelled.

25.06.2021 **Ballarat & Wendouree** **(SW 118/21 & 119/21, WN 25)**

On Friday, 25.6., the Wendouree – Ararat Train Staff was relocated from Ballarat to Wendouree. The Train Register Book, Train Staff Ticket Box, and the locked box for securing the staff were also relocated to Wendouree.

The Signaller at Ballarat was withdrawn and a Signaller will now be on duty at Wendouree.

Operating Procedure 70 (Ballarat – Ararat Staff Working) was reissued. SW 4/21 was cancelled.

28.06.2021 **Sandown Park - Dandenong** **(SW 486/21, WN 25)**

Between Friday, 25.6., and Tuesday, 28.6., the axle counter sections had their reset configuration upgraded. The upgrade provides: full counter head control (instead of the existing partial counting head control); occupation reset function; and full supervisor reset function.

Indicated track layout reset panels to assist the SMT reset process of axle counter sections replaced the existing push buttons at: D807ZB (Down end of Sandown Park); D840ZB (Noble Park); D868ZB (between Noble Park & Yarraman); D897ZB (Yarraman); and D925ZB (Down end of Yarraman).

(29.06.2021) **Werribee – Manor Junction** **(SW 121/21, WN 26)**

Commencing forthwith, passenger trains, empty car trains, and light engines are not permitted to operate between 34.412 km and Manor Junction. Freight trains will operate in accordance with TON 400/08 when approaching Browns Rd (35.341 km) and Wests Rd (39.446 km).

(29.06.2021) **Wendouree** **(TON 298/21, WN 26)**

A Signaller will be in attendance:

Monday – Friday ..... 0430 hours – 2300 hours
Saturday..... 0530 hours – 2130 hours
Sunday ..... 0530 hours – 2139 hours

(29.06.2021) **Ararat Yard (Standard Gauge)** **(TON 298/21 & TON 305/21, WN 26)**

A Signaller will be in attendance:

Monday – Thursday..... Continuously
Friday..... Midnight to 1500 hours
Saturday.....As required
Sunday ..... 2300 hours – midnight & as required

This was then amended to be (as in service):

Monday – Thursday..... Midnight to 1500 hours
Friday.....Midnight to 1500 hours, 2300 hours to midnight
Saturday.....Midnight - 0700 hours & as required
Sunday ..... 2300 hours – midnight & as required

(29.06.2021) **Echuca** **(TON 298/21, WN 26)**

A Signaller will be in attendance:

Monday – Friday ..... 0500 hours – 2000 hours
Saturday.....0600 hours – 1000 hours & 2030 hours – 2230 hours
Sunday .....0800 hours – 1000 hours & 2030 hours – 2230 hours

(29.06.2021) Wallan (TON 298/21, WN 26)

A Signaller will be in attendance:

Monday – Friday ..... 0510 hours – 2130 hours
Saturday & Sunday ..... Switched out

(29.06.2021) Kilmore East (TON 298/21, WN 26)

A Signaller will be in attendance:

Monday – Friday ..... 0450 hours – 2350 hours
Saturday & Sunday ..... Switched out

(29.06.2021) Seymour (TON 298/21, WN 26)

A Signaller will be in attendance:

Monday – Friday ..... Continuously
Saturday..... Midnight – 0245 hours & 0545 hours - midnight
Sunday ..... Midnight – 0145 hours & 0540 hours - midnight

(29.06.2021) Murchison East (TON 298/21, WN 26)

A Signaller will be in attendance as required.

05.07.2021 Sea Lake (TON 316/21, WN 27)

On Monday, 5.7., No 2 Road was booked back into service and the points at 420.770 km & 421.080 km were restored to use.

(06.07.2021) Melbourne Yard (SW 130/21, WN 27)

Diagram 83/20 (Melbourne Yard) & 70/20 (Moonee Ponds Creek) replaced 122/14 (West Tower Melbourne Yard) & 6/16 and 124/14 (Moonee Ponds Creek) as in service. (It appears that Diagram 6/16 was not issued.)

(06.07.2021) Malmsbury – Elphinstone (SW 126/21, WN 27)

Diagram 40/21 (Malmsbury – Elphinstone) replaced 28/12 as in service.

(06.07.2021) Bendigo (SW 128/21, WN 27)

Diagram 26/21 (Bendigo) replaced 58/20 as in service.

(06.07.2021) Hunter BP (SW 129/21, WN 27)

The location for Hunter Block Point shown on Diagram 16/17 (Epsom – Echuca) and in the Network Service Plan is incorrect; it should be 214.500 km.

06.07.2021 Echuca (SW 122/21 & 124/21, WN 26)

Between Monday, 27.6., and Tuesday, 6.7., boom barriers were provided at Murray Valley Hwy (248.934 km), and the Up end of the yard was resignalled.

Down Home Post 1 (Signal A) was abolished, together with the control panel in the station building, and the key switches for Signal A at Points B, C, & F. The notice boards applying to trains approaching the Murray Valley Hwy on both the Toolamba and Bendigo lines were abolished. The advisory signage at the Down Location Board on the Toolamba line was abolished.

New two position Homes ECH06, ECH08, ECH10, ECH12, ECH14, & ECH16 were commissioned. Light Dwarf signals are provided for ECH06, ECH08, & ECH16 which apply for shunting moves. Homes ECH06, ECH10, ECH12, & ECH14 are interlocked with the operation of Murray Valley Highway.

Location boards were provided 2,500 metres in the rear of Homes ECH06 and ECH08 on both the Bendigo and Toolamba lines.

The main line points in the Bendigo line are equipped with dual control point machines that can only be operated by hand. The Home signals detect the position of the points when the point machines are in the 'Motor' mode. Where a set of points equipped with a dual control point machine forms part of a crossover, the other end of the crossover is equipped with a WSa lever, hand locking bar, and electric detector. The position of these points are detected in the Home signal circuits.

The points in the Toolamba line leading to the Turntable Rd are similarly equipped with a WSa lever, hand locking bar, and electric detector. The signals reading over these points detect the position of the points.

