

PROCEED ORDER

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Train Order Working no longer exists in Queensland however in 2004 Mungar was the beginning of Train Order Territory on the southern part of the Monto Loop. The 'Entrance Train Order Territory' and 'Check Train Order' signs formed part of the safeworking system. The 'Limit of Shunt' and 'Exit ATP Territory' signs relate to Mungar station which is a CTC station on the North Coast Line. A train departing Mungar would have had a flashing green aspect to depart Mungar (indicating a change of safeworking system) and a valid Train Order to proceed towards Monto.

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Newspapers 1921

During 1921 there were a few interesting articles in the newspapers from around the state where signalling or safeworking matters were mentioned.

- *Roma Street/Mayne 1st January - PROPOSED ALTERATIONS AT ROMA STREET RAILWAY STATION - Railway congestion in the neighbourhood of Brisbane was responsible for the Railway Department preparing an extensive scheme of improvements some years ago. Since then, various alterations have been made to meet the growing requirement of the traffic. Substantial progress, however, has been made with some of the chief features.*

AT MAYNE JUNCTION

Both the Roma Street station and the Mayne locomotive depot will be interlocked by the electropneumatic system similar to that in use at Central station. (The Daily Mail Saturday 1 January 1921, Page 5)

- *Dalveen 22nd February 1921 - A further innovation in the working of the local railway station was the installation of the electric staff working between Dalveen and Cotton Vale. This was brought into use for the first time on Saturday last, and will be the means of facilitating the working of the trains between the two stations. (Warwick Daily News Thursday 24 February 1921, Page 3)*
- *Yarongmulu 22nd December - The danger of throwing bottles from trains was exemplified last night. The Night Officer, Mr Gear, of Yarongmulu, was handing the train staff to the driver of a special train from Toowoomba to Brisbane when he was struck by a bottle with such force that he was felled to the ground and the bottle was broken. Gear was conveyed to the hospital where he now lies. His injuries are internal. The extent of them have not yet been ascertained. The offence is a serious breach of the railway by laws. (Morning Bulletin Friday 23 December 1921, page 9)*



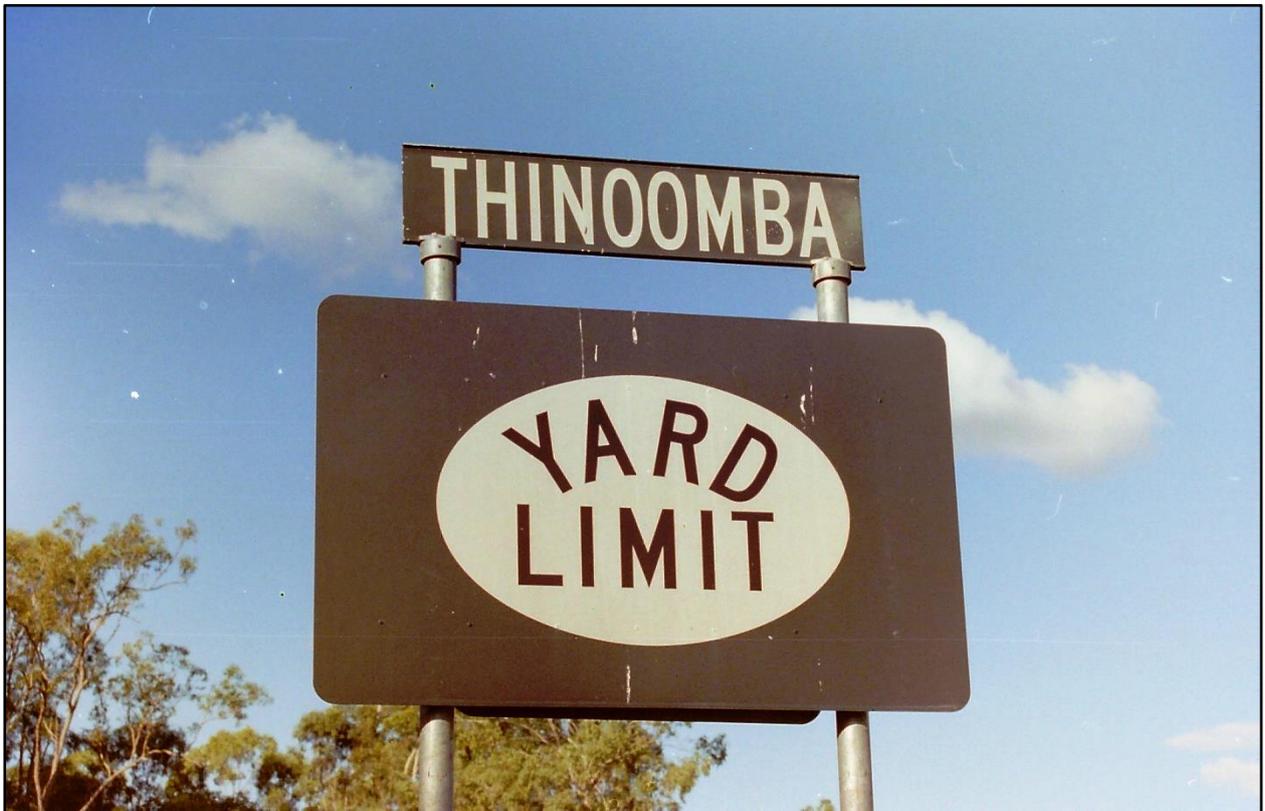
Above: Yarongmulu signal cabin relocated to Grandchester Live Steamers

