

-- SIGNALLING RECORD SOCIETY (VICTORIA) --

--- SOMERSAULT ---

May 1978. Vol 1. No 1.

Welcome to the first issue of *SOMERSAULT*, the journal of the Signalling Record Society (Victoria). The Publications Committee feel that the time is right to for a means by which members can 'record' the changes to the safeworking systems in Victoria at a time when main lines are being upgraded by the replacement of traditional methods, e.g. electric staff, with modern methods, e.g. three position signalling. The section from Ararat to Serviceton is scheduled for conversion to Centralised Traffic Control in the near future.

It is proposed to divide *SOMERSAULT* into three sections:-

a) Signalling alterations - extracts from official sources but members are invited to send observations to the editor.

b) Historical or Technical articles - members wishing to put pen to paper and contribute to this section will be most welcome. Already to hand is an article on track circuits and their application to two-position signals, which will appear soon. In this issue is an article on Baddaginnie.

c) Tour Reports and other information for members - this section will cater for members who have any queries about signalling or safeworking. Answers will be published in this section or may form the basis of a short article for section B.

ARCHIVES SECTION

The committee have undertaken to take charge of the archives collection for the time being. Grateful thanks are due to Robert Weiss for his help in the initial organisation of the collection and to other members for donations. The collection has many diagram of signalling arrangements, signal box diagrams, circuit diagrams and some written material of historical interest. An index is in the course of being compiled and will be circulated to all members in the near future. Donations to the archives collection may be brought to any meeting or sent to 20 Alfred Street, Seymour.

PHOTOGRAPHS

It is proposed, if the demand exists, to publish copies of signalling diagrams for sale to members. Some diagrams may be direct copies of official diagrams but due to production problems, some will be hand drawn. A list of diagrams for sale, including prices, will be circulated to members with each issue of *SOMERSAULT*. It is expected the price to be around 20 cents with distribution being at the meetings, but on payment of the postage fee, by mail in a stout mailing tube.

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SIGNALLING ALTERATIONS

18. 1.1978 LOCH. Disestablished as an electric staff station, the section becoming Nyora-Korumburra. The home signals and plunger locks were abolished and staff locks provided on the main line points in lieu. No 2 road was removed.
- WN 4/1978 MALMSBURY. Now only switches in as arranged by Train Control. (Malsmbury is noted for the unusual finial adorning the down starting signal-Ed.)
25. 1.1978 BROADMEADOWS. The boom barriers were abolished although Camp Road level crossing has been closed for some time following the opening of the overline bridge late in 1977.
24. 1.1978 FRANKSTON. Co-ordinated traffic lights were provided at Beach Street level crossing. Co-ordination apparatus is provided in the signal box.
6. 2.1978 RAVENHALL SIDING. This siding has been closed and the junction points in the South line on the down side of Deer Park have been removed. Dwarf signal "B" and the low speed signals on posts 6 and 18 have been abolished. This siding was opened on 9.12.1943 for defence purposes but was little used in later years. In electric staff days, the junction was worked from an annett locked ground frame (this frame also controlled the down end points of the crossing loop at Deer Park) the key of which was normally kept secured in the frame at Deer Park.
13. 2.1978 MACORNA. Disestablished as electric staff station, the section becoming Pyramid-Kerang. The home signals and plunger locks have been retained.
20. 2.1978 TALLAROOK-YEA. Section now worked by staff and ticket in lieu of large pattern electric staff. The sections beyond Yea were so converted late in 1967.
26. 2.1978 VIADUCT JUNCTION. A new signalling diagram No 3'78 was issued and diagram No 23'76 was cancelled. Issued in connection with track and signalling alterations at the up end of platforms 13 and 14.
7. 3.1978 ALLANSFORD. Disestablished as an electric staff station, the section becoming Panmure-Warrnambool whilst the long section remained Terang-Warrnambool. The home signals and plunger locks have been retained. Panmure and Allansford shared the distinction with Pomborneit and Pirron Yallock of only being able to switch in or out together, rather than separately like Jung and Dooen, where Dooen depends on Jung being already switched in. Pomborneit was disestablished in 1967.
- WN15/1978 DYSART-SEYMOUR. A new signalling diagram No 4'78 was issued and diagram No 4'68 was cancelled. The diagram was issued to show the up to date situation following a number of small alterations in the area since 1968.

21. 3.1978 OFFICER. Flashing lights have been installed at Station Road level crossing together with an additional automatic signal, controlled from the panel at Pakenham, for stopping or express conditions. The signal is D 1632. New signalling diagram No 20'77 replace diagram No 2'75.
3. 4.1978 SOUTH KENSINGTON. Track and signal alterations at the rear of the signal box on the goods lines. The points have been renewed insitu but certain signals have been relocated.
5. 4.1978 ARARAT. The up end staff locked points at the Shell Oil Company siding have been abolished.
6. 3.1978 KERANG. The ground frame and rodded connections removed. The crossover from the Koondrook line to the platform was removed. A plunger lock has been provided on points H. A notice board lettered "STOP UNTIL AUTHORISED BY SHUNTER TO ENTER STATION YARD" provided at the site of the now removed Koondrook line arrival home signal.
4. 4.1978 WOODEND. No 18 points and disc on post 10 (lever 37) have been removed.

