

PROCEED ORDER

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Looking south from the new Beenleigh station opened in 1988 and showing the sidings and signal cabin used to access the sidings. The signal cabin appears to be a metal prefabricated structure with only a small lever frame installed. The building has a skillion roof and handrails only, no enclosed walls are provided at this time. Later images at Beenleigh show an enclosed building existed.

Contents

- Page 18 - Signalling Holmview 1987
 - Page 20 - Signalling Holmview 1988
 - Page 21 - Signalling Beenleigh 1988
 - Page 22 - Signalling Beenleigh 1991
 - Page 23 - Signalling Beenleigh 1992
 - Page 24 - Forgotten Stations (Agur & Alba)
 - Page 24 - SIGQ News and Information
-

Signalling Holmview 1987

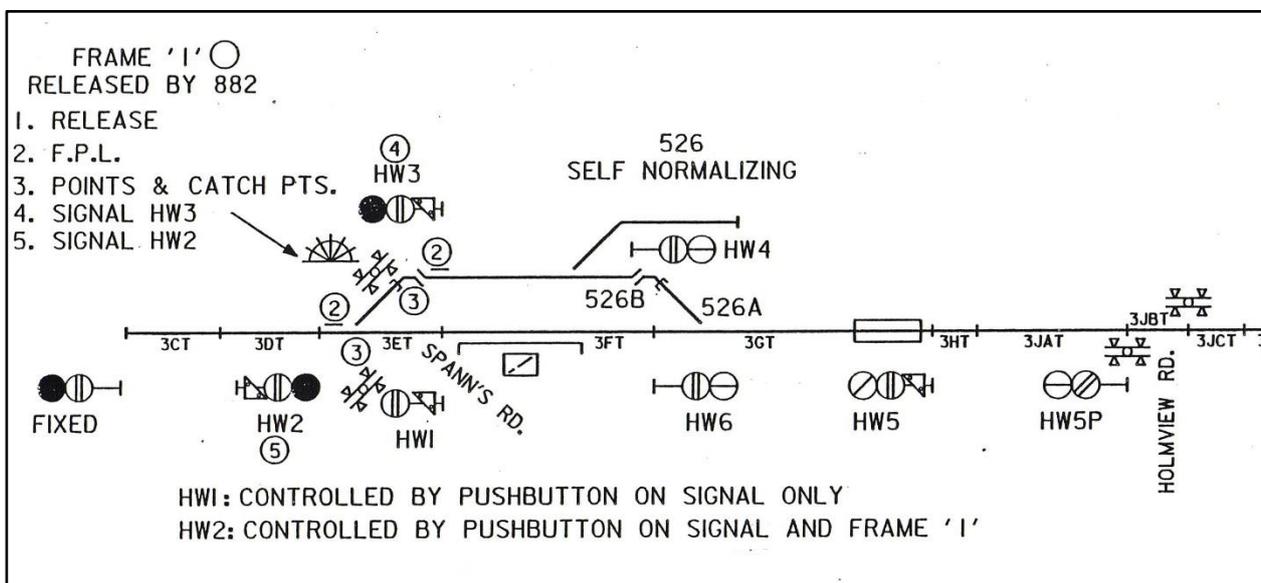
Holmview existed by at least 1924 when a note in the Weekly Notice indicated that the Gatekeeper would be withdrawn on the 1st of July that year. In 1984, prior to the introduction of colour light signalling and electrification, Holmview was an intermediate siding on the Bethania to Beenleigh Electric Staff section with access to the cattle sidings gained by staff-locked ground frames.

On the 3rd of November 1984 electrification was commissioned from Kingston to Beenleigh terminating at the old Beenleigh station site near George Street in Beenleigh.

With the planned future extension of the Beenleigh line towards the Gold Coast it was necessary to totally re-design and rebuild Beenleigh station. Whilst the former South Coast line did extend from the old station site it was not particularly suitable for a duplicated electric high speed railway. This work involved lowering the track level through the former site of Beenleigh station to enable the planned new duplicated line to pass underneath the traffic intersection immediately beyond the former station site.

To enable train services to continue to Beenleigh, or at least close to Beenleigh, a temporary station was provided adjacent the Spann's Road level crossing at Holmview. The old Beenleigh station closed to traffic on and from Sunday the 8th of March 1987 with trains commencing from Spann's Road one minute later than the Beenleigh departure time as shown in the suburban timetables. A shuttle bus service was arranged connecting with most peak hour services from Monday the 9th of March from George Street adjacent to the old station at Beenleigh and the new station at Spann's Road.