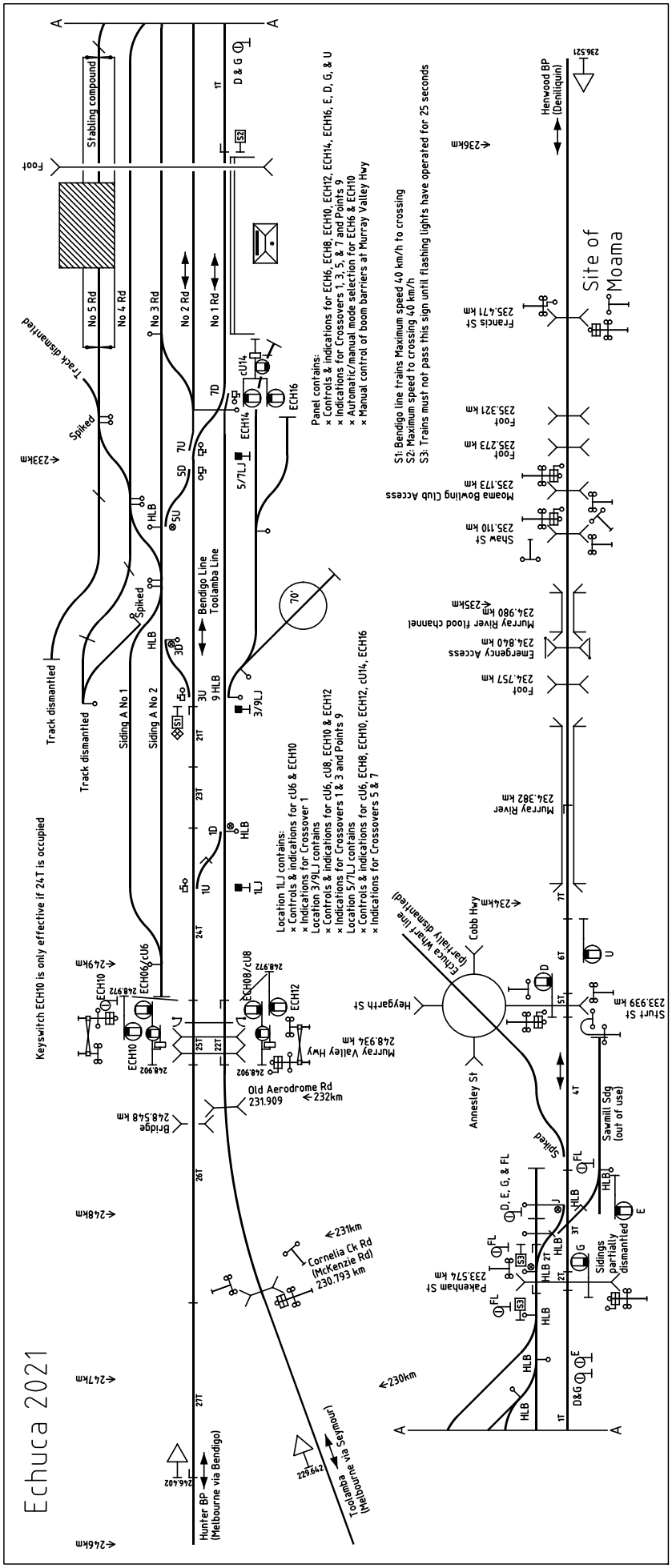
Axle counter track circuits were provided on the Bendigo line for the approach track circuits for the Murray Valley Highway. An island axle counter track circuit was provided for the Toolamba line. The existing DC track circuits at the Up end were removed. A notice board and approach section indicator board applying to Up Bendigo trains was provided 3 metres on the Up side of Points 3 and is lettered 'Bendigo Line Trains Maximum Speed 40 kph to crossing".

A new control panel was provided in the station office. The panel can work all the running signals (but not the Dwarf signals). Each signal lever is a three position spring loaded switch. To clear or restore a signal, the lever is turned to the 'R' or 'N' position. When the lever is released it will return to the 'C' position. A

lever (11) is provided to manually control the Murray Valley Hwy boom barriers, and a lever to place Homes ECH6 and ECH10 (protecting the Murray Valley Hwy on the Bendigo line) in automatic or manual mode. When in automatic mode the signals will automatically reclear after the passage of a train.

Local (yard) controls for shunting moves were provided at location cabinets 1LJ, 3/9LJ, & 9LJ. Each set of controls has three position spring loaded switches to work the Dwarf signals in the vicinity (or the Home signal for posts that have no Dwarf signal), and indications for the local points. The provision of spring loaded signal levers allows the Signaller to easily move from one control point to another – for example clearing a signal from one control point and then moving to another and restoring it to stop. All three locations have an indicator that flashes when a call has been made on the traffic lights adjacent to the Murray Valley Hwy booms.

A 5P key switch is provided opposite Home ECH10 to control that signal during shunting. This key switch has two positions ('Cancel' and 'Clear') and is only effective when the track between Home ECH10 and Crossover 1 is occupied. It is intended to be used for Up movements towards Bendigo from the Toolamba line or Loco



Roads over Crossover 1 reverse. A call indicator for the traffic lights is also provided.

The existing Home signals at the Down end of the yard were renumbered: Post 5 as Signal G; 6 as E, 7 as D, and 8 as U.

The station limits at Echuca are between Posts ECH06, ECH08 and U. The maximum speed for all trains within station limits is 40 km/h, except for the following. Moves across Crossover 7 reverse from the platform to the Bendigo line are restricted to 15 km/h, and curve boards are provided. Moves over the facing points in the Toolamba line between Murray Valley Hwy and No 1 Road are restricted to 30 km/h, as are all movements on the Down side of Pakenham St.

Boom barriers were provided at Murray Valley Highway and are operated by axle counters. Healthy state indicators and yellow whistle boards were provided. An automatic pedestrian wicket with electromagnetic emergency gate latches was provided on the Down side of the crossing.

All new track circuits at the Up end of Echuca are axle counters. No local axle counter reset functions are available to track maintenance or operational staff and on or off tracking of road rail vehicles at Murray Valley Hwy is not permitted.

There are no approach track circuits on the Toolamba line for the Murray Valley Hwy. Operating a signal lever for Homes ECH8 or ECH12 will place a call on the co-ordinated traffic lights, then commence the boom barrier cycle, and finally clear the Home signal. The Signaller must co-ordinate with the train crew to reduce excessive closure of the Murray Valley Hwy.

A Signaller is not required to be on duty at Echuca for return movements from Bendigo provided that no run-around movements are required to be performed and that no train is to operate to or from the Toolamba line. After obtaining permission from the Train Controller to cease duty, the Signaller must ensure that Crossovers 1, 3, 5, & 7 and Points 9 are detected normal. Home ECH14 must then be cleared. The auto/manual lever is to be turned to the centre position and Homes ECH6 and ECH10 are to be cleared. The auto/manual lever is to be turned to the 'Automatic' position.

The Driver of Trains at Echuca when it is unattended must enter the details of their train in the Train Register Book. If a Driver departs from Echuca when it is unattended and finds ECH10 at stop, the Driver can clear the signal using the 5P key switch adjacent to the signal.

When the Signaller resumes duty and obtains permission to restore the signals to Stop, the Signaller must restore the auto/manual lever to 'Manual'. This will restore ECH6 & ECH10 to stop.

Diagram 46/21 (Rochester – Echuca) replaced 68/20. Operating Procedure 121 (Echuca) was updated.

08.07.2021 **Bendigo** **(SW 123/21, WN 26)**

Between Sunday, 27.6., and Thursday, 8.7., the following alterations took place:

- Derail/Crowder 5 at the Up end of Bendigo goods yard was replaced by Catch points.
- Catch 13 at the Down end of the Independent Track was relocated 21 metres in the Up direction.
- Up Home BGO4 was relocated 3.5 metres from the existing track (to allow for new track curvature).
- Up Dwarf BGO8 was relocated 12 metres in the Down direction.
- Down Dwarf BGO12 was relocated 21 metres in the Up direction.
- Points 5, 13, 15, 17, & 25 were renewed and the track alignment altered to comply with current standards

All trains between the Myrtle St overbridge (161.574 km) and Williamson St (162.572 km) are restricted to 30 km/h.

Amend Diagram 58/20 (Bendigo).

09.07.2021 **Sea Lake** **(TON 316/21, WN 27)**

On Monday, 5.7., No 2 Road was restored to service. The Up and Down end points (420.770 km & 421.080 km) have been restored to used.

09.07.2021 **Calder Park** **(SW 504/21, WN 27)**

Between Friday, 2.7., and Friday, 9.7., point blades were installed in the turnout located in the lead between the Down Main line (Points 615) and the existing Calder Park Stabling Sidings. The point blades will be secured by a Mechanical Blade Anchor Lock – Thermal (MBAL-T).

