

VICTORIAN



RAILWAYS

Tour of
His Royal Highness
The Duke of Gloucester

BALLARAT via Cressy to **ALVIE**,
thence to
MORIAC, GEELONG
and
MELBOURNE



Special trains will be run
on
Thursday, 1st, Friday, 2nd,
and
Saturday, 3rd November, 1934
as shown herein

S. 3004/34

(Room 73)

(See Instructions on page 2 re acknowledgment of this Circular)

IMPORTANT.

ACKNOWLEDGMENT of receipt of this circular is to be immediately wired to "Despatch," and in addition the usual card memorandum is to be forwarded to the General Superintendent (Room 52) by the first available train.

Officers-in-Charge, Stationmasters, Locomotive Depot Foremen, Road Foremen, and others concerned, are to ensure that all members of the staff who are under their jurisdiction and whose duties require it, are supplied with a copy of this circular.

From all to whom copies of this circular are issued an acknowledgment in writing is to be obtained, and filed, and special care is to be taken by Officers-in-Charge to see that all concerned clearly understand the instructions contained herein.

SOUTH-WESTERN DISTRICT ROYAL TOUR.

His Royal Highness the Duke of Gloucester and his suite, accompanied by various officials, will arrive Ballarat, ex Mildura, on Thursday, 1st November, at 2.15 p.m., as shown on S. 3003/34, and the journey will be continued the same evening from Ballarat to Alvie as shown herein.

On Friday, 2nd November, the Royal train will proceed to Colac where His Royal Highness will detrain. It will then proceed to Moriac where His Royal Highness will rejoin, and on Saturday, 3rd November, the tour to Geelong and Melbourne will be continued.

Leaving Ballarat for Alvie on Thursday, 1st November, the Royal train will be preceded by a Pilot train.

Immediately after arrival from Mildura at 2.15 p.m. on Thursday, 1st November, No. 4 State Car, the "Norman" Car and the Dining Car will require to be turned on the turntable, and the Royal train remarshalled to leave Ballarat in the order shown below.

PILOT TRAIN.

Engine, D Class.
 "Carey" Car.
 AW Car.
 AW Car.
 CW (No. 11) Van

ROYAL TRAIN.

Two D Class engines.
 "Loddon" No. 4 Sleeping Car for Pressmen.
 "Dargo" No. 3 Sleeping Car for Officials.
 "Goulburn" No. 2 Sleeping Car for Officials.
 "Pekina" No. 1 Sleeping Car for Royal Staff.
 "Avoca" Dining Car (Saloon trailing).
 No. 4 State Car (Platform trailing), for H.R.H. The Duke of Gloucester and Suite.
 "Norman" Car (Large Saloon trailing), for Royal Staff and Officials.
 CE van, No. 19, for staff and stores.

Length of train, including two D Class engines—698 feet.
 Load 370 tons.

BALLARAT-CRESSY-COLAC-ALVIE.

THURSDAY, 1st NOVEMBER, 1934.

Station.		PILOT TRAIN.	ROYAL TRAIN.
		p.m.	p.m. Train to be
		(No. 2 Road)	docked by 4.30 p.m.
BALLARAT	... Dep.	4 30 Pre 5 Linton altered S4674/34	5 10 No. 1 Platform Pick up H.R.H. Pre 5 Linton
North Ballarat	... "	*	*
Wendouree NC	... "	*	*
Linton Junction†	... { Arr. ...	...	...
"	... { Dep. 4 39*	...	5 20*
Cardigan NC	... "	*	*
Kopke NC	... "	*	*
Haddon NC †	... { Arr. ... —6 ex Cressy	... —6 ex Cressy	... —6 ex Cressy
"	... { Dep. 4 54* to wait	to wait	5 35* to wait
Nintingbool NC	... "	*	*
Smythesdale	... "	*	*
Scarsdale	... "	*	*
Newtown †	... { Arr. ...	...	...
"	... { Dep. 5 10*	...	5 55*
Berringa	... "	*	*
Illabrook	... "	*	*
Rokewood †	... { Arr. ...	...	...
(See note)	... { Dep. 5 45*	...	6 40*
Werneth	... "	*	*
CRESSY †	... { Arr. 6 10	...	...
"	... { Dep. 6 45 (E.R.)	...	8 30*
Barpimla	... "	*	*
Beeac †	... { Arr. 7 15	...	...
"	... { Dep. 8 20	...	9 15*
Ondit NC	... "	*	*
IRREWARRA † ES	... { Arr. ...	...	...
"	... { Dep. 8 40	...	9 35*
Country Roads Board Siding NC	... "	*	*
Shell Coy's Sdg.	... "	*	*
Atlantic Union, Vacuum C.O.R. Siding NC	... "	*	*
COLAC ES †	... { Arr. 8 50 (E.R.)	...	... (Plat. Road)
"	... { Dep. 9 5 Thro Plat Road	...	9 50*
Cororooke NC	... "	*	*
Coragulac NC	... "	*	*
Ballast Pit Siding NC	... "	*	*
ALVIE † NC	... Arr.	9 40 (A) (No. 2 Road)	10 30 (Plat. Road)

(A) The Engine of the Pilot train on arrival at Alvie is not to be run round until after the arrival of the Royal train.