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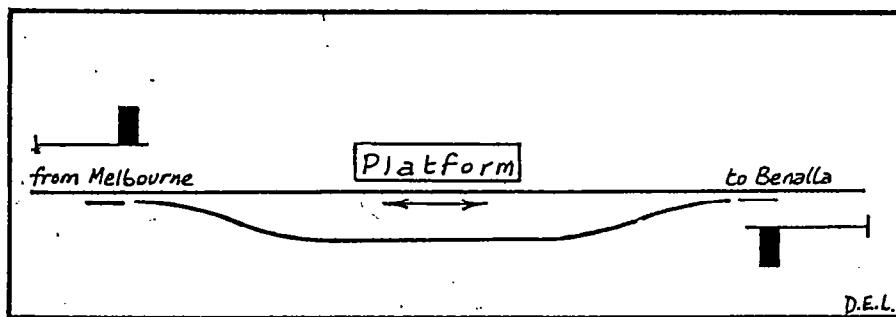
V.R. SIGNALLING HISTORY
No 1. BADDAGINNIE
by Jack McLean.

When the staff and ticket was introduced on this line in 1873 (the first on the V.R.), the crossing stations north of Seymour were Longwood, Benalla, Wangaratta and Chiltern. By 1883 the crossing stations numbered 11 - Mangalore, Avenel, Euroa, Violet Town, Glenrowan, Springhurst and Barnawartha being added. Baddaginnie (1890-1895 & 1897), Locksley (1905), Creighton (1908) and Balmattum (1916) followed. This was probably the peak because the crossing loops which were built at Mokoan, Taminick, Boralma and Franklin in 1940, were removed in 1947 without having been used for any purpose at all.

Since the opening of the standard gauge line, Balmattum (25.7.1965), Creighton (29.7.1965) and Locksley (1.4.1973) have been closed as staff stations, and this put the crossing station position back to 1897 when Baddaginnie became a staff station for the second time. Logically, Baddaginnie should have been the next to close.

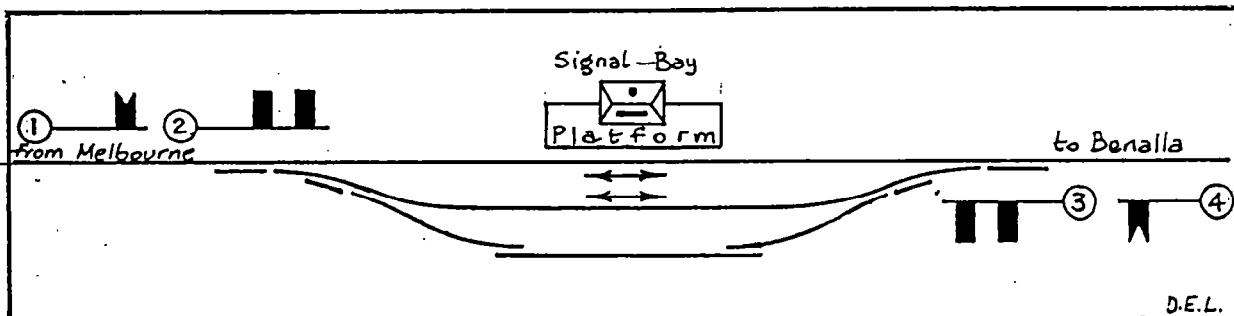
And close it did, on Tuesday 2 May 1978.

When the line opened from Violet Town to Benalla on 18.8.1873, there was no intermediate station and when the staff and ticket system was introduced, Longwood-Benalla (36.5 miles) was one of the sections. Violet Town is shown as a staff and ticket station for the first time in the Working Timetable dated 2.2.1875 and Baddaginnie was opened as an intermediate goods siding on 19.6.1882 and a passenger station on 3.7.1882. On 28.7.1885 (in the days before staff locks) a six lever interlocking frame was installed controlling presumably a home signal, lockbar and facing point at each end of the two ends of the loop goods siding (Diagram 1).



On 7.5.1890 Baddaginnie was opened as a staff and ticket station dividing the 15.75 mile Violet Town to Benalla section and the new 20 lever interlocking frame controlled the distant, two-armed home signal, the points and lockbar from main line to crossing loop, and the points and lockbar from crossing loop to goods siding at each end of the yard (Diagram 2).