The signalling at Holmview (as it was later officially named) is shown on the diagram below which is dated the 4th of March 1987.



Points and signals at the Brisbane end of Holmview were controlled by the Signalmen at the Mayne Control Centre. Signal HW6 was a two-aspect signal (green/red) controlling trains departing the platform towards Brisbane while signal HW5 was a two-aspect signal (yellow/red) which controlled trains arriving at the platform. HW5 also had a Position Light Shunt signal attached which controlled train movements into the Cattle Yard sidings via No.526 points and catch points. Signal HW5 also had a Repeat signal HW5P provided and was located near the Holmview Road level crossing. Signal HW4 was also a two-aspect signal (green/red) which controlled train movements out of the Cattle Yard siding.

Signalling at the Beenleigh end was locally controlled by either the electrically released ground frame, or push buttons on the signals, or both. The five-lever ground frame was released by the Mayne Control Centre operating Release No.882.

- Lever No.1 was the Release lever used to take control of the ground frame and release the other levers within the frame.
- Lever No.2 operated the facing point locks which locked both the blades of the point on the main line and the blade of the catch point on the siding.
- Lever No.3 operated the points and catchpoints of the Cattle Yard siding.
- Lever No.4 operated signal HW3 which was a two-aspect signal with the top aspect blanked out leaving only the permanently lit red aspect, below which was a Position Light Shunt signal.
- Lever No.5 operated signal HW2 which had an identical configuration to signal HW3 with one exception. A note on the diagram states that signal HW2 was controlled by the ground frame but also by a pushbutton on the signal post.

The only other numbered signal at the station was HW1 which was a single-aspect signal (red) with a Position Light Shunt signal mounted below it. Another note on the diagram shows that this Shunt signal was controlled only by the pushbutton located on the signal post. From an operational point of view it is unclear how and when these pushbuttons would have been used although it is suspected that they could be used to shunt from the platform to the dead-end and vice-verse without the need to obtain the ground frame release. The pushbuttons may have also been necessary due to the level crossing protection at Spann's Road. An un-numbered two-aspect signal displaying only a red aspect is shown protecting the temporary end of the line.

The ground frame is thought to have been a standard QR1 or QR2 design however photographic evidence to confirm this would be appreciated.

The new Beenleigh station was opened on Saturday the 12th of March 1988 and all passenger services up until then commencing from or terminating at Holmview commenced from or terminated at the new Beenleigh Station.

Signalling Holmview 1988

As mentioned previously, the new Beenleigh station was opened on Saturday the 12th of March 1988 and all passenger services then commencing from or terminating at Holmview commenced from or terminated at the new Beenleigh Station.

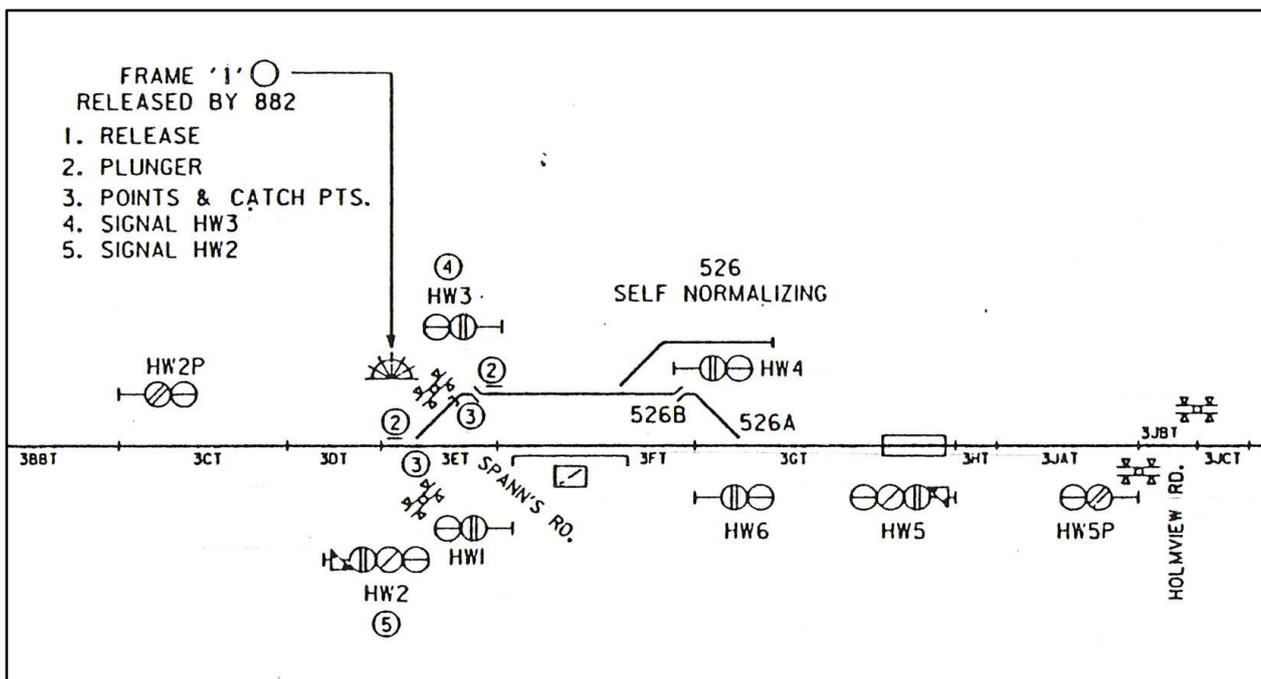
The signalling at Holmview was altered as shown on the diagram below which is dated the 26th of February 1988.

