

Signalling Record Society (Victoria) - SOMERSAULT  
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Deadline for September issue is 14 August 1988.  
NEXT MEETING: Friday, 15 July 1988.  
VENUE: A.R.H.S. Library Room, Windsor Rly Station.

MINUTES OF MAY 1988 MEETING

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

HELD ON: Friday, 20 May 1988.

MEETING COMMENCED: at 2008 hours.

PRESENT: Jack McLean, Stephen McLean, Wilfrid Brook, Jim Brough,  
Jon Churchward, Roger Jeffries, Alan Jungwirth, Colin  
Rutledge, John Sinnatt, Andrew Waugh, Brad Wooding and  
visitor Andrew McLean.

MINUTES OF PREVIOUS MEETING: received (Rutledge/Brook)

BUSINESS ARISING: Nil

CORRESPONDENCE: Jack and Alan received personal letters from Ralph Montagu in  
England.

GENERAL BUSINESS: 1. The following decisions were made relating to the opening  
of a new bank account at Trafalgar:-

On the bank form, we prefer our application for an account to  
be made "by agreement of the members of an association which  
does not have a constitution".

The person to sign cheques, etc. is to be one of the  
President, Vice President or Treasurer, provided we have the  
accounts properly audited. (Rutledge/Brough)

SAFEWORKING ON THE BALLARAT ELECTRIC TRAMWAY SYSTEM

The following article was received from Peter Barry and is to be read as an appendix to the article published in the May issue of SOMERSAULT by Neville Gower.

SEBASTOPOL LOOPS AND OPERATIONS

The final locations of crossing loops on the Ballarat Tramway system gave the Sebastopol route the following running times:-

Section	Running Time	
	Stopping	Non-stop
	minutes	minutes
Hospital Corner-Urquhart St Loop	3	2
Urquhart St Loop-Bell St Loop	5 1/2	3
Bell St Loop-Grey St Loop	4 1/2	2 1/2
Grey St Loop-Sebastopol terminus	9	5

Thus a 20 minute frequency was the maximum possible with recovery time at the terminus for the dead end section beyond Grey Street Loop. However, with care and determination, a 10 minute service was achieved, but not sustained, in the peaks between the city and Grey Street Loop (see the non-stop times!)

The final timetable for the whole system, from Monday 16 March 1970, shows these features. Two extra cars ran in the peak - the first outward car was at 10 minute interval, but it reversed at Grey Street then waited until the following car arrived. The extra car then led the regular car from Sebastopol back to the city. Thus a three car cross at Grey Street occurred at 8.12am and 4.12pm!! The second extra car followed the regular car from the Hospital (am) or city (pm). In either case they met the inward bound two car convoy at Urquhart Street, making a four car cross at 8.22am and 4.22pm. The second car of this outward bound pair reversed at Grey Street and followed the next regular car from Sebastopol, making a three car cross with the next down Sebastopol at Urquhart Street at 8.42am and 4.42pm.

Between 9am and 12noon weekdays, five cars stowed in the City Loop while a 30 minute service operated. This gave crossings at Bell Street and the City on the Sebastopol-Lydiard Street North route, while the 20 minute service gave crossings at Grey Street, Urquhart Street and the end of the double track near the railway station.

LYDIARD STREET NORTH & THE EASTERN ROUTES

These routes were better endowed with loops at approximately three minute intervals. The minimum frequency was thus about six minutes, however, the crossing loops in the Gardens were five minutes apart. This became the limiting factor on the two routes involved - Victoria Street via Sturt Street West to Gardens (clockwise) and return via Drummond Street North, crossing the cars from Mount Pleasant, which ran anti-clockwise around the lake.

The basic 20 minute service required 10 cars - four for Sebastopol and Lydiard Street North and three for each of the other two routes. One less car on each route sufficed for the 30 minute service.