In July 1895, it was closed as a staff station and the section once again became Violet Town-Benalla. The interlocking remained but it was secured by an annett lock (one of the first

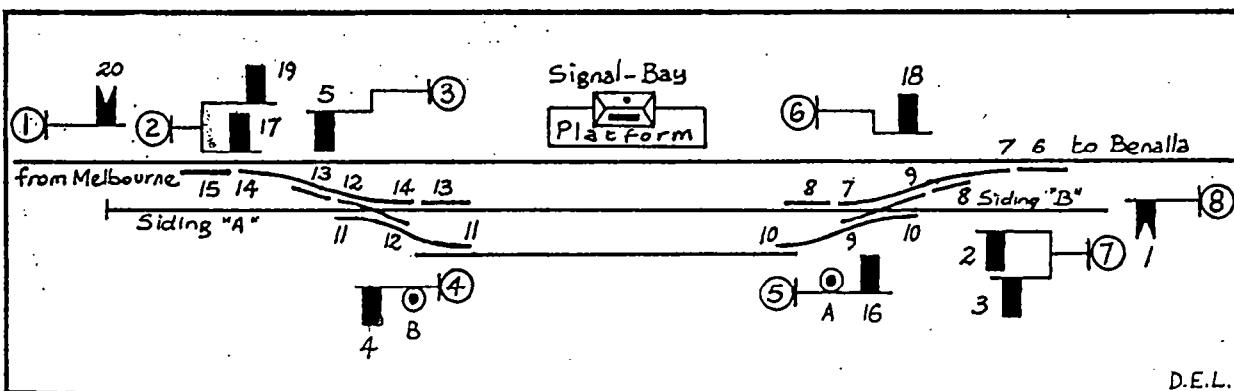


on the V.R.), the key to the lock being attached to the Violet Town-Benalla train staff.

The station was worked by one man but the telegraph remained and the station was used as a block post for trains on ticket.

On 22.2.1897 the working on the Violet Town-benalla section was changed from staff and ticket to electric train tablet but no information is available about the method of working Baddaginnie for the next two months. Perhaps the guard had to carry an annett key; it certainly couldn't be attached to a tablet!!

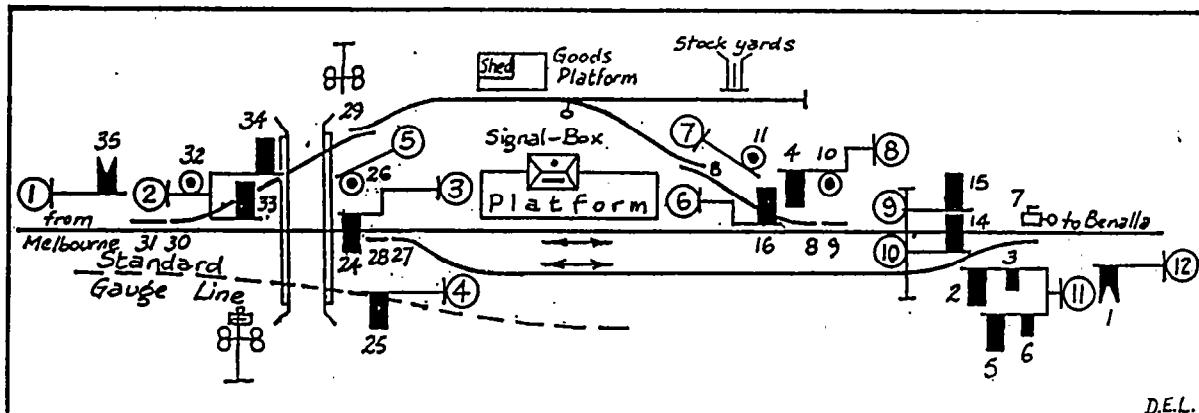
On 28.4.1897 Baddaginnie was made a tablet station and the exisiting interlocking and signals reverted to that of a normal single line crossing station. To accommodate longer trains, the crossing loop was extended to dead ends at both ends on 11.8.1908 and the departure of trains signalled from the crossing loop (Diagram 3).



Tablet working was changed to miniature electric staff on 21.10.1913, the stations was track locked on 15.5.1924 and automatic staff exchangers installed in July 1926. Apart from the lop-bracket departure home signals from No 1 road in each direction, which were brought into use on 13.7.1939 necessitating the provision of two additional levers, no alterations appear to have been made to the signalling arrangements until just before the standard gauge line was constructed.

On 5.6.1960, in order to make room on the upside of the broad gauge line for the new standard gauge line, the goods siding was relocated to behind the passenger platform. At the same time, the crossing loop was extended at the down end and the points were now motor operated. The dead end extensions of the

previous crossing loop were removed and the 20 lever rocker frame was replaced by a 35 lever tappet frame located in an elevated signal box attached to the down end of the station building (Diagram 4). Provision was made in the lever arrangements for closing facilities to be added but they were never were, and the closing lever remained unworked all its life.



This layout remained unaltered until closure when all signalling facilities were removed and all points spiked pending removal. The station remained open to passengers until 7.5.1978 when, with the introduction of the Winter Timetable, it was closed completely.