The illuminated '65' on Home CPV738 was inhibited.

Amend Diagram 67/20 (Watergardens – Clarkefield).

12.07.2021 **Deer Park** **(SW 133/21, WN 28)**

Between Saturday, 12.7., and Monday, 26.7., the station pedestrian crossing (17.938 km) over the Up line at the Down end of the platform was abolished.

Diagram 52/21 (Ardeer – Rockbank) replaced 70/19.

12.07.2021 Elphinstone (SW 125/21, WN 26)

On Monday, 12.7., the operation of Urquhart St (113.124 km) was converted to be operated by axle counters in lieu of predictors. The Level Crossing Predictor signs were abolished. Two reset switches, one each for the East and West lines were provided.

Amend Diagram 28/12 (Malmsbury – Elphinstone).

12.07.2021 Wattle Glen – Hurstbridge (SW 487/21, WN 27)

Between Friday, 9.7., and Monday, 12.7., flashing lights were provided at the occupation crossing located at 36.824 km (LX3314 – 673/687 Main Road). The notice specifically mentions that boom barriers are not provided. A healthy state indicator and yellow whistle boards are provided.

The flashing lights will be operated by axle counters. Failure of the axle counter island track circuit in the level crossing will result in HBE100T becoming occupied. The reset functions are: full supervisor reset; next train reset; occupation reset; and full counting head control. An indicated track reset panel to assist in reset of the axle counter sections was provided in S1158FCR location. Indications for the flashing lights are not provided on the Hurstbridge panel at Epping. The existing alarm indications will include failures of HBE100ZB and S1158FCR.

Amend Diagram 23/13 (Diamond Creek – Hurstbridge)

(13.07.2021) Echuca (SW 134/21, WN 28)

Operating Procedure 119 (Echuca) was reissued. SW 1/14 was cancelled.

(13.07.2021) Diamond Creek – Hurstbridge (SW 519/21, WN 28)

Diagram 53/21 (Diamond Creek – Hurstbridge) replaced 23/13 account provision of flashing lights at occupation crossing LX3314.

16.07.2021 Mooroolbark (SW 500/21 & SWP 7/21, WN 28)

On Friday, 16.7., the station was closed for level crossing removal works. The platforms and station buildings will be demolished.

The following alterations took place:

- The express mode will be selected at Up Home MLK301 for all Up trains. The express/stopper progression system for Croydon was retained.
- The express mode will be selected at Down Homes MLK302 & MLK304 for all Down trains.
- Home MLK300 was altered to again display Reduce to Medium Speed and Clear Medium Speed. A route must be set at Home MLK304 before MLK300 will clear for Down trains.
- Down Automatic H1031 will be altered to again display Clear Normal Speed.
- Signal post telephones at MLK300, MLK301, MLK302, MLK303, and MLK304 were removed. A new dedicated recorded safeworking telephone line was provided at Lilydale to be used for the transmission of caution orders at these signals.
- The 5P key switches for MLK301 and MLK304 were removed.
- The pedestrian crossing at the Down end of Mooroolbark station (34.47 km) was closed for public use. The crossing will remain as a passive crossing for construction staff and will be protected by safeworking staff when required.
- The pilot staff key was removed.

Amend Diagram 29/16 (Mooroolbark – Lilydale).

The Burnley Group Operating Procedure 12, clause (c) ('Mooroolbark – Switched In') and (d) ('Mooroolbark – Switched Out') were amended to reflect the provision of the recorded telephone line, and clause (e) ('Post Telephone Failure) was deleted.

16.07.2021 Lilydale (SW 500/21, WN 28)

On Friday, 16.7., the pedestrian crossing on the Down side of Maroondah Hwy (38.91 km) was closed.

The pilot staff key for the Mooroolbark – Lilydale section was removed.

Amend Diagram 29/16 (Mooroolbark – Lilydale).

16.07.2021 Dandenong (LXRA)

On Friday, 16.7., the South Gippsland Hwy was closed at the railway line for completion of the overbridge.

19.07.2021 Melbourne Yard (SW 517/21, WN 28)

On Monday, 19.7., the Melbourne Yard Stabling Sidings were altered. Sidings 3, 4, & 5 were booked out. Sidings 2, 6, 7, & 8 were temporarily reduced in length to 163m, 181m, 163m, & 158m (respectively) and friction buffer stops were provided. Up Dwarf MYS144 was raised to 1.5 metres.

Amend Diagram 83/20 (Melbourne Yard).

19.07.2021 **Werribee – Manor Junction** **(SW 136/21, WN 29)**
On Monday, 19.7., the operating restrictions in SW 121/21 were cancelled.

19.07.2021 **Lilydale** **(SW 531/21, WN 29)**
On Monday, 19.7., the main line connection to Nos 3 & 4 Tracks at the Up end together with No 4 Track were booked out of service. Baulks were provided at the Up end of No 3 Track clear of No 4 Track, and Points 207U were secured normal.

19.07.2021 **Ferntree Gully** **(SW 516/21, WN 28)**
Between Friday, 16.7., and Monday, 19.7., Points 'A' were equipped with a M23 Mk 2 dual control point machine.

19.07.2021 **Frankston** **(SW 515/21, WN 28)**
Between Friday, 16.7., and Monday, 19.7., Posts 3, 14 (lever 36), & FKN34 were equipped with TPWS.

19.07.2021 **Long Island Junction** **(SW 515/21, WN 28)**
Between Friday, 16.7., and Monday, 19.7., Posts LJC90 and LJC96 were equipped with TPWS.

19.07.2021 **Stony Point** **(SW 515/21, WN 28)**
Between Friday, 16.7., and Monday, 19.7., Posts STY92 & STY94 were equipped with TPWS.

(20.07.2021) **Diamond Creek – Hurstbridge** **(SW 545/21, WN 29)**
Diagram 57/21 (Diamond Creek – Hurstbridge) replaced 53/21 (account an error in the previous diagram).

(20.07.2021) **Mooroolbark – Lilydale** **(SW 534/21, WN 29)**
Diagram 55/21 (Mooroolbark – Lilydale) replaced 29/16.

22.07.2021 **Boort** **(TON 353/21, WN 30)**
On Thursday, 22.7., No 2 Road was booked back into service for Track Machine stabling with access from the Up end Points B (309.662 km). A baulk is provided at the Down end of No 2 Road, and Points D remain secured normal. Nos 3 & 4 Roads remain out of use due to track condition.

25.07.2021 **Mordialloc – Carrum** **(SW 537/21, WN 30)**
On Sunday, 25.7., Edithvale, Chelsea & Bonbeach stations were closed and will be demolished. Chelsea Rd, Edithvale Rd, Argyle Ave, and Bondi Rd were closed to road traffic and the level crossing protection equipment removed. Showers Ave & Golden Ave pedestrian crossings were closed and the crossing equipment removed. Wellwood Rd pedestrian crossing was closed to public use, but will remain in use for construction staff. Fraser Ave & The Glade passive pedestrian crossings were closed and was removed. Denman Ave pedestrian crossing (previously closed, see SW 72/20) was removed.

All signals between Edithvale and Bonbeach will be operated in express mode.