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The two extra cars did all the special peak working. One just did Depot-Grey Street-City then stable in the morning, while the other did Depot-Lydiard Street North, crossing in each direction (7.22am and 7.32am) at the second loop - Gregory Street, then the first of the two Grey Street workings. After arriving at the city it then continued to Victoria Street, following a Mount Pleasant car, crossing at King Street loop in each direction (8.34am and 8.44am), then through to Hamilton Avenue on the Sturt Street West route to the Gardens, crossing in each direction at the first loop on the single line section - Parker Street - at 8.59am and 9.09am and finally stabling at the city loop.

The evening peak saw one extra car run from City to St Patrick's College - between the first and second loops on the Gardens via Sturt Street West, crossing at Parker Street Loop in Both directions (3.38pm and 3.48pm). On return to the city it waited there for 10 minutes and then led the next Victoria Street car to King Street from where it returned to the city. It followed the next Sebastopol car to Grey Street Loop, then returned in convoy to Hospital Corner from where it headed directly to the Depot, crossing at the second loop on the Drummond Street North route.

The second extra evening peak car ran as the 10 minute frequency car to Grey Street, then returned in convoy to the city but reversed in Lydiard Street rather than in Bridge Street and followed in convoy the next Gardens via Drummond Street North to the Depot. This gave a three car cross at the loop just east of the depot.

Allegedly the last inbound car from Lydiard Street North (11.10pm) was the only car rostered to run to the depot via Ripon Street (View Point) but I only saw it follow the last car ex Mount Pleasant via Drummond Street North. This last car from Lydiard Street North was also the second last car, reversing in the city at the long Dawson Street crossover before heading back to Lydiard Street North, while the last car from Sebastopol to the city reversed in Lydiard Street at the city and formed the last to Sebastopol.

SATURDAYS AND SUNDAYS

Saturdays had a 20 minute service until 2pm thence 30 minutes. As the changeover occurred, the Lydiard Street North car was supposed to be five minutes behind the Mount Pleasant car on their run via Drummond Street North to the Depot. This would have produced crosses at both loops in Drummond Street - Duncan Street and High Street - however, I only saw them run together on the earlier path thus avoiding the Duncan Street cross. The third car (ex Victoria Street) ran to the Depot via Sturt Street West and the Gardens, which is its normal route. No extra cars were scheduled for either peak.

Thus the following loops were not timetabled for crosses:-

Route	Loops
MOUNT PLEASANT	GRANT STREET
LYDIARD STREET NORTH	SEYMOUR STREET (1st loop)
DEPOT VIA DRUMMOND ST NTH	MARTIN AVENUE (3rd loop)
DEPOT VIA STURT ST WEST	RUSSELL STREET (2nd loop)
	GARDENS LOOP (5th loop)

Charter tours operated during the final months of the Ballarat system managed to provide crosses at all the loops except Duncan Street.

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Some of the time quoted by Neville Gower were in use (all Mon-Fri).

0-20-40 Mount Pleasant inbound, and  
Gardens via Sturt Street West outbound.  
8-28-48 Mount Pleasant outbound.  
10-30-50 Gardens via Sturt Street West inbound, and  
Gardens via Drummond Street North outbound.  
11-31-51 Victoria Street inbound.  
19-39-59 Victoria Street outbound, and  
Gardens via Drummond Street North inbound.

### VIEW POINT

In the shelter at the City, a board gave the following times for services to View Point et al.

Mon-Fri: 12noon, 12.35pm, 1.05pm, 1.35pm, 4.35pm, 5.05pm, 5.35pm.

Mon-Sat: 11.20pm.

Haddon Street: 12.02pm, 1.02pm and 10.40pm.

A similar board (at the View Point Terminus?) is shown in Keith Kings booklet "The Ballarat Tramways" 1971, p55, but as all times shown are 10 minutes later than the above Monday to Friday service, this must be for yet another timetable. If the one car covered this service, the eight minutes minimum between City departure and View Point departure meant some very slick work as my graphs show View Point Junction on the Gardens via Drummond Street North route as being 10 minutes from the City! On p58 of the same book, Kings states that the View Point service ceased on Friday, 13 March 1970, i.e. at the finish of the timetable prior to that discussed in the text. Certainly, during the final timetable, crews were reluctant to use this route late at night due to cars being parked across the line.

