

Signalling Record Society (Victoria) - SOMERSAULT
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Deadline for July issue is 19 June 1988.

NEXT MEETING: Friday, 15 July 1988.

VENUE: A.R.H.S. Library Room, Windsor Rly Station.

MINUTES OF MARCH 1988 MEETING

HELD AT: A.R.H.S. Library Room, Windsor Railway Station.

HELD ON: Friday, 18 March 1988.

MEETING COMMENCED: at 2036 hours following the Annual Meeting.

PRESENT: Jack McLean, Stephen McLean, Jim Brough, Wilfrid Brook, Jon
Churchward, Roger Jeffries, Alan Jungwirth, Tony Kociuba,
Keith Lambert, Colin Rutledge, John Sinnatt and Andrew Waugh.

APOLOGY: David Langley.

MINUTES OF PREVIOUS MEETING: adopted as read (Kociuba/Rutledge)

BUSINESS ARISING: Nil

CORRESPONDENCE: Nil

ITEMS OF INFORMATION & DISCUSSION:

1. VIOLET TOWN has a closing lever but does not switch out.
What stops the lever being used at the wrong time? Nothing.
Is there a composite staff exchange box? No.
(The discussion assumed that the closing lever would enable
the station to be unattended more often.)

SAFEWORKING OPERATIONS OF THE BALLARAT ELECTRIC TRAMWAY SYSTEM
by Neville Gower.

The transformation of the Ballarat Tramway system from a horse drawn to an electric traction operation commenced in 1905. Not only did this lead to a more frequent service but it also required the relocation of loops on the largely single line trackwork.

It is not known what form the safeworking prior to 1905 had taken but the absence of loops on all but two of the routes may suggest that the practice was probably one car on the route at a time. However, that does not throw much light on the two routes which had loops. At least the possibility of one horse car per routes on most lines would be consistent with the comparative increase in service after 1905.

Sometime during the electric operations of tramway there were a series of staffs for safeworking.

Location of Loops		
Route	Horse Drawn Era	Electric Traction 1905-1934
Gardens	1. nr Service St.	opposite Service Street.
	2. in Gardens.	Hamilton Ave & Sturt Street.
	3. nr Barrett Ave.	in Gardens 80m north of BTPS depot turnout.
	4. nr Mill St in in Wendouree Pde.	in Gardens adjacent to North Lodge Gates.
	5.	150m east of Car Sheds.
	6.	between Cardigan and Gnarr Streets, Wendouree Parade.
	7.	between Mill St & Victoria Ave., Wendouree Parade.
	8.	between Mill & Duncan Sts., Drummond St. North.
Sebastopol	via Skipton Street	
	1. nr South Street.	between South & Sebastopol Streets
	2. nr Sebastopol St.	between Darling & Bell Streets
	3. Rubicon Street	Rubicon Street
	4. Vickers Street	

The change to above routes enabled the electric cars to share more of the duplicated track between Sturt Street and provide the required peak frequency between Grenville Street and Rubicon Street, Redan.

The other routes received the following loops for electric car working:-

- MDUNT PLEASANT 1. between Porter & Eastwood Streets.
 2. south of Bradshaw Street.
- ORPHANAGE (VICTORIA ST) 1. between East & Princes Streets.
 2. Stawell Street (Half D Loop)
- LYDIARD STREET NORTH 1. between Clarendon & Macarthur Streets.
 2. between Howard & Gregory Streets.

Reference to the work of W.H. Jack, and other earlier authors on the topic of safeworking, reveals that there could be variance as to the actual location of some loops. Before reconstructing the tramway system in the mid 1930's, the State Electricity Commission (SEC) conducted an accurate survey of all routes within both the City of Ballarat and the Borough of Sebastopol. Currently, a set of most of the Ballarat plans are housed in the Gold Museum at Sovereign Hill whilst at least one plan for Sebastopol Borough is held by the Sebastopol Historical Society.

One loop that is regularly included in present day diagrams of the former system, which does not appear on the SEC plans, is the loop between Wendouree Parade and Drummond Street North. The notes of James, an SEC Inspector, also omitted the loop. Possible explanation is that when the electric car system opened, not all reconstruction and conversion of the system had been completed; or travel to and from the Gardens via Wendouree Parade and Ripon Street North was more frequent than latter day services. (Even the SEC cars contained the destination sign Gardens via Ripon Street North.)

With the coming of the electric tramcars came an increased frequency reported by Wal. Jack, "A four car tram programme was introduced and this table served from April 1913 to August 1937 - 24 years. A twenty minute service to Sebastopol from 7am to midday, and from midday until 8pm a twelve minutes service between City and Rubicon Street and 24 minutes beyond, reverting to the morning schedule again from 8pm until 11pm."

Whether all single line sections of track were worked by staffs is debatable because of insufficient evidence, however, at the closure of the tramway system there existed at least nine brass staffs for the Sebastopol and Gardens routes. Examination of these staffs many years ago indicated that some section staffs were altered for SEC operation and to match the new loop sites.

The following markings:

Sturt Street - South Street
Darling St. Loop - Rubicon St. Loop
Sturt Street - Rubicon Street.

confirm Wal Jack's notes for tramway frequency for most of the 1913-1937 period, in that the first two were part of a set for the 12 minute afternoon frequency.