Down Automatics F991 & F1087 were relocated 39 & 43 metres in the Down direction respectively. Down Automatic F1059 was relocated 25 metres in the Up direction. Up Automatic F1044 was relocated 47 metres in the Up direction and co-acting signal F1044P was removed.

Diagrams 43/21 (Cheltenham – Chelsea) & 45/21 (Bonbeach – Frankston) replaced 71/20 & 69/20 respectively.

26.07.2021 **Croydon** **(SW 550/21, WN 30)**
During the three days commencing Monday, 26.7., the closure of Mooroolbark station will cause timetable constraints in the evening peak. Some Down trains will need to be held in the platform at Croydon to prevent the train from subsequently being held in the section at Mooroolbark.

To prevent excessive operation of Coolstore Rd while the Down train is being held at Croydon, a Rail Incident Commander will be located at the Down end of the Down platform and a Signaller at the key switch. When a train is to be held in the Down platform, the Rail Incident Commander will instruct the Signaller to hold H971 at Stop. The Rail Incident Commander will inform the Driver of the circumstances. When the train is due to depart the Rail Incident Commander will instruct the Signaller to allow H971 to clear.

(27.07.2021) **Toolamba – Echuca** **(SW 139/21, WN 30)**
The SW circular notifying suspension of train services has been re-issued. The only change is that baulks are now provided across the line at Home ECH8 on the Down side of the Murray Valley Hwy at Echuca. SW 2/20 is cancelled.

29.07.2021 **Mordialloc** **(SW 547/21 & 548/21, WN 30)**
On Thursday, 29.7., Automatics MOR601 & MOR701 were converted to LEDs.

A key switch was provided in the Mordialloc relay room to allow switching between the geographic based relay interlocking and the CBI for test purposes. The switching of the interlocking must only occur during periods of Absolute Occupation.

02.08.2021 **North Williamstown** **(SW 558/21, WN 30)**
On Monday, 2.8., the station was closed for grade separation works.

To allow the express running of Down trains through North Williamstown, a Track Force Protection Co-ordinator will operate the Ferguson St level crossing test switch to ensure W451 is displaying a proceed indication prior to the arrival of the train at North Williamstown.

03.08.2021 **Dandenong** **(LXRA)**

On Tuesday, 3.8., the South Gippsland Hwy overpass opened to road traffic.

08.08.2021 **TA20 ARTC Code of Practice** **(STN 2021-1646)**

On Sunday, 8.8., Section 1 (General Rules) was reissued. The changes relate to the removal of greyed out text (not applicable to the ARTC Network); the addition of a Rule 5a relating to the issue of Train Notices; and typographical corrections.

11.08.2021 **Warracknabeal** **(SW 146/21, WN 32)**

On Wednesday, 11.8., Down Home A and Up Home H will be altered to be normally at proceed. The level crossing protection at Kelsell St (349.130 km) will operate automatically on the approach of a train.

The signal quadrant on the platform for Down Home A will be secured reverse with the 'B' pattern Annett Key restored to the quadrant.

The temporary speed restriction of 10 km/h for Down trains (TS 134/14) will remain in force.

When Warracknabeal is unattended, it is classified as an Intermediate Train Order location, and through Train Orders are permitted to be issued through Warracknabeal.

12.08.2021 **Dunolly** **(SW 145/21, WN 31)**

Operating Procedure 84 (Dunolly) was reissued to reflect the opening of Painswick BP. SW 131/19 was cancelled.

12.08.2021 **Painswick Block Point** **(SW 145/21, WN 31)**

On Thursday, 12.8., Painswick Block Point was established at 218.000 km between Dunolly and Korong Vale Loop. The new single line section will be Dunolly – Painswick BP – Arnold BP. Painswick BP is about 2 km on the Down side of the former station of Painswick.

Block Point signs were provided for Up and Down trains at 218.000 km. Location boards were provided 2,500 metres from the Block Point with location clearance signs on the rear.

Diagram 28/21 (Llanelly – Kurting) replaced 32/20.

12.08.2021 **Barraport BP, Lake Lalbert BP, Bishop BP, Lea BP** **(SW 145/21, WN 31)**

Between Wednesday, 11.8., and Thursday, 12.8., the following block points were established on the Korong Vale Loop – Manangatang line to divide the existing sections: Barraport BP (324.720 km); Lake Lalbert BP (371.600 km); Bishop BP (415.500 km); and Lea BP (441.000 km).

Barraport BP is about 2 km on the Down side of the former Barraport station. Lake Lalbert BP is about 2.5 km on the Down side of Lalbert. Bishop BP is about 2 km on the Down side of Waitchie. Lea BP is about 1 km on the Down side of Chinkapook.

The new single line sections will be Mysia BP – Barraport BP – Quambatook BP – Lake Lalbert BP – Ultima BP – Bishop BP – Lea BP – Manangatang.

At each block point, Block Point signs were provided for Up and Down trains. Location boards were provided 2,500 metres from the Block Point with location clearance signs on the rear.

Diagrams 30/21 (Boort – Oakvale), 32/21 (Quambatook – Meatian), 38/21 (Ultima – Chillingollah), & 34/21 (Chinkapook – Annuello) replaced 26/20, 34/20, 56/19, & 28/20 respectively.

Operating Procedure 131 (Train Order Territory) was reissued. SW 223/20 was cancelled.

16.08.2021 **Dandenong East** **(SW 553/21, WN 32)**

On Monday, 16.8., Home DNG628P was relocated two metres in the Up direction to allow construction of a new signal gantry. Amend Diagram 59/20 (Dandenong – Hallam).

15.08.2021 **North Williamstown** **(LXRA)**

On Sunday, 15.8., Ferguson St was closed for level crossing removal works.

(17.08.2021) **Warracknabeal** **(SW 148/21, WN 33)**

Operating Procedure 77A (Warracknabeal and Warrackside) has been reissued. SW 113/11 was cancelled.

23.08.2021 **Melbourne Yard** **(SW 149/21, WN 33)**

Commencing on Thursday, 23.8., and extending until 12.11.21, the Engine Tracks will be closed under an Absolute Occupation for periods to allow construction work associated with the West Gate Tunnel project. During these periods the Absolute Occupation over the Up Engine Track will be withdrawn each day between 0800 hours and 1600 hours to allow rail traffic under single line working by a Pilot. The broad gauge connection between Southern Cross and South Dynon via the North Melbourne Flyover will not be available for the entire period 23.8. to 12.11.

The single line working limits are between Up Dwarf MYD582 at South Dynon and Down Dwarf MYD262. All movements will be accompanied by a Pilot. If the Pilot is at the wrong end of the section they

must be transferred by road. Temporary signal boxes were established at both ends of the single line working and are named 'Signalbox MYD262' and 'Signalbox MYD582'. Movements will be managed by the Signaller West Tower, who must not allow a movement to approach Dwarfs MYD262 or MYD582 unless the Pilot has been confirmed at the signal.