### SIGNALLING SYSTEM

The signalling system put up a green light behind the car entering the section, and a red light facing any car at the other end of the section. In Bendigo, two car and larger convoys carried a white disc on all but the last car, thus indicating to a waiting car that another car was following. I did not observe this procedure with the two and more car convoys in Ballarat, but someone else may dispute this.

### REVERSING IN THE SECTION

Apart from the depot, Ballarat had at least four points where cars reversed in mid-section:-

Terminal Point	Route	between
Haddon Street	Gardens via DSNth.	2nd and 3rd loops
Hamilton Avenue	Gardens via SSWest	2nd and 3rd loops
St Patrick's College	Gardens via SSWest	1st and 2nd loops
Rubicon Street	Sebastopol	2nd and 3rd loops

The first and second were late night workings, the second also had a reversal in the morning peak whilst the third location was featured in the evening peak. Rubicon Street, between the 2nd and 3rd loops on the Sebastopol route, was used extensively in earlier timetables as a reversal point. Not

always was the car in the section visible from this loop, thus the car at the loop waiting for the arrival of the car which had reversed in the section could be confronted with a green light, despite the section being occupied by the returning but out of sight car! A cornfield meet in the making unless Ballarat had a written rule to cover this situation. (Perhaps a reader could let the Editor know.) I certainly observed cornfield meets in Bendigo where non-interval insertion of cars into service was standard practice. An empty car ahead of schedule, or a late running heavily loaded car, could make an out of course crossing a possibility on the Eaglehawk route which was lavishly endowed with crossing loops. By comparison, the Sebastopol route in Ballarat, was very much the poor relation and could well have done with another loop midway between Grey Street and Sebastopol to make a 10 minute service on the whole route a practicality.

#### EASTERN ROUTES

As cars left the city for Victoria Street and Mount Pleasant via Bridge Street, they faced three sets of signal lights - one for the section to the junction, and one for each of the branches. Here two unusual situations occurred:-

1. Cars reversing to gain the sanctuary of the City Loop, and
2. the evening peak car which turned back at King Street Loop on the Victoria Street line.

This latter car followed an up Mount Pleasant car along Bridge Street by two minutes and crossed a down Mount Pleasant car at the city end of double line. The rule might have been that cars should not enter the section if ANY light shows red and/or Enter and Reverse only if green or no light shows in the Bridge Street section signal.

Bendigo had its differences and similarities to the Ballarat system but that is another story!

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#### SIGNALLING ALTERATIONS

(continued from page 72.)

- 15.6.1988 WERRIBEE-LITTLE RIVER. Train Order Location Boards for test purposes were located for viewing on the East and West Lines between Werribee and Little River. (O 472/88)
- 29.6.1988 WARRAGUL. The following signal alterations were carried out:-
1. Points 39 and 40 were disconnected from the interlocking frame and are now worked by WSA hand levers.
  2. No 15 catch points in the engine roads were abolished.
  3. Disc signals Nos 14, 21, 26, 37, 41, 45 and 46 were abolished.
  4. A dwarf (light) signal, lever 22, was provided at the down end and controls movements from Nos 2, 3 and Goods Yard roads to the down line.
  5. Levers Nos 14, 15, 21, 26, 39, 40, 41, 45 and 46 were sleeved normal. (O 481/88)
- WN 25/1988 CARRUM - Block Hours.
- Mon-Fri: from 0430 until 0730 hours, from 1735 until 1920 hours and  
from 2350 until 0035 hours.
- Sat: from 0600 until 0730 hours, from 2000 until 2030 hours and  
from 2359 until 0045 hours.
- Sun: switched out. (O 2312/88)

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