Train Order Working Twilight

During 2004 the demise of Train Order Working as a safeworking system in Queensland was well advanced. With the purpose of recording some aspects of the safeworking system SIGQ members travelled to various locations in Southern and Central Queensland on a number of occasions to photograph some of the remaining Train Order signage and other equipment.

Train Order Working was first introduced to Queensland in 1971 on the Goonyella line but it was only a temporary installation until CTC signalling was installed and commissioned. The new Greenvale Railway that opened in 1974 was another new line where Train Order Working was used and remained in use until the line closed in 1994. One late addition to the sections of line worked under Train Order Working was the Monto Loop (Mungar to Monto) where Ordinary Staff and Ticket working persisted until 1994. The northern part of the Monto Loop from Monto to Calliope was worked by Train Order from at least 1991.

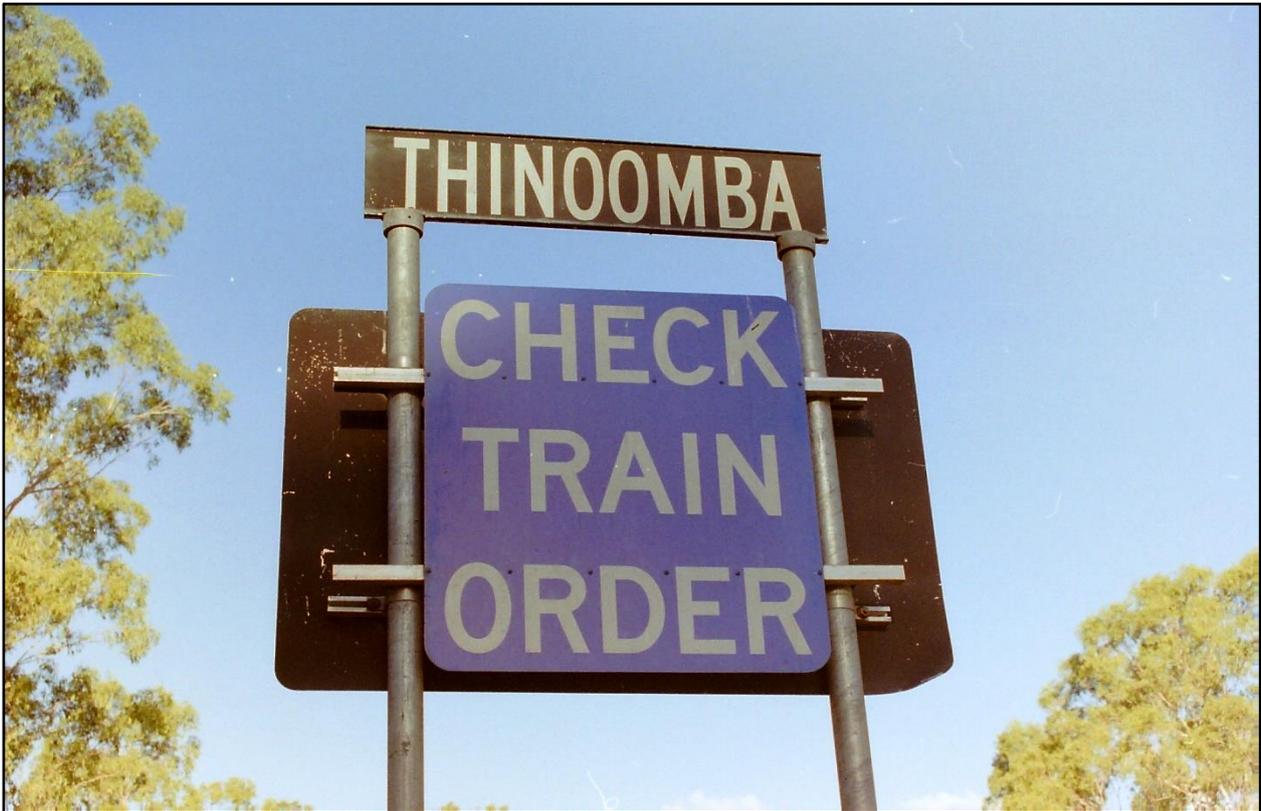
This article is intended to be more of a photo feature rather than an in-depth study of Train Order Working. The photo's following are from a number of lines worked under the Train Order System and are from a few of the locations visited by SIGQ members.



Above: Thinoomba Yard Limit board which, like many others, were popular resting places for birds hence the marks on the signs.

Thinoomba was the first Train Order station after departing Mungar when heading towards Monto and this was the same section previously worked by Ordinary Staff and Ticket Working. When some lines were changed to Train Order Working the sections were altered while in other cases the