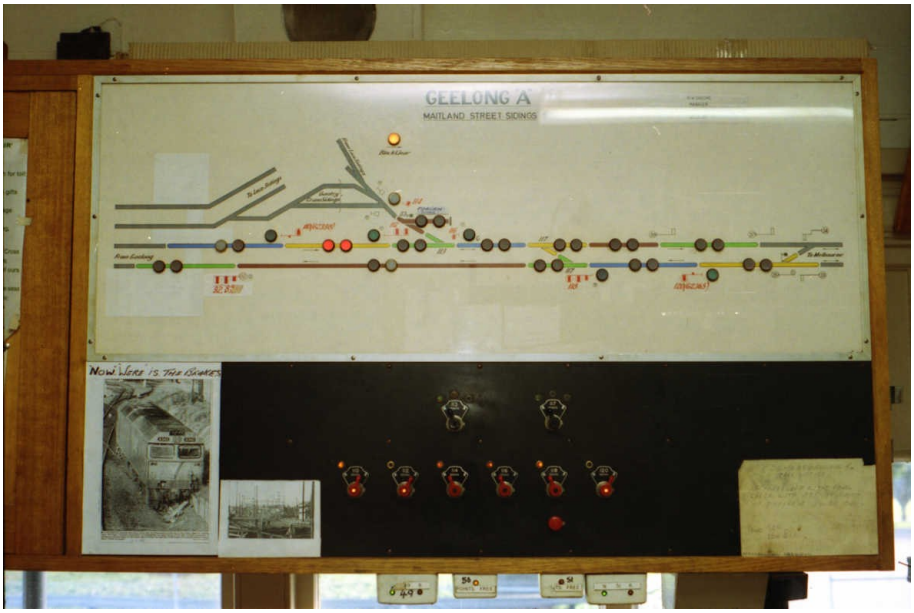
Dwarf MYD262 and MYD582 will be secured at stop for movements toward the single line (Up Engine Track), and permission to pass these signals will be given by the Pilot (a green hand signal must be used in the case of Dwarf MYD262). Dwarf MYD130 will be worked normally for Up movements off the single line. Down movements off the single line (an unsignalled move) will be by hand signal from the Pilot.

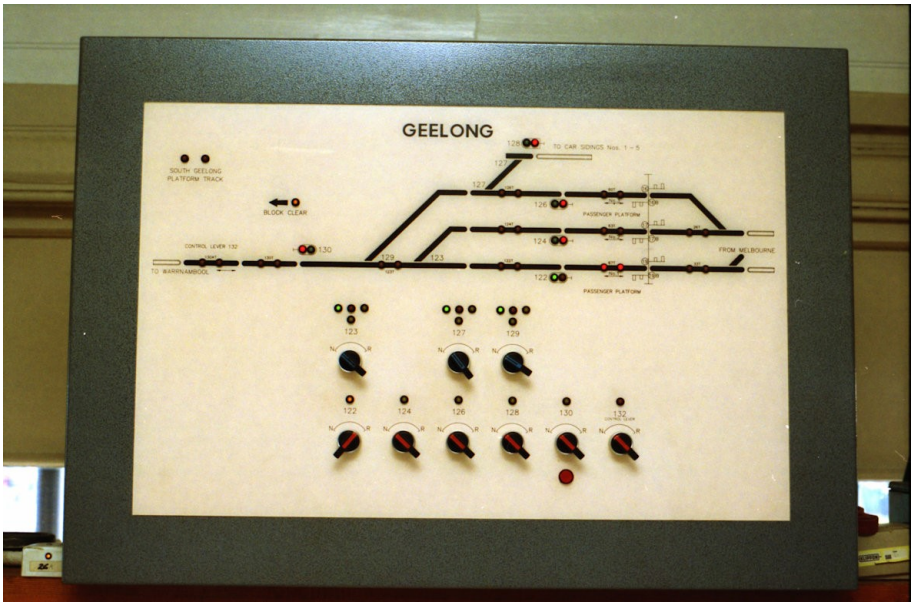
Points 143 will be secured reverse towards the Up Engine Track with the key held by the Pilot. Dwarf MYD280 will secured at stop and will not apply to Down movements on the single line.

Points 139 (to the Freight Link Track) will be secured normal with the key held by the Pilot. Movements to and from the Freight Link Track can be carried out, but the Pilot must be present. Once the points are reversed these movements will be signalled normally by the Signaller West Tower using Dwarf MYD262 or Home MYD124.

Dwarf MYD130 will be worked normally. Dwarf MYD280 will not apply to Down movements on the single line. Crossover 482 will be secured normal and Crossover 143 reverse, with the key held by the Pilot. Dwarf MYD188 will be secured at Stop and passed under the authority of the Pilot.

End£





The two auxiliary control panels in Geelong A signal box on the occasion of the SRS tour on 22 September 2000 represent two generations of panel. The upper panel was installed in August 1973 and stylistically was typical of its era. The diagram itself was hand drawn on cartridge paper with the track circuits delineated in light colours. Indications are shown by large incandescent lights. Track circuit lamps are duplicated (to avoid a potentially dangerous situation if a lamp burns out) and show red. Signals have a single green lamp that is illuminated when the signal is off. The levers underneath are a standard US design developed in the '30s and widely used on CTC panels. The lower panel was installed in December 1989 when Geelong B signal box was closed and control concentrated in A box. Despite the very different style, notice that almost nothing has changed in how the panel is worked and the information presented. The one significant change is the addition of a second, red, light for signals.

KERANG

(Continued from Vol 44 No 4)

Flashing lights

At the end of 1968 flashing lights were provided at the important level crossings in Kerang. The first installation was at Victoria Street (180 miles 8 chains) on 28 November 1968. This did not require any signalling alterations. The second was at Wellington Street (179 miles 27 chains) at the Up end of Kerang yard. This road was crossed by both the main line and No 3 Road. Up and Down light Home signals were provided for the main line and, curiously, Up and Down dwarfs for No 3 Road. Provision of Dwarfs to protect shunting movements was unusual, and the provision of full sized back boards on both Dwarfs was even more so. The Down Home signal was operated by push buttons provided on the platform and at both sets of main line points. The Up Home was operated by push buttons located on the platform and at the plunger locked points leading to No 2 Road. The two Dwarf signals were operated by push buttons on each side of the level crossing.

This completed the initial installations in Kerang itself. Two further installations were made as part of this sequence, both on the Murray Valley Highway outside town. On 17 December 1968 flashing lights were provided at the crossing on the Down side of Kerang at 182 miles 74 chains near the former station of Fairley, and on 20 February 1969 flashing lights were provided at the crossing on the Up side of Kerang at 177 miles 22 chains.

Vaughan Street (180 miles 7 metres), at the Down end of the yard, had to wait until 4 September 1975 until it was protected by flashing lights, and this installation showed that standards had changed since 1968. The Up Home signal was converted to a light signal by replacing the mechanical arm on the lattice post with a DC searchlight head. The mechanical levers on the platform and the points remained, together with the mechanical detection. The light signal was operated by a wire operated circuit controller just on the Down side of the plunger locked points to No 3 Road. A new light Down Home signal was also provided, and this was worked by push buttons on the platform and at each set of plunger locked points. Push buttons were provided on each side of the level crossing to operate the level crossing for shunting movements along the former Stony Crossing line.

The slow decline

On 17 November 1976 the Annett locked crossover at the Up end leading to Siding A (the livestock siding) was abolished. However, the signalling arrangement drawing has this being removed on 10 January 1984.

The last Koondrook railmotor service ran on 17 December 1976. The service by this time was primarily run for the benefit of the school children attending secondary school in Kerang; this day was almost certainly the last day of the school term for the year. The railmotor was replaced by a co-ordinated bus service in the new school year. By 1979, and probably earlier, it was noted that the bus was provided for the Education Department and would take (brave) passengers offering. It did not run during school holidays.

