

C. NO. 5043

THE MET

TRAM OPERATIONS DIVISION

NOTICE TO TRAFFIC STAFF

NORTH/SOUTH L.R.T. ROUTE - PORT MELBOURNE OPENING

As from Sunday 20th December, 1987 the service to Port Melbourne on the North/South L.R.T. route will commence.

ROUTE NUMBERS / DESTINATIONS

Port Melbourne	-	East Brunswick	-	109
Port Melbourne	-	North Fitzroy	-	110
Port Melbourne	-	Exhibition	-	111
Port Melbourne	-	City to any point	-	112

TRAM STOPPING PLACES

In addition to the existing tram stopping places tram stops are positioned at the following locations within Light Rail reserve.

Stop 16	Montague	(Montague Street)	Up and Down
Stop 17	North Port	(Raglan Street)	Up and Down
Stop 18	Graham	(Graham Street)	Up and Down
Stop 19	Port Melbourne	(Beach Street)	Terminus

NOTE: All stops within Light Rail reserve are compulsory stops.

TRAFFIC SIGNALS

Tram Drivers are to observe traffic signals at the following locations.

Crossing at Ingles Street: Trams are to proceed through the crossing on the "T" signal only.

Crossing at Bridge Street: Trams are to proceed through the crossing on the "T" signal only.

A speed restriction of 40 kph applies on the approach to the above intersections. Tram Drivers are to observe these restrictions at all times.

"Y" JUNCTION - ST. KILDA AND PORT MELBOURNE LINES

Operations procedure to be followed:

ALL TRAMS MUST STOP AT COMPULSORY STOP STUDS BEFORE ENTERING JUNCTION.

ROUTE 111 EXHIBITION - PORT MELBOURNE

"Down Trips"

Drivers on this route are to observe and give way to trams on the "Up" track ex St. Kilda Beach to East Brunswick.

NOTE: At all times St. Kilda Beach trams shall have right of way over Port Melbourne trams.

When two trams arrive at the Junction, the second tram, or the tram giving way, must wait at the compulsory stop studs until the first tram has cleared the Junction.

New type automatic points with inductive loop control system have been installed at the Junction on the "Down" track.

RUNNING TIMES

The running times for this route will be as listed on running time sheets available from the Depot Manager's Office.

TOILET FACILITIES

Toilet facilities are provided at the northern end of Port Melbourne Station building (access with P.E. 2 Key). Employees must ensure that the door is locked after use.

TIME CLOCKS

As per existing arrangements on the East Brunswick route with an additional time clock situated at Port Melbourne terminus.

TRACK TELEPHONES

Track telephones will be situated at the following locations:

Port Melbourne	(Beach Street)
North Port	(Raglan Street)

FARES AND SECTIONS

As per separate notice.

DENNIS GRIFFITHS
MANAGER TRAM OPERATIONS - WESTERN

16th December, 1987
TD:DM

THE MET

TRAM OPERATIONS DIVISION

NOTICE TO TRAFFIC STAFF

NEW TYPE AUTOMATIC POINTS




As from Sunday 20th December, 1987, new Type Automatic Points with an inductive loop control system will be installed at the following locations.

In Spencer Street at Flinders Street "DOWN" track
In Clarendon Street at Whiteman Street "DOWN" track

The stud layout is the same as the existing arrangements except these studs are now positioned approximately one tram length further back from the original positions. (see attached diagram).

Pantograph as well as Trolley Pole trams are to use the common set of studs.

A three bar signalling light will be positioned adjacent to the provisional stud marks, the light indicates the appropriate direction requested as follows.

- | | | |
|-------------------------------------|---|-------------------------|
| 1. White vertical bar light showing |  | Points set for straight |
| 2. White angled bar light showing |  | Points set for curve |
| 3. Red horizontal bar light showing |  | Stop |

OPERATION OF AUTOMATIC POINTS

All trams Pantograph and Pole fitted are to activate the points as follows.

Straight Track Power off through cut on and cut off, this will illuminate the vertical bar light, the tram is to proceed to the compulsory stop studs.

Curve Track Trams are to activate the points as follows:
"W" Class Trams - Power on
"Z" Class Trams - Depress points button
Pantograph fitted trams - Turn points switch for direction required, this will illuminate the angled bar light, the tram is to proceed to the compulsory stop studs.

When two trams approach the automatic points and wish to travel through the points in the same direction the above procedure is to be observed.

If the second tram is to travel in a different direction the following procedure will occur.

1. Red horizontal bar light will illuminate.
2. The second tram must then stop at the provisional studs.
3. When the first tram has cleared the points, the stop light will extinguish and the points will change to the direction requested, the following tram may then proceed through the points.

The red horizontal stop light will appear when two trams have requested different directions. If the red stop is illuminated with a single tram at the points this then indicates either the points are split or the equipment is out of order, therefore Drivers are required to change the points manually.

NOTE

Drivers must proceed slowly through the cut off and cut on studs.