section remained the same. Like all stations within Train Order Territory large black and white 'Yard Limit' boards were erected at each end of the station to mark the limits for approaching trains. On the reverse side of the 'Yard Limit' board and facing trains departing Train Order stations were blue and white 'Check Train Order' signs. The photo on the front cover shows the Mungar 'Check Train Order' sign which was slightly different as there was no 'Yard Limit' board at Mungar - the entrance to Mungar station was via a 'proceed' aspect in the colour light signal (MU51) as Mungar was the end of Train Order working.



Above: One of the blue and white Check Train Order signs at Thinoomba.

Evanslea on the Cecil Plains branch was one of the intermediate Train Order stations on that line. Train Order Working was introduced on the Cecil Plains branch in 1991 replacing the existing Ordinary Staff and Ticket system. Communication between the Train Controller and Traincrew in Train Order Territory is important and was achieved by telephone as well as two-way radio. There also needed to be facilities where fresh Train Orders could be written out by Traincrew and a place where Fulfilled or Cancelled (completed) Train Orders could be deposited. Where station buildings existed, these activities were undertaken at the station, at places where the station building had been removed a metal telephone/Train Order cabinet was installed.

The cabinets consisted of a locked cabinet supported on metal legs, with an awning to protect train crew from the sun or rain. Inside was a telephone to communicate with the Train Controllers and a supply of blank Train Order forms. The small orange box underneath was where completed Train Orders were deposited for later collection by an inspector. A special padlock secured the orange box and there was a slot inside the cabinet to put the completed Train Orders through.