Signalling at the Brisbane end of Holmview is the same except that signal HW5 is now a three-aspect signal with the addition of the green aspect. The points and some signalling at the Beenleigh end remained similar to the 1987 layout with access to the Cattle Yard sidings still gained via the electrically released ground frame.

Signal HW3 had the Position Light Shunt signal removed and the previously blanked out aspect in the two-aspect signal was change to a green aspect. The signal was still operated from lever No.4 in the ground frame. Signal HW1 also had the Position Light Shunt signal removed and was converted from a single aspect (red) signal to a two-aspect signal (green/red) and was now controlled by Signalmen at Mayne.

Signal HW2 was converted to a three-aspect signal (green/yellow/red) and retained the Position Light Shunt signal, operated by lever No.5 in the ground frame, to shunt into the Cattle Yard sidings. This signal was now also controlled by the Signalmen at Mayne. An additional Repeat signal HW2P was provided on the approach to Holmview from Beenleigh.

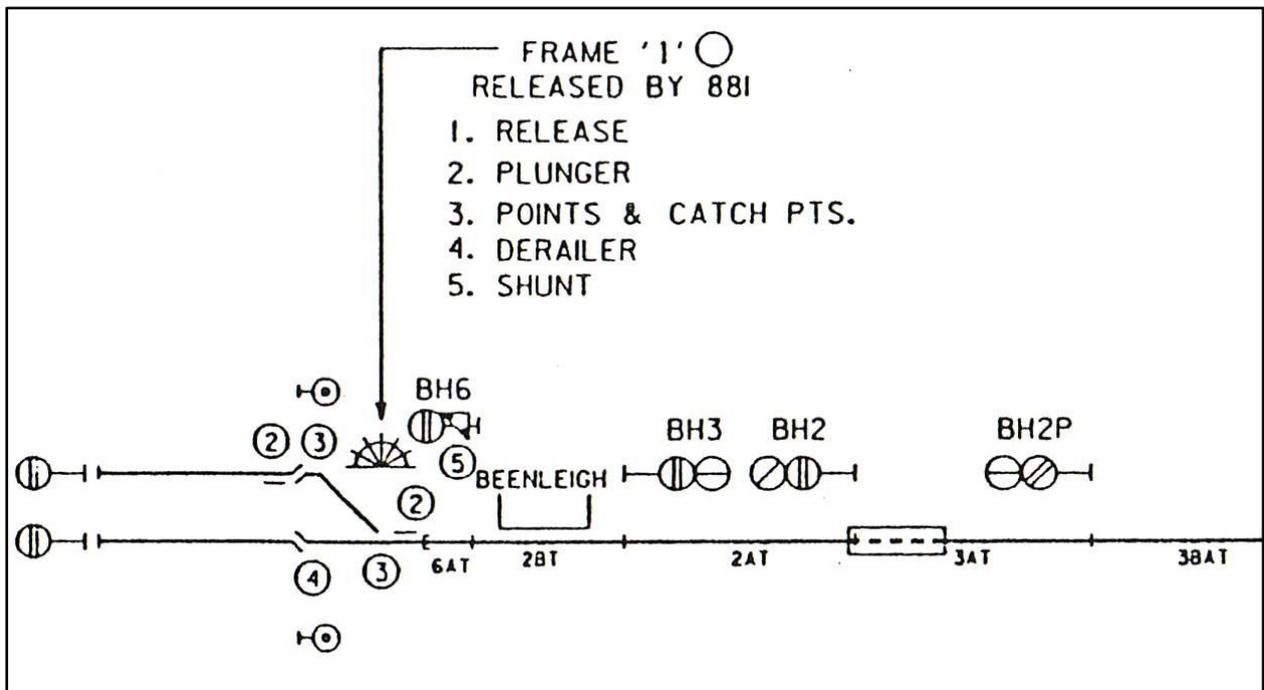
The push buttons previously controlling Position Light Shunt signals HW1 and HW2 were removed as they were no longer required.