District Superintendent to arrange for No. 3 Road at Alvie to be clear of trucks (except the necessary water truck) to permit of engine movements.

ROKEWOOD: District Superintendent to arrange for a man to be in charge on 1st November.

If necessary, the engines of the Pilot and Royal trains will run separately to Colac during the night for engine requirements, as locally arranged.

ALVIE-COLAC-MORIAC.

The Pilot train and the Royal train will proceed on Friday, 2nd November, from Alvie to Colac, where His Royal Highness will detrain, and the vehicles of the Royal train will then proceed to Geelong for turning and reconditioning. Subsequently the Royal train will return to Moriac where His Royal Highness will rejoin.

FRIDAY, 2nd NOVEMBER, 1934.

Station	PILOT TRAIN.	ROYAL TRAIN.
UP.	a.m.	a.m. Reverse van.
ALVIE NC † ... Dep.	8 50	9 40 With Royal Party
COLAC ES † ... Arr.	9 25	10 20 Set down H.R.H.
	“ B ”—SPECIAL (Pilot train cars).	“ A ”—SPECIAL (Royal train cars).
	p.m.	a.m.
COLAC ES ... Dep.	3 45	11 10—15 Flier
Irrewarra ES ... ”	3 53*	11 18*
Birregurra ES ... { Arr.	...	...
” ... { Dep.	4 20*	11 33*
Winchelsea ES ... ”	4 43*	11 53*
MORIAC ES ... Arr.	5 5	... p.m.
” ... Dep.	...	12 15*
GEELONG ES ... Arr.	...	12 40
DOWN.		p.m.
GEELONG ES ... Dep.	...	5 0 Engines tender first
MORIAC ES ... Arr.	...	5 40 Reverse van. Pick up H.R.H. Shunt to Wensleydale Line

Note.—On arrival at Geelong at 12.40 p.m., 2nd November, the Royal train is to be reversed via the North Geelong Loop as arranged by the District Superintendent then reconditioned and returned to Moriac at 5.0 p.m. in the following order:—Engines (tender first), “Norman” Car, No. 4 State Car, “Avoca” Dining Car, “Pekina,” “Goulburn,” “Dargo,” “Loddon,” CE van.

MORIAC-GEELONG.

The Royal train, marshalled as shown on page 3, preceded by a Pilot train, will run as under:—

SATURDAY, NOVEMBER 3, 1934.

Station	PILOT TRAIN.	ROYAL TRAIN.
MORIAC ES ... Dep.	a.m. 9 15—Fol. 24 expedited (S. 4682/34)	a.m. 9 40 Two D Class engines
Grovedale ... ”	*	10 0*
Marshall ... ”	*	*
GEELONG R.C. PLAT. ES ... Arr.	9 35—No. 15 Flier altd. (S. 4712/34)	...
” ... Dep.	9 48*	10 5*—15 Flier altd. (S. 4712/34)
South Geelong ES... { Arr.	... —Fol. Spl. ex. Q. (S. 4680/34)	...
” ... { Dep.	9 55	10 10*
GEELONG ES ... Arr.	10 0 (No. 2 Road)	10 15 No. 1 (Platform) Road RECEPTION. Set down H.R.H.

Geelong Racecourse Platform will in accordance with the instruction contained in the General Appendix, be switched in as an Electric Staff station for the running of the Pilot train and Royal train shown above, and No. 15 Flier on Saturday, 3rd November, as shown on A. 1900/34.

15
9.32
10.00
9.55
10.15
10.50

GEELONG-MELBOURNE.

The Royal train, preceded by No. 40 Express (Working Timetable) as the Pilot train, will run as under :—

SATURDAY, NOVEMBER 3, 1934.