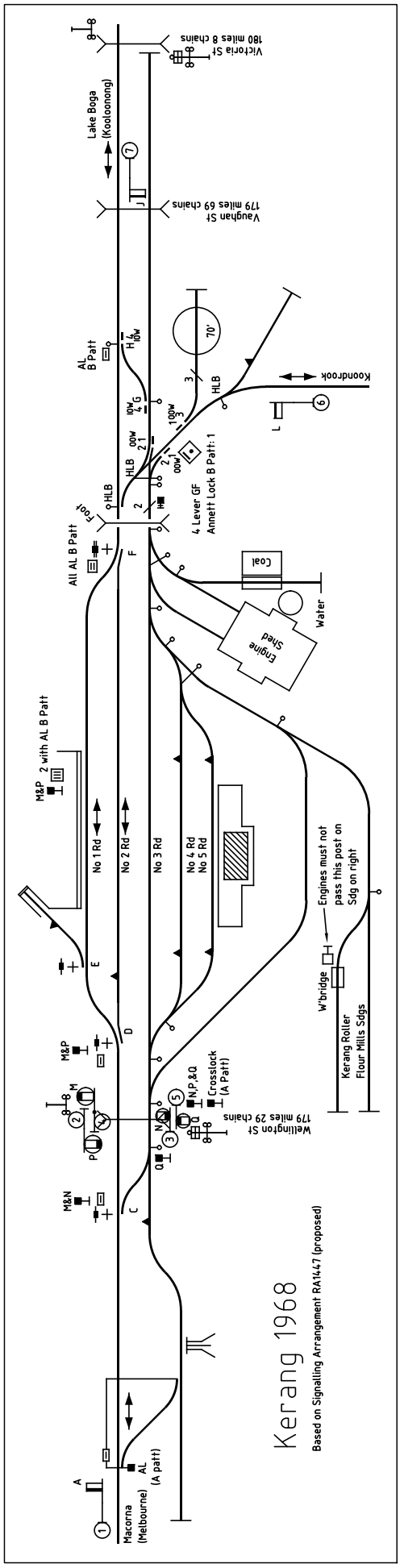
The Koondrook goods service just faded away. In 1976 there was still a regular freight service running each Wednesday, with an as required service on Friday. The line was only available to T and Y classes, but it was so flat that notionally large trains could have been run. The Kerang freight centre was established on 24 October 1978. No mention is made of the cancellation of the Koondrook goods service at this time, which suggests that was already running "as required". It was noted in April 1979 that Arbruthnot Sawmills in Koondrook was sending timber to Kerang by truck for loading, so the requirement to run trains beyond the sidings at Kerang by this time must have been minimal if not non-existent.

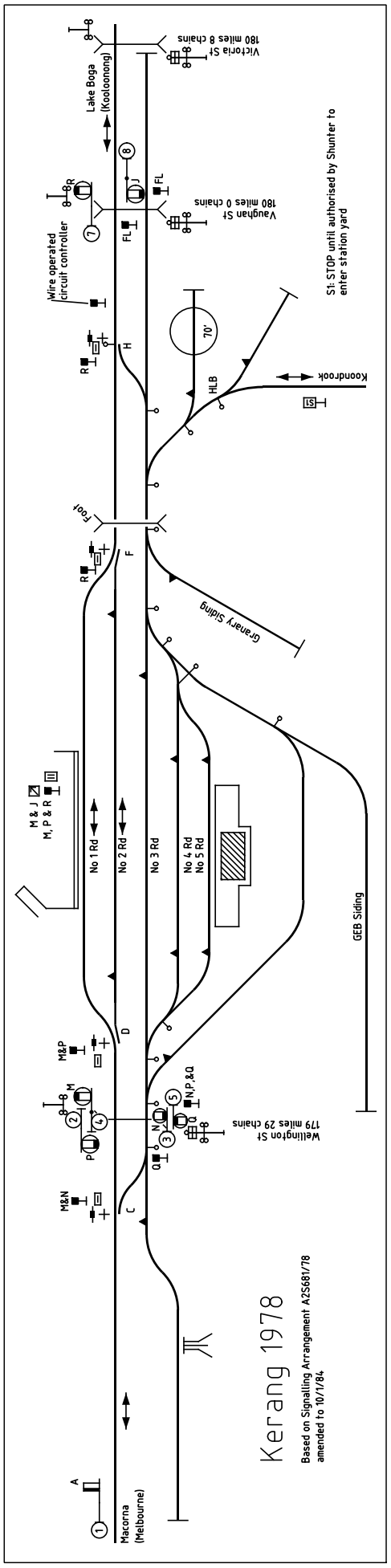
On 6 March 1978 the signalling for the Koondrook line was simplified. The junction points in the main line were removed and henceforward the branch could only be accessed from the goods yard via No 3 Road. The Up Home signal (Post 9) was replaced by a notice board lettered "Stop until authorised by Shunter to enter station yard". Since the only movements beyond the board would likely have been the rail tractor shunting the sidings, and the shunter would be in attendance, the board was probably mostly for decoration. The four lever ground frame was abolished, and the rodded plunger on Points H was converted to a conventional plunger lock. At the other end of the yard, the plunger locked dock siding at the Down end of the platform was abolished.

The Kerang – Koondrook line was deleted from the Directory of Stations at the beginning of March 1983, however the loads of trains and running times had been deleted from the Working Time-table of 4 October 1981. A short length of the branch remained in service to provide access to the fuel depot sidings. It was noted that on 6 March 1980, ownership of H.C. Sleigh's siding had been transferred to Golden Fleece Petroleum Ltd, however this would reflect corporate changes and does not imply that the siding was still being used. It is not known when these sidings finally fell out of use, however Google street view shows that the Koondrook line was still intact as far as the sidings in 2010, although all the sidings appear to have been lifted and all but one of the oil depots closed.

At this point it is worth noting that the locomotive depot (engine shed and coal stage) had been removed, almost certainly in the late '60s or early '70s after steam left the district. By 1978 the site of the former locomotive depot was occupied by a 'Granary Siding'. The function of this siding is unknown.

Macorna was closed as an electric staff station on 13 February 1978 with the new electric staff section becoming Pyramid – Kerang. In conjunction with this the composite staff in the Macorna instrument at Kerang was abolished and Tragowel closed as a block post. On the other side of


Kerang 1968
Based on Signalling Arrangement RA1447 (proposed)
Macorna (Melbourne)
Lake Boga (Kooloonong)
Victoria St 180 miles 8 chains
Vaughan St 179 miles 69 chains
Wellington St 179 miles 29 chains
Koondrook
Foot
Engine Shed
Coal
Water
4 Lever GF Annett Lock B Patt: 1
All AL B Patt
M&P 2 with AL B Patt
M&P
M&N
Crosslock (A Patt)
N,P,&Q
No 1 Rd
No 2 Rd
No 3 Rd
No 4 Rd
No 5 Rd
Engines must not pass this post on Sdg on right
W'bridge
Kerang Roller Flour Mills Sdgs


Kerang 1978
Based on Signalling Arrangement A25681/78 amended to 10/1/84
Macorna (Melbourne)
Lake Boga (Kooloonong)
Victoria St 180 miles 8 chains
Vaughan St 180 miles 0 chains
Wellington St 179 miles 29 chains
Koondrook
Foot
Wire operated circuit controller
S1: STOP until authorised by Shunter to enter station yard
Granary Siding
GEB Siding
M & J
M, P & R
M&P
M&N
N,P,&Q
No 1 Rd
No 2 Rd
No 3 Rd
No 4 Rd
No 5 Rd

Kerang, Lake Boga was closed as a staff station on 19 March 1980. The electric staff system north of Kerang was abolished and the new section, Kerang – Swan Hill, was worked by Train Staff & Ticket. Lake Boga could be opened as a temporary Train Staff & Ticket station by the SM Swan Hill when required, and it or Mystic Park could be used as a block post in the Kerang – Swan Hill section. The electric staff system between Eaglehawk and Kerang was abolished on 14 April 1987 and replaced by Train Staff & Ticket working. The section Pyramid – Kerang remained unchanged at this time.