Signalling Beenleigh 1988

The signalling arrangement at Beenleigh when the line opened to the new station site is shown on the diagram below dated the 26th of February 1988.

Again the signalling associated with trains arriving at the platform from Brisbane, and departing the platform towards Brisbane, was controlled by Signalmen at the Mayne Control Centre. Signal BH2 was a two-aspect signal (yellow/red) and controlled trains entering the platform. Signal BH2 had an associated Repeat signal numbered BH2P located on the Brisbane side of the road overpass. Signal BH3 was also a two-aspect signal (green/red) which controlled trains departing the platform towards Brisbane.



Similar to Holmview the points and signals at the other end of the station were controlled locally from an electrically released ground frame. The ground frame was released by the Signalmen at Mayne using electric release No.881. Whilst it is correct to define the lever frame as a ground frame it was actually a much larger structure utilising a lever frame which could have previously existed in a signal cabin. The structure is similar to the lever frame still existing at Callemondah Yard, Mackay Yard, and the two previously described as existing at Bluff. The structure had an elevated operating platform, a skillion roof supported on four posts and a handrail around the edge of the operating platform. Some operating details concerning the new ground frame were distributed to staff in the Circular Memo dated the 23rd of March 1988 as shown below.

Working of Beenleigh Stabling Area.

With reference to Train Notice 873.

The control of all trains between Beenleigh platform and Bethania is controlled from Mayne Control Centre. However when a release is obtained from Mayne Control Centre for ground frame No.1 to permit entry or exit

from the dead-end sidings this automatically places BH2 (Home signal) at Stop.

When the ground frame No.1 release is obtained from Mayne Control all shunting movements inside the Home signal BH2 are under the direct control of the Station Master, Beenleigh, or the officer designated by the Station Master to carry out the shunting movements. During the time that the release on No.1 ground frame has been given to the Station Master at Beenleigh or the officer designated by him, an authority must not be given to any train to pass BH2 signal unless verified by the Station Master at Beenleigh. Note: At all times when No.1 release is given the officer who requested the release must remain adjacent to the ground frame to authorise any movement.

(Circular Memo Brisbane 12-1988 dated 23-3-1988)

- Lever No.1 was the Release lever used to take control of the ground frame and release the other levers.
- Lever No.2 operated the plunger which locked the blades of both the points and the blade of the catch point.
- Lever No.3 operated the points and catch points to the siding.
- Lever No.4 operated a derailer at the clearance point of the straight dead-end siding.
- Lever No.5 operated the Position Light Shunt signal BH6.

Signal BH6 was a single-aspect (red) signal with a Position Light Shunt signal mounted below the permanently lit red aspect. It appears that this Position Light Shunt signal applied into either siding. Exit from the sidings was by hand, lamp, flag or radio signal from the person placed in charge of the ground frame. Both the operator of the ground frame and the crew of the train moving from the siding were responsible for seeing that the points, catch points or derailer were correctly set before moving the train from the siding.

Within four years the line into Beenleigh was duplicated and construction towards Helensvale had commenced. Exactly when this ground frame was decommissioned is unknown. Any further information about this ground frame/small signal cabin, its history (including photographs), commissioning or decommissioning would be warmly received.

Signalling Beenleigh 1991

Train Notice 3104 issued on the 27th of November 1991 shows the signalling alterations which took place on Thursday the 28th of November 1991. The two existing sidings south of Beenleigh platform were taken out of use and replaced with two new sidings, located to the east of the existing sidings. Both of the new sidings had capacity to stow two six-car EMU's. The same five-lever frame appears to be used to access the new sidings and the structure is now referred to as "Beenleigh Cabin". The cabin is again/still released by the Signaller at Mayne Control Centre operating Electric Release No.881.

