



V/LINE

ROYAL TRAIN

Visit of

Her Majesty Queen Elizabeth II

and

*His Royal Highness
The Duke of Edinburgh*

Thursday, 28th April, 1988

Office of Manager,
Passenger Operations Co-ordination
Level 2, 589 Collins St., Melbourne.
Telephone (03) 619 4200.

J.A. HEARSCH,
Chief General Manager,
Transport Operations

S.5000/88

ACKNOWLEDGEMENT

of receipt of this Circular must be forwarded to the Manager Passenger Operations Co-ordination, by the first available train. Enquiries, telephone (03) 619 4221.

Stationmasters, Officers-in-Charge, Depot Foremen, Road Foremen and others concerned are to ensure that all members of the Staff under their control, whose duties require it, are supplied with a copy of this Circular and an acknowledgement in writing obtained and filed.

MARSHALLING OF THE ROYAL TRAIN

The Royal Train will be marshalled in the order shown below and will be hauled by 'N' class locomotives Nos. 471 and 474.

MELBOURNE-GEELONG- SOUTH GEELONG

Norman (Large Saloon end trailing), No. 5 State Car (Kitchen end trailing), ACZ No. 252 (Van end trailing), Locomotives, Load 3/167 tonnes.

TRAIN CREW

Driver	K. Whelan
Locomotive Assistant	S.W. Kelly
Guard	K. Roenneke
Conductors	L.F. Cotter (No. 5 State Car) S. Smolarek (Norman Car) F.A. Stoneman (ACZ carriage)
Steward	L. Shoebridge
Cook	V. Joe
Waiters	J. Farley D. Holley

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S. 5000/88

MELBOURNE - SOUTH GEELONG

THURSDAY, 28th APRIL, 1988

Distance from Melb. km	km Sectional	DOWN	8293 Light Loco 'N' (Pilot Train)	8295 ROYAL TRAIN
		MELBOURNE Spencer Street (No. 1 Platform) (No. 1A Road)	dep. dep.	NOTE:—Royal Train due 10 00 ex Newport Vide S.5001/88. 12 45— Her Majesty and His Royal Highness entrain.
		Franklin Street	MC 12 38 MS	MC 12 48* MS
2	2	North Melbourne	12 39 MS	12 49* MS
3	1	South Kensington	12 42 TS	12 52* TS
10	7	Newport	12 48	12 58*
13	3	Altona Junction	12 51	13 01*
21	8	Laverton	12 58	13 08*
32	11	Werribee	13 07	13 17*
48	16	Little River	13 21	13 31*
57	9	Lara	13 29	13 39*
64	7	Corio	13 35	13 45*
67	3	North Shore	..	*
70	3	North Geelong	13 40	13 50*
73	3	Geelong	13 45	13 55* Via No. 2 platform (3 road)
74	1	SOUTH GEELONG	arr. 13 50	14 00— Her Majesty and His Royal Highness detrain Train to return to Geelong as indicated in S. 5001/88.

MC — Via Main Country track.

MS — Via Main Suburban track.

TS — Via Through Suburban track.

GEELONG - MELBOURNE

THURSDAY, 28th APRIL, 1988

Distance from Melb. km	km Sectional	UP	8294 Light Loco 'N' (Pilot Train)	8296 ROYAL TRAIN
73		GEELONG	dep. 15 50	16 00— Her Majesty and His Royal Highness entrain.
70	3	North Geelong	. . 15 55	16 05*
67	3	North Shore	*
64	3	Corio	. . 15 59	16 09*
57	7	Lara	. . 16 04	16 14*
48	9	Little River	. . 16 10	16 20*
32	16	Werribee	. . 16 21	16 31*
21	11	Laverton	. . 16 28	16 38*
13	8	Altona Junction	. . 16 33	16 43*
10	3	Newport	. . 16 35	16 45*
3	7	South Kensington	. . 16 42 MS	16 52* MS
2	1	North Melbourne	. . 16 45	16 55*
		Franklin Street	. . 16 47 MC	16 57* MC
	2	MELBOURNE Spencer Street (No. 1 Platform) (Yard)	arr. . . arr. 16 50	17 00— Her Majesty and His Royal Highness detrain

MC — Via Main Country track.

MS — Via Main Suburban track.

**INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF THE ROYAL TRAIN
WHEN HER MAJESTY AND HIS ROYAL HIGHNESS ARE BEING CONVEYED BY RAIL.**

1. **The Senior Operations Officer will be in charge of and travel on the Royal train throughout and no alterations are to be made to the arrangements shown herein nor are any movements of the Royal train at stations or shunting in connection therewith to be arranged or commenced without his authority.**
2. Stationmasters and other responsible officers and employees must take early steps to ensure that the special arrangements and instructions are thoroughly understood by each employee concerned under their supervision.
3. Officers-in-charge at all stations on the route of the Royal train must be on duty at least one hour prior to the time at which the Royal train is due and remain on duty until the train has arrived at the station in advance. Rosters are to be arranged accordingly. Every station in charge of a Rail Agent and every unattended station and siding will be attended for the passage of the Royal train by a competent employee of the Track Maintenance Department qualified in safeworking.
4. **Locomotive Head Signals.** The Royal train will be distinguished by the locomotive numbers and by the decorations on the leading locomotive.
5. **Tail Signals.** The regulation white disc by day and red lights by night must be carried on the rear of the last vehicle on the Royal train.
6. **SIGNALLING OF ROYAL TRAIN—**
 - (a) The Royal train must be dealt with as an Express Passenger train and signalled accordingly.
 - (b) **Double Line Block System.**—Permission must not be given for the Royal train to approach from the signal box in the rear until the "Train Arrival" signal has been received from the signal box in advance for the previous train passing over the line upon which the Royal train will run.
The "Train Arrival" signal for the Royal train must not be sent to the signal box in the rear until a telephone message has been received from the signal box in advance that the Royal train has passed that signal box and is continuing on its journey.
 - (c) **Electric Staff System.**—As far as practicable, an electric staff required for the Royal train must be obtained in accordance with the instructions contained in section iii, clause (c), Rule 3, Appendix V, Book of Rules and Regulations.
The "Train Arrival" signal for the Royal train must not be sent to the signal box in the rear until the Royal train has proceeded at least 400 metres beyond the home signal and is continuing its journey.
 - (d) **Three-position Automatic Signalling.**—The Signaller must not permit the Royal train to proceed until he has ascertained by telephone that the preceding train on the line over which the Royal train will run has passed the signal box in advance and is continuing its journey.
A train must not be permitted to follow the Royal train until the Signaller has ascertained by telephone that the Royal train has passed the signal box in advance and is continuing on its journey.
 - (e) When routing the Royal train between signal boxes in the Three-position Automatic signal areas, and when applying for Line Clear for the Royal train at all Block and Electric staff stations, the Signaller must inform the Signaller in advance by telephone message that the signal is for the Royal train. Signallers must exercise care in this regard so that there will be no doubt in regard to the train.
 - (f) **Automatic and Track Control System of Train Signalling on Single Lines pages 163—174 of the General Appendix.**—Before placing the Departure Signal at an Attended Station to Proceed for the Royal train, the Signaller must confer with the Signaller at the next attended station in advance and obtain his permission for the Royal train to enter the Single Line Section. Except in the case of the pilot train preceding the Royal Train, the Signaller at the station in advance must not give permission for the Royal train to approach from the station in the rear until he has a clear section in advance for the Royal train to proceed and arrangements have been made for the opposing signals to be kept at the "Stop" position.
The Train Controller must keep in touch with the Signallers at Attended Stations to ensure that the above instructions are strictly observed. In addition, the Train Controller must closely monitor the progress of the pilot train and Royal Train by the use of the Train to Base Radio.

- (g) **Single Line Crossing Stations.**—On a single line, should it be necessary for a train travelling in the opposite direction to cross the Royal train, such train travelling in the opposite direction must arrive at the Crossing station and be clear of the line on which the Royal train will run 10 minutes before the Royal train is due to pass the signal box in the rear and where the electric staff system is in force the "Is Line Clear?" signal for the Royal train must not be acknowledged until the train in the opposite direction has arrived in the station yard and is clear of the line over which the Royal train will pass.

The Officer-in-Charge must verbally inform the Driver of the standing train of the circumstances and instruct him not to allow the locomotive to move. The Officer-in-Charge must see that the train is clear of the line over which the Royal train will pass and that the hand brake in the brakevan is hard on and properly secured.