Station		PILOT TRAIN. (No. 40 Express, W.T.T.)		ROYAL TRAIN.
UP.		p.m.		p.m. Two A2 engines Train to be docked by 12.45 p.m.
GEELONG ES	Dep.	1 5	No. 2 Platform. With Pilot train vehicles attached	1 30 From No. 1 Plat- form WITH ROYAL PARTY
N. Geelong "B" Box	"	1 8*		1 35*
N. Geelong "A" Box	"	*		*
North Shore	"	...		*
Distillers Sdg. NC	"	...		1 41*
Corio	"	1 15*		1 47*
Lara	"	1 21*		... —Thro No. 1 Road
Little River	... { Arr.	...		1 55* 27 P.E. to wait
"	... { Dep.	1 29	Thro No. 1 Road	...
Manor	... { Arr.	...	Thro No. 1 Road	2 1*
"	... { Dep.	1 36*—27		*
Werribee R'course NC	"	*		... Thro No. 1 Road
WERRIBEE	... { Arr.	...		2 9*—33 Exp. to wait
"	... { Dep.	1 43		*
Drome (Crossing Loop)	"	*		*
Aircraft Sdg. NC	"	*		*
Aircraft Sdg. Plat. NC	"	*		... Thro No. 1 Road
Laverton	... { Arr.	1 52	Thro No. 1 Road	2 18*
"	... { Dep.	1 57—33		*
Galvin NC	"	...		*
Rock (Crossing Loop)	"	*		*
C.O.R. Platform NC	"	*		*
Oil Coy's Level C'ing	"	*		*
Oil Coy's Sdg.	"	*		*
Paisley NC	"	*		*
Austral Meat Sdg. NC	"	*		2 27*
Newport Sth. Jctn.	"	2 4*		2 29*—Pre 95W. See
NEWPORT	...	2 7—Pre 93W.		* page 7, re other
Spotswood	"	*		* trains to be worked
Yarraville	"	*		* clear
Seddon	"	*		2 37*—Pre 154 St. A.
Footscray	"	2 12*		*
Maribyrnong Sdg. Jctn.	"	*		* Via Country Line to North Melb. then via Centre Line
South Kensington	"	*		...
North Melbourne	"	2 17*		2 45 Into No. 1 Plat- form.
SPENCER-ST.	... Arr.	2 20	Into No. 4 Plat- form	Set down H.R.H. Loop train (see note)

(No. 40 Express, Saturday
running to usual schedule)

NOTE :—The Royal train, preceded by a Pilot train, will be required to proceed the same evening from Spencer-street to Beaufort, as shown in S. 3005/34.

No. 27 Petrol Electric train is to cross the Pilot train at Manor, proceed thence to Little River to cross the Royal train and between Little River and Manor will be regarded as the Pilot train.

THE FOLLOWING INSTRUCTIONS ARE TO BE STRICTLY OBSERVED IN CONNECTION WITH THE RUNNING OF THE ROYAL TRAIN.

1. Without the authority of the General Superintendent of Transportation, who will be in charge of and travel by the Royal train throughout, no alterations to the arrangements shown herein are to be made, nor are any movements of the Royal train at stations or shunting in connection therewith to be arranged or commenced.

2. Stationmasters and other responsible officers and employes must take early steps to ensure that the special arrangements and instructions contained herein are thoroughly understood by each employe concerned under their supervision.

3. Stationmasters and Caretakers at all stations *en route* of Royal train are to arrange to be personally on duty for the passage of the Pilot and Royal trains. Rosters are to be so arranged as to ensure this being done.

4. A Pilot train, as scheduled, will precede the Royal train.

5. No train other than a passenger train is to pass the Royal train on the double line between Ballarat and Linton Junction on Thursday, 1st November, nor between Geelong and North Geelong, and between Newport South Junction and Spencer-street on Saturday, 3rd November, and the guards of all passenger trains that do pass the Royal train are to ensure that all swing doors on the pit side of their trains are properly closed before the passage of the Royal train.

6. For fifteen minutes, prior to the arrival of the Pilot train, and until after the passage of the Royal train, Goods trains on both double and single lines are to be side-tracked to a road remote from the main line on which the Royal train is to run and are to remain stationary at stations; all shunting operations are to be suspended, and no train, engine or vehicle is to be allowed to foul the running lines. At Junctions for the same period Goods trains must not be permitted to cross the route of the Royal train.

7. Goods trains must be kept back at stations unless there be the full running time of the section for the load, and in addition time must be allowed for the Goods train to be side-tracked at a station in advance in accordance with clause 6 hereof. Train Despatchers to particularly note this.

8. Outside the Suburban area no train or engine must be permitted to leave a Yard, Siding or Station and follow into the section on the same line for at least 15 minutes after the Royal train has passed. This is subject to the Block, Electric Staff and/or Staff and Ticket Rules.

9. Superintendent, Melbourne Yards, to arrange that for thirty minutes prior to the running of the Pilot train no Goods train or light engine is allowed to depart from the Yards for the route on which the Royal train will run, and that no shunting or other movements which can be avoided are permitted in the Melbourne Yards on or immediately adjoining the lines upon which the Royal train will run on Saturday, 3rd November. District Superintendents, Ballarat and Geelong, to similarly arrange regarding Yards concerned in their respective districts on 1st, 2nd and 3rd November.

10. See additional instructions set forth in A. 1900/34 re the procedure to be followed and the special precautions to be observed at Ballarat, Colac, Alvie, Moriac, Geelong and Spencer-street for the safe working of the Royal Special.