The cabin lever functions have changed and were as shown below,

- 1 - RELEASE
- 2 - PLUNGERS
- 3 - POINTS & CATCH POINTS
- 4 - SPARE
- 5 - SHUNT SIGNAL

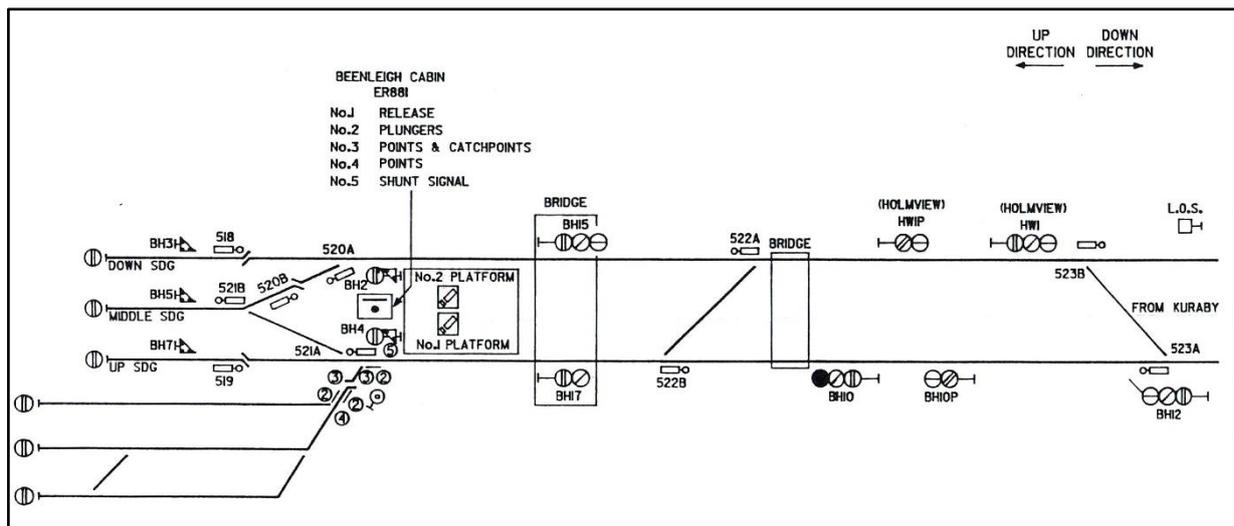
The points lead off the main line and the catchpoints protect both sidings with the points from the first to the second siding presumably operated from a reversible (non-interlocked) lever adjacent the points. All signals remain the same and again no signal is provided to depart from the sidings. A hand/flag/radio signal to the Driver, in addition to the Driver observing the catchpoint and catchpoint disc correctly set, was required for all train movements out of the sidings.

The diagram with the Train Notice shows the new layout and also the proposed future layout when duplication to Beenleigh was complete.

Signalling Beenleigh 1992

One final signalling diagram for Beenleigh from this period is shown below and is dated the 4th of February 1992.

There has been one change to the signal cabin and the lever functions with lever No.4 now connected to the points leading from the first stabling siding to the second stabling siding. A third stabling siding is also shown however there is no indication of how the points were worked. It can only be presumed a standard non-reversible lever was used. An interesting addition to the third siding is a crossover between the second and third siding at the southern end to enable a run-round move to be made.



The new Up and Down Sidings are shown, and these two sidings would ultimately form the extension of the line from Beenleigh to Helensvale in 1996 - the Middle Siding remains much the same today. The signal cabin appears to have been decommissioned by October 1995 and two additional stabling sidings were provided by then.



A later view of Beenleigh signal cabin taken on the 18th of March 1995 when a special train operated from Brisbane to Beenleigh and Beaudesert. The signal cabin can be clearly seen and appears to be the same building as shown on the front cover however the walls have been enclosed and windows provided. Photo by Ian Stephens (XXX19950318-PICT0009)

Forgotten Stations

Agur (Great Northern Railway, Hughenden to Cloncurry section) was a Stopping Place 301 Miles 25 Chains (from Townsville) and was named Agur in 1943. A loop siding approximately 20 chains long existed and was protected by Up and Down Home signals, placed on the right-hand side of the line. An Up and Down Approach Beacon existed 440 yards from each signal, again on the right-hand side of the line.

Alba (Hughenden to Winton section) existed from around 1900 and became a Staff Station in 1949 the staff sections being Hughenden-Alba (white square) and Alba-Stamford (blue round). Up and Down Home signals were provided 110 yards from the loop points and Distant signals were placed 440 yards from each Home signal. In 1954 the Distant signals were replaced by reflectorized Beacons (yellow/black) at Alba, and also at Stamford, Whitewood, Corfield, Olio and Oondooroo (all between Hughenden and Winton).

SIGQ News & Information

In early 2020 the direction and focus of the Signalling Interest Group took a change which was prompted by some inappropriate activity on the Facebook group. More details to follow in the next issue of Proceed Order.