Flashing lights were provided at Murray Street on 23 October 1985. Operation of the lights was completely automatic and no signalling alterations were involved.

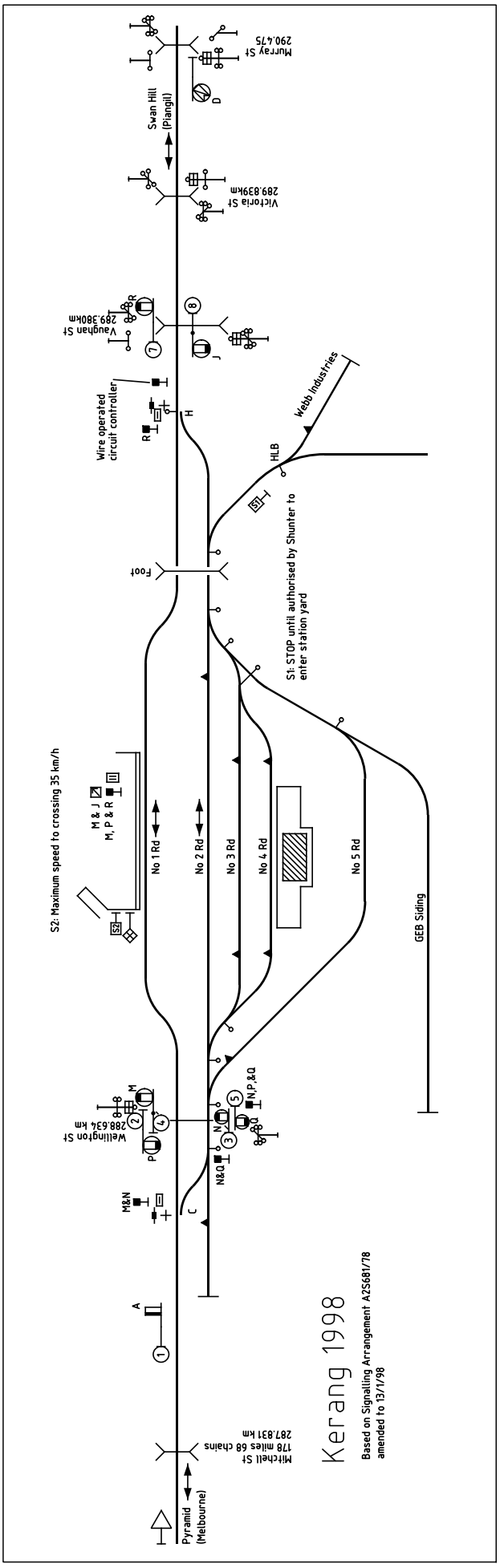
The 1983 Directory of Stations provides a brief summary of the facilities at Kerang at that time. The 21 metre (70 ft) turntable was still available for use. On the freight side, there were still sheep and cattle races, the 5 ton crane (now electrically worked), an 8 ton mobile crane, and a fork lift. The silos held 7080 tonnes of grain. The following private sidings existed: Kerang Shire Siding, Shell Oil Coy, Mobile Oil (Aust) Ltd (formerly Vacuum Oil), BP Co of Aust Ltd (formerly COR), and H.C. Sleigh Ltd (despite having been transferred to Caltex in 1980).

Train order working

On 17 February 1989 Train Order working was brought into use between North Bendigo Junction and Piangil. Kerang remained available as a crossing location and became a 'Train Order' location. However, the remaining staff were withdrawn. The arrival Home signals at Kerang were now normally kept at proceed. When it was necessary to cross a train at Kerang it was necessary for a qualified employee to attend, probably from Swan Hill, at least an hour before the trains were due to cross so that the signals could be restored to be restored to stop and tested. When Kerang was unattended – most of the time – the second person on the train was responsible for clearing the Up and Down Departure Home signals for their train. Up and Down location boards were provided 2,500 metres outside the respective Home signals with this change.

Circuit alterations were quickly made to allow it easier to work trains through. On 28 February 1989 Homes J & R at the Down end were converted to become non-track cancelled. On 11 May 1989 the Homes M & P at Wellington St were similarly converted. At the same time the Up approach track circuit for Wellington St was shortened to commence at the Up end of the platform and a notice board lettered 'Maximum speed to crossing 35 km/h' was provided.

Track simplifications occurred on 8 March 1991. No 2 Road, Granary Siding, Turntable Siding, and 'B' siding (the old Murrabit line) were removed. The cattle yard siding was shortened to a point 100 metres south of Wellington Street. Plunger locked Points D & F were removed. The removal of No 2 Road allowed the curves to the platform to be realigned, and as from 20 September 1991 the curve board at the Down end of the platform was amended to 50 km/h.



On 20 January 1998 an Up (light) distant signal was provided and the Up Location Board was removed. The signal was located near Murray St, 1070 metres in the rear of the Up Home. It was completely automatic, essentially repeating the indication of the Up Arrival Home. The instructions cautioned everyone that a clear aspect on the Distant only indicated a clear road up to Up Home P.

On 5 September 2003 No 5 Road and the Silo Road were abolished. The hand points leading to these roads were spiked.

On 1 April 2005, flashing lights were provided at Airport Rd (287.287 km). Operation was via a Harmon HXP-3 level crossing predictor.

The Kerang accident

At 1334 on Tuesday, 5 June 2007, a catastrophic truck/train collision occurred at the Murray Valley Highway crossing north of Kerang. An Up Swan Hill passenger train (No 8042) was struck by a semi trailer running a regular freight run from Wangaratta to Adelaide. The flashing lights were operating correctly at the time, however the truck driver overlooked them. The truck collided with BRN20, the second car of the N set, tearing a large part of the body side from the car and nearly all of the seats on that side of the car were torn from their mountings. The front of the third car, BN19, was also sliced open from the front corner to the second window. Eleven passengers were killed and a further 14, and the truck driver, were injured – a very high casualty rate given that there were only 34 passengers on the train. This shocking accident resulted in a major alteration in level crossing protection policy in Victoria, in particular the widespread provision of boom barriers. This policy has driven changes at stations all across the network, and Kerang was included.

Boom barriers and Active Advance Warning Signs were provided at the Murray Valley Highway (294.339 km) – where the accident occurred – on 25 October 2007. In mid July 2009, the road crossing at Rundle St (290.901 km) was permanently closed. On 11 August 2009, boom barriers and active advance warning signs were provided at the other Murray Valley Highway crossing (285.313 km). On 13 May 2013 boom barriers were provided at Old Echuca Rd (283.620 km), previously a passive crossing. On 9 June 2013 boom barriers were provided at Airport Rd (287.287 km). On 27 June 2013 boom barriers were provided at Mitchells St (287.831 km), previously a passive crossing (this notification was repeated a week later without a date, so provision may have been delayed).