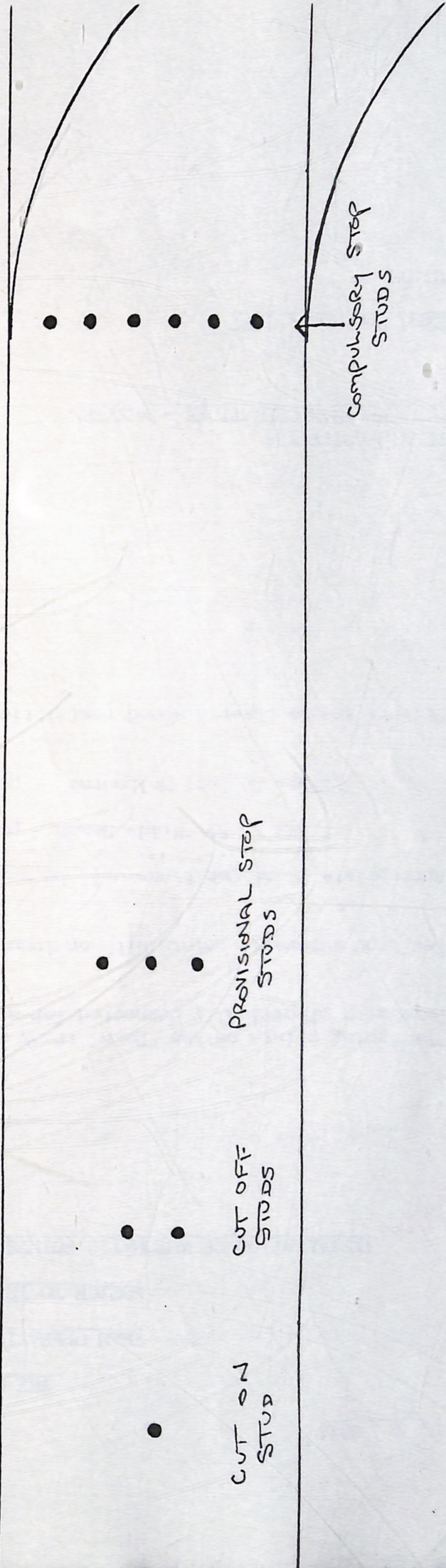
At all times Drivers are to visually check the position of the points as they approach the compulsory stud marks.

DENNIS GRIFFITHS
MANAGER TRAM OPERATIONS - WESTERN

18th December, 1987



DRIVER
INDICATOR
DIRECTION LIGHTS.



PROVISIONAL STEP
STUDS

CUT OFF
STUDS

CUT OFF
STUD

COMPUlsory STEP
STUDS

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TRAM OPERATIONS DIVISION

NOTICE TO TRAFFIC STAFF

INSTALLATION OF AUTOMATIC POINTS - WHITEMAN STREET "Y" JUNCTION

The facing points on the "Down" track at the Whiteman Street "Y" Junction have been electrically connected for automatic operation.

New type automatic points with an inductive loop system have been installed.

Appropriate blade positions will be selected as follows:-

- . Trams to St. Kilda Beach - power on as for curved track.
- . Trams to Port Melbourne - power off as for straight track.

Drivers are to observe speed restrictions at this location at all times.

DENNIS GRIFFITHS
MANAGER TRAM OPERATIONS - WESTERN

22nd December, 1987

TD:DM

C. No. 5046

THE MET

TRAM OPERATIONS DIVISION

NOTICE TO TRAFFIC STAFF

INSTALLATION OF AUTOMATIC POINTS - WHITEMAN STREET "Y" JUNCTION

The facing points on the "Down" track at the Whiteman Street "Y" Junction have been electrically connected for automatic operation.

New type automatic points with an inductive loop system have been installed.

Appropriate blade positions will be selected as follows:-

- . Trams to St. Kilda Beach - power on as for curved track.
- . Trams to Port Melbourne - power off as for straight track.

Drivers are to observe speed restrictions at this location at all times.

DENNIS GRIFFITHS
MANAGER TRAM OPERATIONS - WESTERN

22nd December, 1987

TD:DM



METROPOLITAN TRANSIT

Inter Office Memorandum

Date: 25 June 1987

To: CONDUCTORS - PRESTON AND NORTH FITZROY DEPOTS

From: MANAGER - REVENUE SYSTEMS

Subject: PORT MELBOURNE/ST.KILDA BEACH TO EAST BRUNSWICK - SECTION POINTS

Port Melbourne Station
Graham Station
North Port Station
Montague Station
Corner Spencer & Bourke Streets
Corner Spring & Bourke Streets
Corner Johnston & Nicholson Streets
Corner Park & Nicholson Streets
Corner Blyth & Nicholson Streets

St.Kilda Beach Terminus
St.Kilda Station
Middle Park Station
Albert Park Station
South Melbourne Station
Corner Spencer & Bourke Streets
Corner Spring & Bourke Streets
Corner Johnston & Nicholson Streets
Corner Blyth & Nicholson Streets

Special Note:-

1. An overlapping section will apply between
 - (a) South Melbourne Station and Corner Swanston and Bourke Streets
 - (b) Montague Station and Corner Swanston and Bourke Streets
2. The "City Saver" card is available for use between the Corner Gertrude and Nicholson Streets and Corner Yarra Bank Road and Clarendon Street.

RAY STOCK
MANAGER - REVENUE SYSTEMS

RS/JB

F:115