



*The Lochinvar collision of 19/8/59 consolidated the 2nd Engineman's position on the locomotive. The Lochinvar collision was shortly followed by a collision between a 46 Class light engine and a 19 Class at Illawarra Junction.*

*These two accidents led to the Railway Administration directing that engine room inspections by the 2nd Engineman which were then a regular routine, should be terminated.*

*With the Robertson collision which was to follow a few years after, a complete review of the operation of the Vigilance Control occurred, in which the Vigilance Control button was rearranged to the position it is currently found in on locomotives.*