Above: Train Order telephone cabinet at one end of the crossing loop at Evanslea on the Cecil Plains branch.

Goovigen station was on the Rannes to Biloela line and closed while Train Order Working was in force. The rails still existed here when the photograph was taken and may still do so today. The signs also remained for quite some time as there was no need to recover them for any reason and to do so would incur an unnecessary cost.



Above: Goovigen Check Train Order sign and Yard Limit Board on the reverse side still stand amongst the grass after the line closed.

Certain stations within Train Order Territory were attended by station staff and had Home signals provided. The Home signals were in many cases semaphore signals however some locations had colour lights signals; in some cases this was due to the Home signals being integrated with level crossing flashing lights.



The Up Home signal at Eidsvold was a two-aspect colour light signal with green and red aspects. Below the colour light signal is a calling-on signal which was operated from a lever near the points to the crossing loop.

Another lever near the crossing loop points operated the Down Stop signal which can be seen in the background. The Down Stop signal was also a two-aspect colour light signal with red and green aspects. The proximity of the level crossing with flashing lights to the station and yard limits required this arrangement - not all attended Train Order stations with signals were this complicated.

Above: Eidsvold Up Home signal adjacent the Yard Limit Board.

In some cases the Yard Limit Boards were placed beside the Home signals (as shown above) but there were places where the boards were attached to the Home signal post itself.

Most stations in Train Order Territory were much simpler with no signals and only the Yard Limit Boards and Approach Beacons provided. Many Peaks on the Gladstone side of the Monto Loop was a simple Train Order crossing station. The Home signals that existed when Many Peaks was an Ordinary Staff station were no longer required and were removed - the former station building was also redundant and is thought to have been moved to Comet in 1979.

More information on Train Order Working in Queensland will be published in a future edition of *Proceed Order*.



Above: Many Peaks Yard Limit Board.