As there was a period between 1934 and the completion of the "Forest City" signals in 1938, the SEC must have used these staffs, either as is, or modified to fit the new loops. This statement is confirmed by the presence of the following staff:

Urquhart St. Loop - Grey St. Loop

The loop names also suggest that once Rubicon Street came out, the Sebastopol service may have changed to a 20 minute peak and 30 minute off-peak operation.

During 1934-1937, the SEC refurbished the tramway. The Lydiard Street North service, which had previously been confined to the City of Ballarat boundaries was extended to the New Cemetery. Within the system, a number of loops were relocated.

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1934-1937 Loops	
Route	Loop location
MOUNT PLEASANT	between Young and Grant Street.
VICTORIA STREET	King Street
LYDIARD STREET NORTH	Seymour Street
SEBASTOPOL	north side of Gregory Street
	south of Urquhart Street
	north of Leith Street (Bell Street)
	north of Grey Street
GARDENS	Parker Street
	Russell Street
	Carlton Street
	"parking loop" within Gardens
	Gardens Loop
	Car Sheds Loop, nr Barrett Ave.
	Martin Avenue
	Victoria Avenue
via Ripon St. North	Duncan Street
via Drummond St. Nth	High Street

Of the five remaining staffs held by the Ballarat Tramway Preservation Society, each shows signs of alteration during the period of SEC operation. Because of the insufficient evidence, it can only be assumed that there were staffs available for all sections. With the survival of a staff mared Victoria Park Loop - Carlton Street Loop, it is highly probable that on soem routes servives could operate at a frequency of less than 20 minutes.

Certainly, the details on the surviving staffs suggest that staffing was based upon a 20 minute peak, 30 minute off-peak.

"Twenty Minute Service"

Pleasant Street	Carlton Street Loop
Carlton Street Loop	Haddon Street Loop
Car Sheds Loop	Macarthur Street Loop

It should be noted that with SEC alterations, the loops spaced out more than previously. Conjecture can suggest that either the original system was laid out for a frequent holiday service, or the SEC vehicles operated at a higher speed.

The four remaining staffs are associated with the Gardens routes:

Pleasant Street	Carlton Street Loop
Carlton Street Loop	Haddon Street Loop
Car Sheds Loop	Macarthur Street Loop
Pleasant Street	Gardens Loop North

Again these staffs suggest that the SEC used these staffs on a 20 minute peak and 30 minute off-peak operation. One cannot offer an explanation as to why two of the staffs covered the common section between Car Sheds Loop-Haddon Street unless there were other timetables or sections.

In 1937, the SEC introduced a trolley operated colour light signalling system, known as "Forest City" signals. By 1938 all the system except the View
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SAFEWORKING OPERATIONS OF THE BALLARAT ELECTRIC TRAMWAY SYSTEM

by Neville Gower.

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Point (Ripon Street North) operated under this system of safeworking. Keith Kings (1971) and Somersault (1987) have recently republished the operating instructions dated 20 July 1961 for this system. Part of the system still remains operational on Wendouree Parade.

When the SEC handed over a considerable amount of archival material to the Ballarat Tramway Preservation Society, included were eight printer's blocks for the tram timetables. Based on a twenty minute service, the blocks are:-

0 -20 -40, (2) 14 -34 -54, 10 -30 -50, 7 -27 -47,
11 -31 -51, 8 -28 -48, 19 -39 -59.

Without having seen any service timetables, one is unable to determine the likely period they were used for printing of the public timetables.

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VICTORIAN RAILWAYS - TRAFALGAR-MOE

PRIVATE SIDING FOR GIPPSLAND BLUE METAL AND FUEL LTD. - 76 miles 67 chains

(reprinted from Weekly Notice No

On 19 November 1925, the points in the main line at each end of the above siding were rodded to catch blades, with deflecting rails in the siding and secured by Staff Locks, and the siding is now ready for use, in accordance with the following instructions:

1. The siding consists of a loop siding and a spur siding leading from the centre of the loop to a dead-end, these points are facing in the up direction.

2. The spur siding is 1200' in length from points to buffer stops and crosses a road by open level crossing 440' from points in loop siding. Gates are provided at each side of the roadway, and siding holders will be responsible for these being closed and secured across the roadway when not otherwise required for use. Siding holders will also be responsible for having the gates opened in good time for the passage of railway vehicles.

3. A notice board lettered "ENGINES MUST NOT PASS THIS POINT" was erected 100' and a scotch block 40' inside the second gate.

4. There is standing room for 16 (25') vehicles in the loop on the upside of the spur points and 20 trucks on the down side. There is accommodation for 20 vehicles between scotch block and buffer stops on spur line.

5. The grades of the sidings are as follows:

SPUR SIDING - 1 in 125 rising from loop to notice board thence 1 in 100 rising to buffer stops.

LOOP SIDING - 1 in 130 falling from points leading to spur siding to catch blade at up end thence 1 in 60 falling to main line. 1 in 60 falling from the main line points at the down end for 340' then level to points leading to spur siding.

6. Siding holders must accept delivery of inwards trucks between Notice Board and buffer stops, and give delivery of all outward trucks properly coupled up with doors closed and secured and ready for a straight pick up on loop siding clear of hand points.

7. Siding holders will be responsible for the protection of level crossing and the braking to trucks when placing them on loop. Guards of trains working this siding must strictly comply with Regulation 204. (WN47/1925) (A 2861/25)

(Editors Note: Weekly Notice No 34 of 1936 indicated that the Gippsland Blue Metal and Fuel Ltd. siding was abolished, and the connections and staff locks were removed.)

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