

STN 120 / 07

DIAMOND VALLEY RAILWAY INC.

STN 120 / 07

Distribution: Stations, Signal Boxes,
Loco Depot, G42.

Office of Signal &
Telegraph Sup't.
Diamond Valley.
Phone Auto 243.
BMC:bc

26th November, 2007.

ASSOCIATION OF RAILWAY ENTHUSIASTS LTD.

In connection with the Social Visit of the above group on the date shown hereunder, the following arrangements will take effect:

SATURDAY, 1st DECEMBER, 2007.

The party is expected to arrive at the railway from 2.45 p m, and to cater for the group a special train service will be provided **from 3.00 p m to 9.00 p m**. The first train is to run empty cars ex Nillumbik Carriage Storage Sidings and form special passenger traffic from Meadmore Junction and be ready for departure from 3.00 p m.

Standby trains are to be prepared and made available for traffic as the demand warrants. **S.M Diamond Valley** to monitor and confer with the **Rolling Stock Superintendent & Special Trains Liaison Officer** to ensure that sufficient trains are available to meet traffic requirements.

To give maximum variety, special trains are to be routed via Inner Circle, Outer Circle, Up Local & Through Lines as locally arranged by the Signallers at Diamond Valley "B" and Meadmore Junction.

STAFFING & TICKET ARRANGEMENTS:

Passengers will hold specially printed tickets which are valid for all special trains running. These tickets are to be retained by the passengers, as souvenirs.

Rolling Stock Superintendent is to ensure that sufficient Engines and Carriages are available for traffic on the above date. **S.M Diamond Valley** to arrange Drivers and Guards.

Signal & Telegraph Sup't to arrange for the Signal Boxes at Diamond Valley "B" and Meadmore Junction being manned and "Switched In" from 2.45 pm until the conclusion of the above special services.

SPECIAL INSTRUCTIONS:

The Organisers are to arrange for a "Crossing Keeper" to be appointed at the Nillumbik Street PCR Level Crossing at the "Up end" of Meadmore Junction to control pedestrian traffic whilst the above Special Traffic is operating.

Special Instructions have been implemented for the Night Run and these are attached as a supplement to this circular. All concerned are to make themselves familiar with these "Rules".

ALL CONCERNED TO NOTE AND ARRANGE ACCORDINGLY.

Bruce. N. McCurry,
Signal & Telegraph Sup't,

Per: *BMC*

DIAMOND VALLEY RAILWAY INC

In accordance with the Book of Regulations & Operating Procedures (R & OP No.63), the following will apply in regard to Circular STN 120 / 07.

63. NIGHT RUN RULES :

1. Whistle Blowing:

No Train Whistle Blowing after 1700 Hours (5.00pm) except in an emergency.

In emergency situations only, Guards may use their mouth whistles as prescribed in the Book of Regulations and Operating Procedures (2004).

2. Torches:

Crew members working during the hours of darkness, are to bring their own torches.

3. Train Radios:

Train Crews should provide themselves with portable UHF-CB two-way radios, for use during the Evening "Night Run".

4. End of Train Markers:

All trains operating during the hours of darkness must carry red Tail-lights or "End of Train" markers, on the last vehicles of their trains.

5. Guard's Responsibility for Operational Marker Lights:

Guards are to especially ensure that these lights remain operational during the course of their shift. If Markers are not displayed, the train will not run.

6. Minimum Noise Levels to be observed:

Members are to ensure that all noise is kept to an absolute minimum, in consideration of our local neighbours directly opposite the Diamond Creek.

7. Partaking of Meals:

The partaking of all meals etc, during the night train running is to be undertaken in the Nillumbik Clubrooms.

8. Availability of Light Refreshments:

Tea, Coffee, Milk etc etc, are available at all times, in the Nillumbik Clubrooms.

**Issued by Order,
Committee of Management,
Diamond Valley Railway Inc.**

Night Run Rules doc