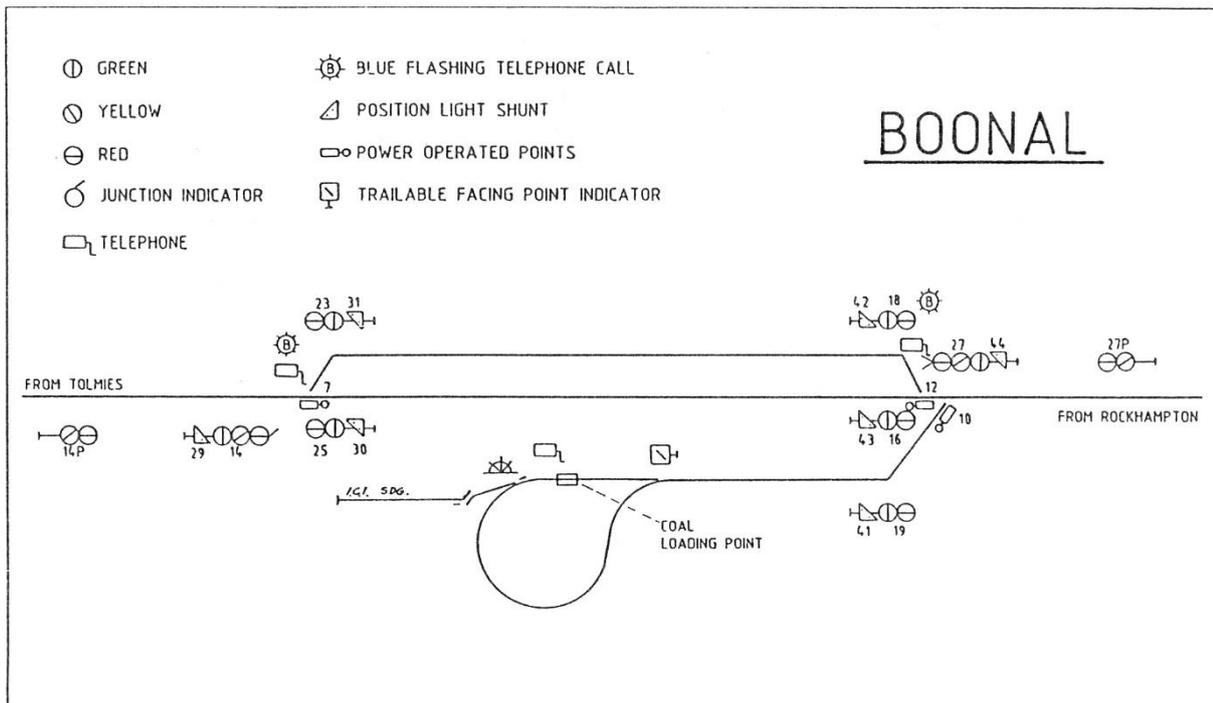
Forgotten Stations

Blackstone (Bundamba-Redbank Loop, 1 Mile 30 Chains) is a locality between Bundamba and Box Flat where the branch line crosses Thomas Street. The level crossing was 1 Miles 30 Chains from Bundamba. A Gatekeeper was located here with a house provided on the north-western side of the level crossing. An Up and Down Stop signal existed and both were located on the right-hand side of the railway line. Each signal had its own lever located near the Gatekeepers cottage with one lever on each side of the track requiring the Gatekeeper to cross the track in order to operate both signals. By June 1971 flashing lights, automatically controlled by track circuits and working in accordance with General Appendix clause 261c had been installed and commissioned. The level crossing gates and the Up and Down Stop signals were removed. The Gatekeeper was officially withdrawn on Tuesday 1st June 1971.

Boonal (Central Line between Bluff and Blackwater) isn't a forgotten station as it still exists today, but its history is interesting and worthy of reflection. The place today called Boonal was originally known as 113 Miles 17 Chains and was renamed Warrawoona in the early part of 1969. In July 1969 vacancies were advertised for two Night Officers at Warrawoona as it was soon to be opened as a partly attended Staff Station. One Night Officer was appointed in late 1969 and he was previously a Lad Porter from Brisbane. Early in 1970 Warrawoona was renamed Boonal and the remaining vacancy for a Night Officer was re-advertised. Boonal opened as a partly attended Staff Station on Monday 25th May 1970. The Night Officers eventually appointed (one initial appointee declined the

position) were previously Porters from Brisbane and Bluff. Part of a plan from 1971 shows the crossing loop on the northern side of the main line, and the Down Home signal was located at 112 Miles 37 1/2 Chains on the right-hand side of the line. Both ends of the crossing loop have trailable facing points. The plan notes approval in November 1971 to extend the crossing loop and rearrange the signalling. The Down Home signal was to be moved to 112 Miles 57 Chains and the Down Beacon was to move to 112 Miles 77 Chains. By early 1972 an additional vacancy for a third Night Officer was advertised indicating the station was staffed 24 hours a day. By late 1973 the Boonal to Bluff section had been converted from Ordinary Staff to Electric Staff working. Another note on the plan shows that approval was given in February 1981 to construct a balloon loop and siding accommodation. On the 7th April 1981 two of the three Night Officers were withdrawn from Boonal, the remaining Night Officer was required for 'construction' purposes concerning the new coal loading balloon loop. The remaining Night Officer was withdrawn on 29th May 1981 and Boonal closed as a Staff Station from that date as CTC had been commissioned. In mid-1988 a dead-end siding was constructed off the balloon loop at Boonal for I.C.I. Australia Pty. Ltd.

The main line has since been duplicated towards Bluff (Rockhampton end) and Blackwater (Tolmies end) - the former I.C.I. Siding has been removed.



Above: The 1988 diagram showing the signalling and layout at Boonal including the recently added I.C.I. Siding on the balloon loop.

Back Issues & SIGQ Website

More information and back issues of *Proceed Order* can be found on the web site as well as photographs and information on numerous signal cabins from all over Queensland. <https://sigq.weebly.com/>