7. **Junction Stations.**—At junctions, a train which cannot be permitted to have precedence over the Royal train must not be allowed to approach from a conflicting direction until after the Royal train has passed. Signalmen at Junction stations and at stations adjoining a Junction station must confer with each other and with the Train Controller and arrange accordingly.
8. **Shunting Operations.**—Except where otherwise directed, all shunting operations must be suspended ten (10) minutes before the Royal train is due to leave the signal box in the rear and until it has passed.
9. **Security of facing points.**—Instructions respecting security of facing points will be issued by separate circular.
10. **Lever Sleeves.**—The instructions regarding the use of lever sleeves must be strictly observed and, in addition, when an interlocked signal governing facing points is placed at proceed for the Royal train the lever must be sleeved in that position until the whole of the train has passed over the facing points governed by such signal.
11. **Trains travelling on adjoining lines.**—Trains running in the same or opposite direction on a line adjacent to that on which the Royal train will run must be dealt with as follows—
- (a) Trains other than a passenger or rail motor train must not be allowed to travel through a section at the same time as the Royal train. They should be brought to a stand at the signal box controlling the entrance to the section through which the Royal train is expected to pass in sufficient time to allow Second Persons carrying out instructions contained in clause 12, and so remain until the Royal train has passed through the section.
- Where practicable, Goods trains on double or single lines are to be side-tracked to a track remote from the line on which the Royal train is to run at least 10 minutes before the Royal train is expected to pass the signal box in the rear.
- (b) Passenger and Rail Motor trains may be allowed to travel through sections at the same time as the Royal train but if running in the same direction they must travel at such speed as will avoid running alongside the Royal train for a longer period than is absolutely necessary.
- (c) When passing the Royal train on an opposing line, Passenger trains must run at a speed not exceeding 50 Km/h.
12. **Second Persons to examine loads of vehicles on trains.**—Second Persons of all trains which the Royal train may pass must, at the last stopping place, specially examine all vehicles on their trains and see that nothing is projecting or out of order.
13. Manager, Melbourne and Metropolitan Freight Yards and Manager, Regional Operations, South Western are to arrange, wherever practicable, for all vehicles to be cleared from lines immediately adjoining the line on which the Royal train will pass, and to see that at any place at which it is necessary to hold vehicles and an employee is not in charge, arrangements are made for them to be clear and secured and that no loading is allowed to project.
14. Officers-in-Charge must closely examine trains and vehicles on a line adjoining the line on which the Royal train will run and satisfy themselves that clearances are correct, that all doors of vehicles which cannot be cleared from sidings adjoining the running line are clear and properly secured, that all tarpaulins and lashings are properly secured, and that no loading is projecting before allowing the Royal train to pass.
15. Officers-in-Charge must arrange that loading and unloading operations are suspended 10 minutes before the Royal train is expected to leave the signal box in the rear and until it has passed.

16. Officers-in-Charge must arrange for all gates giving access to yards and sidings to be locked 30 minutes before the Royal train is due.
17. Platforms at country stations at which the Royal train is not scheduled to stop must be cleared of all persons except railway and police staffs on duty 15 minutes before the Royal train is due and be kept clear until it has passed.

At suburban stations, intending passengers may be allowed to enter any platform other than that adjoining the line on which the Royal train will run.
18. **Platform Equipment Water Column Jibs, Crane Jibs, etc.**—Special care must be taken to see that all movable platform equipment and water column and crane jibs are secured in a safe position and that any other matter requiring particular attention has been fully attended to. Barrows, or other similar vehicles must not be taken across the line on which the Royal train will run within 10 minutes of the time at which the Royal train is expected to pass.
19. **Level Crossing.**

All open public road crossings will be staffed by members of the Police Force.

Selected low clearance underline bridges over roads will be attended by members of the Police Force.
20. **Geelong-South Geelong Tunnel—**
 - (a) Arrangements will be made for the line through the tunnel to be inspected by a competent employee provided with hand signals and detonators prior to the passage of the Royal train to see that everything is in order.
 - (b) A competent employee provided with the necessary hand signals, will be placed at each end of the tunnel at least one hour before the Royal train is due to pass, so as to prevent any unauthorised person being upon the railway in or near the tunnel and will remain until the train has passed. Security Police will be on duty at each end of the tunnel.
21. **Uncoupling vehicles of the Royal train.**—Before any vehicles of the Royal train are uncoupled, the Guard must be in attendance at the point where the uncoupling is being done and satisfy himself that the operation is performed in a proper manner.
22. No trolley, tricycle or other track machine or any other equipment is to be permitted on the line within 30 minutes of the time the Royal train is due to pass.
23. Safeworking Inspectors placed at specified points are to arrange for the Royal train to have a clear run throughout the journey.
24. No one other than members of the Royal Party and holders of special passes will be permitted to travel by Royal train.

IT IS A GREAT HONOUR FOR V/LINE TO BE PERMITTED TO CONVEY HER MAJESTY, THE QUEEN AND HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH ON THIS ROYAL TOUR. IT ALSO IMPOSES A GREAT RESPONSIBILITY TO ENSURE THE SAFETY AND PUNCTUAL RUNNING OF THE TRAIN.

LET US ALL SHOW WE ARE WORTHY OF THE TRUST REPOSED IN US.

THE END.