On 7 April 2011, a new style Location Board was provided 2,500 metres outside the Down Home signal.

At the beginning of December 2014, Dwarfs N & Q were secured at stop. The signaller had to authorise movements past these signals, and operate the flashing lights at Wellington St using the test switch before doing so.

On 15 June 2015 Dingee was abolished as an Intermediate Train Order station and replaced by Hopes Block Point at 216 km. The single line section became Hopes BP – Kerang.

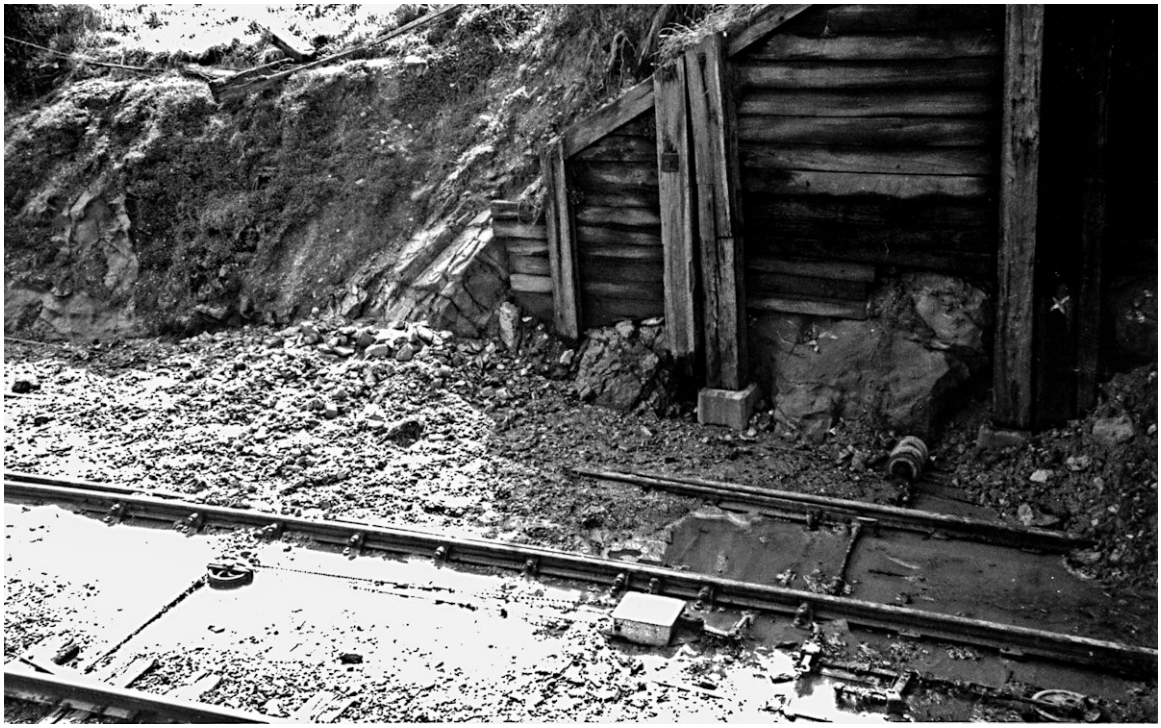
On 9 January 2019 the box containing the light signal controls and indications on the front of the station building was replaced by a box situated adjacent to the mechanical quadrants. This contained controls and indications for Home M, controls for Homes P & R, and indications for Home J. Circuit alterations were made so that Homes M, P & R would again track cancel when operated from the local push buttons. On 8 March 2019 the notice board at the Up end of the platform was altered to read "Maximum speed to crossing 30 km/h".

Around the beginning of August 2019, No 2 Road and all the sidings at Kerang were booked out of service. The sidings were immediately booked back into service on 8 August 2019 for one cross and were then booked out of service again. At this time Kerang was downgraded to an Intermediate Train Order Station but was available as a follow-on location. The sidings were restored to service on 22 November 2019 and Kerang was once again available as a crossing location. However, on the 19 December 2019, No 2 Road and all the sidings were again booked out of use due to defecting timbering in some of the yard points. Kerang was again downgraded to an Intermediate Train Order Station but was available as a follow on location. On 9 September 2020 No 2 Road was booked back into use for the stabling of track machines. Only the Down end main line points were restored to use, and the Up end points in No 2 Road were secured to lie for the remnants of the former Cattle Yards siding.

It had been obvious for several years that there were plans to resignal Kerang. As was common in the last few years, the driver appears to have been the provision of boom barriers at level crossings protected by flashing lights. On 3 February 2021, No 2 Road was removed from a point just north of Wellington St, including the last remnant of the Cattle Yard Siding. On 17 February 2021 the control cabinet on the platform was removed. Circuit alterations took place so that the Down Home M and Up Home P could be operated from Points C and Wellington Street if required by the Signal Maintenance Technician. The signal quadrants on the platform were secured reverse, and the plunger at Points C was secured in. Kerang was abolished as an Intermediate Train Order station and was not available for follow-on movements.

Finally, on 8 March 2021 the new signalling was commissioned with boom barriers replacing the flashing lights at Wellington St (288.634 km), Vaughan St (289.380 km), Victoria St (289.839 km), and Murray St (290.474 km). Full details are included in the last issue of Somersault, but in brief, all of the existing signalling was abolished. Nos 2 and 3 Roads were restored to use, but are only accessible from the Down end. The main line points are fitted with dual control point motors, operated by hand, and detected by the signals. Catch points are provided in No 2 Road, and sequential operation of the points is ensured by a system of Annett locks and keys. A new control panel is provided on the platform to work the new light signals. Kerang was once again available as a Train Order Crossing Station. It is likely that at some point in the future remote control of the signalling will be commissioned.

EAGLEHAWK

Ray Layton has kindly sent in some VR photographs of the Down end of Eaglehawk showing the Caldwell Road overbridge. The date they were taken is not known; it is obviously after 1930 when the double wire interlocking was installed. The upper photo is looking in the Down direction. Posts 5 and 6 controlled Down movements to the bracket post in the distance which protected a scissor crossover that formed the junction between the Korong Vale and Swan Hill lines. The lower photo is looking in the Down direction and shows the signal box at the end of the platform with the goods shed opposite.

These two photos are also of the area around the Caldwell Road bridge and it is thought that they were taken on a different occasion to the previous two. It is believed that they show the aftermath of a burst water main either on the bridge, or in the road to the north of it. The lower picture shows the interlocked points at the Up end of No 2 Road almost buried in muck washed from the road embankment. Fortunately, the double wire equipment appears to have been spared. The square box is the point mechanism, with the double wire operating it coming in from the horizontal pulleys at the left. On the right is the mechanism working the FPL. The bell crank was to drive the lockbar, but it appears that this has been replaced by a track circuit by the time this unfortunate event occurred. The photo on the left is looking in the Down direction and shows the bracket post with the Up Home signals protecting the crossover. The double decker wire run for working the points and signals at the Down end can be seen. The construction of the road overbridge is worthy of note. The piers are wooden trestles with wooden caps. The roadway itself is supported by a series of RSJ beams each of which span one opening. The decking itself is made of wooden planks, no doubt covered with asphalt to form the road surface. The sheeting on the northern side of the bridge is also of timber.