11. Block and Signal Inspectors are to be placed at Junctions and other important points on 1st, 2nd, and 3rd November, as arranged by the Assistant General Superintendent. These Inspectors are to arrange for the Royal train to have a clear run throughout the journey.

12. The Metropolitan Superintendent and the Superintendent, Melbourne Yards, are to confer and ensure that all arrangements are complete for the Royal Special to use No. 1 PLATFORM AT SPENCER-STREET, as shown in the timetable portion of this circular. District Superintendents, Ballarat and Geelong, to similarly arrange re platforms at Ballarat and Geelong respectively.

13. The District Superintendents, Ballarat and Geelong, are to personally supervise, in their respective districts, the movements of the Pilot and Royal trains at Ballarat and Alvie on the 1st November, Moriac on the 2nd and 3rd November, and Geelong on the 3rd November, and these officers also will confer with the Rolling Stock Branch to ensure that engines are in position in ample time to give effect to the schedules set forth herein.

14. The Superintendent, Melbourne Yards, is to personally supervise the movements of the Pilot and Royal trains at Melbourne on the 3rd November, and he is also to confer with the Rolling Stock Branch to ensure that engines are in position in ample time to give effect to the schedules set forth herein.

15. Every employe must be on the alert to avoid unnecessary checking of the Royal train. Immediately after the "Train Arrival" signal for the preceding train has been exchanged, the "Is Line Clear" signal must be sent, and if accepted, the Signalman must, if the Line be clear, exhibit the necessary Signals for the Royal train to proceed. On Sections worked under the Electric Staff system, the Train Staff required for the Pilot train must be withdrawn under sub-clause 111 of clause (c), Rule 3, and the conditions applicable thereto.

16. All Level Crossing Gates, with the exception of Interlocked Gates, must be secured against Public traffic from immediately prior to the arrival of the Pilot train until after the passage of the Royal train. At the Interlocked Crossing Gates, also at the Creswick-road Crossing, Ballarat, and at Colac, Road traffic may be permitted to pass through up to ten (10) minutes before arrival time of Royal train. Stationmasters must give these instructions their personal attention, and also arrange for all Gates giving access to Railway premises to be closed and secured, and take every care that live stock is not allowed to stray on to the line or Station grounds.

17. The open Geelong Road Crossings near Werribee and Corio, will be protected on the 3rd November by the Chief Engineer of Way and Works, who will arrange for hurdles to be provided at each place. These hurdles will be placed in position to block the road traffic in accordance with the Instructions of Traffic Inspectors, who will be stationed at the respective crossings by the General Superintendent (Room 9).

18. Instructions will be issued by the Chief Engineer of Way and Works regarding the protection of important under-bridges, and all open public road and public foot crossings.

19. The speed of either the Pilot or the Royal train must not exceed twenty (20) miles per hour between Ballarat Station and Box "C" at Macarthur-street, Ballarat North.

20. District Superintendents, Ballarat and Geelong, and the Metropolitan Superintendent, to arrange, wherever practicable, for all trucks to be cleared from lines immediately adjoining the running lines upon which the Royal train will pass, and to see that at any place at which it is necessary to hold trucks, and there is no Transportation employe in charge, arrangements are made for all vehicles to be properly clear and secure, all doors are closed and properly fastened, and that no loading is allowed to project.

21. Stationmasters must closely examine trains and satisfy themselves that clearances are correct, that all doors of vehicles standing in sidings adjoining the running line are closed and properly secured, and that no loading is projecting, before allowing the Pilot and Royal trains to pass.

22. Loading and unloading operations on lines or sidings immediately adjoining the running lines are to be suspended for 20 minutes before the Royal train is due.

23. No trolley, tricycle, quadricycle, or railway motor vehicle is to be permitted on the line within one half-hour, nor any kind of work commenced or performed on bridges, structures or track (except in emergency) within one (1) hour of the arrival of the Pilot train, and until after the passage of the Royal train. Any works in progress must be made safe for the passage of these trains for one full hour prior to the arrival of the Pilot train and until after the passage of the Royal train.

24. Stationmasters must personally satisfy themselves that all points on the main line are properly set and securely fastened for the road for the Royal train and care must be exercised to see that they are not interfered with in any way until after the passage of the Royal train.

25. The Pilot train and the Royal train are to be run *via* the straight road at stations wherever practicable.

26. Except at Ballarat and Geelong, Down and Up Country platforms are to be cleared of all persons, excepting Railway and Police Staffs on duty, 15 minutes prior to the arrival of the Pilot train and kept cleared until the Royal train has passed.

27. When necessary, a special telegraph call, viz., "R.L.," may be used in connection with the Royal train.

28. A motor tricycle is to be placed in the van of the Pilot train.