-- SIGNALLING RECORD SOCIETY (VICTORIA) --

-- SOMERSAULT --

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Deadline for the November 1978 issue is 22 October 1978.

Readers will note that this issue is a little slimmer than the last issue and this is due to the elimination of the supply of articles for publication. Readers are urged to submit short articles for publication in future issues.

ARCHIVES NEWS

The Archives have not yet moved into its new room as yet but hopefully this will occur in the near future. The previous occupant has not yet fully moved out of the room. When the move is complete, the disorganisation to the plans service will be removed and future orders will not suffer the delays presently being experienced. There are still copies available of the diagrams advertised in the previous issue of *Somersault*.

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SIGNALLING ALTERATIONS

WN 25/1978 PIRRON YALLOCK. Now only switched in as required.

WN 25/1978 CARLESRUHE. Now only switched in as required.

11. 6.1978 FLINDERS STREET E BOX. Points 881 and 882U were relocated one metre in the down direction.

13. 6.1978 ARMADALE. Up and down home signals were converted to automatic signals F225 and F230.

18. 6.1978 LALOR. The control panel was relocated to the new station building.

21. 6.1978 MASSEY. The up end staff lock was replaced by an annett lock with a staff/annett key exchanger. This permits the flashing lights at the Sunraysia Highway to be switched to manual during shunting operations.

WN 26/1978 NORTH GEELONG. New signalling diagram No 5'78 became effective and diagram No 8'73 is cancelled.

WN 27/1978 CHILTERN. No 4 road and adjacent goods platform have been abolished.

22. 6.1978 VIADUCT JUNCTION-FRANKLIN STREET. The Clayton Fog signalling machine for the down main suburban line was abolished.

25. 6.1978 FLINDERS STREET E BOX. Points 671 and 684 were relocated 58 metres in the up direction. (No 684 forms the up end of the double compound adjacent to No 882.)

27. 6.1978 CLARKEFIELD. The up distant signal was electrically lit and provided with a signal repeater.

27. 6.1978 WINCHELSEA. Switching instruments removed and the station is now a permanent staff station.

29. 6.1978 BIRREGURRA. Switching instruments provided. Also may be opened as a Composite Electric Staff Block Post in the Winchelsea-Colac section when switched out.

29. 6.1978 VICTORIA DOCK. Flashing lights at level crossing Area 22 were removed.

2. 7.1978 GARDENVALE. B350 was moved 110 metres in the up direction.

2. 7.1978 FLINDERS STREET E BOX. Crossover No 675 was moved 58 metres in the up direction.

5. 7.1978 LINTON JUNCTION-WINDERMERE. Flashing lights provided at Ring Road (125.5km).

WN 28/1978 MANGALORE. New signalling diagram No 10'78 became effective and diagram No 6'61 was cancelled.

6. 7.1978 UPPER FERNTREE GULLY. The Council Siding and associated signalling was abolished.

9. 7.1978 MACLEOD. Up home signal post 9 was relocated to the right hand side of the line.

9. 7.1978 VIADUCT JUNCTION-FRANKLIN STREET. Signal bridge and automatic signals E58 & W57 were replaced by a new bridge 40 metres in the up direction. The automatic signals thereon are numbered E56 & W57.

9. 7.1978 FLINDERS STREET A BOX. Signalling diagram No 17'77 became effective and diagram No 11'76 was cancelled. Track and signal alterations associated with the abolition of crossover 228. Down movements are now not available from No 8 road towards the South Viaduct line.

WN 29/1978 LINTON. Guard in charge of safeworking unless trains are to cross.

10. 7.1978 TALLAROOK. Mixed gauge diamond leading to the Yea line was abolished. Points 21 abolished and points 27 spiked normal. RH disc on post 12, RH disc on post 11, and arm and RH disc on post 17 abolished. The respective levers sleeved normal.

18. 7.1978 MITIAMO. Closed as an electric staff station, the section becoming Dingee-Pyramid. The home signals and plunger locking have been retained.

WN 31/1978 BIRREGURRA. Regularly switches in on Fridays from 6pm until the up and down Warrnambool passenger trains have cleared. These trains cross at Birregurra on Fridays.

23. 7.1978 FLINDERS STREET A BOX. Points 245 relocated 60 metres in the up direction and provided with clamp locks. Former plungers 244 and 249 abolished and their levers worked as pilot levers. Post 20 moved 6 metres in the down direction.

24. 7.1978 AIRCRAFT SIDING. Switchlock circuits abolished.

25. 7.1978 BERRIWILLOCK. Up home signal E and signal quadrant removed. Pilot lever with bar and padlocks provided inlieu.

27. 7.1978 AIRCRAFT SIDING. Main line points removed and siding abolished.

30. 7.1978 VIADUCT JUNCTION-FRANKLIN STREET. Down main suburban line slued to new alignment and signals W63 and W67 relocated to ground masts.

WN 32/1978 MANGALORE. Flashing lights at Hume Highway level crossing on the Army Siding placed out of use due to accident damage.

2. 8.1978 WARRAGUL A BOX. A mechanical detector has been provided on No 19 points and detects the points reverse when the disc on post 7 (lever 20) is cleared.

WN 33/1978 NORTH MELBOURNE-KENSINGTON. Essendon Suburban lines have been renamed the Broadmeadows Suburban lines.

11. 8.1978 ERWEN, WANALTA and KOYUGA. Main line points abolished and siding removed.

WN 34/1978 ARMSTRONG. Now only switches in as required.

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V.R. SIGNALLING HISTORY

In past issues of *Somersault* we have published brief signalling histories of Baddaginnie, Harcourt and Ringwood Brick Siding. This section has been started to enable articles of this nature to be grouped together in the Newsletter. The articles published under this title do not claim to be complete and additional information regarding any of the stations or signal boxes covered here. In this way, the S.R.S.V. will be able to build up a collection of reasonably complete series of histories, Members are also urged to write for this section even if you do not feel that you have covered much because it may prompt someone else to add to it. We will be particularly interested in any article about a station or signal box that has been closed or altered drastically, e.g. Macorna closed on 13.2.1978 and Mitiamo closed on 18.7.1978.

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V.R. SIGNALLING HISTORY
No 4 TOORADIN
by Jack McLean.

Tooradin was opened as the terminus of the first section of the "Great Southern Line" on 1 October 1888. It remained a staff & ticket station after the line was extended to Loch on 11 November 1890 but was reduced to a simple wayside siding on 10 August 1891. The home signals, one in each direction, were retained until the advent of large electric staff between Cranbourne and Clyde on 14 July 1899, when, with the provision of staff locks, the home signals were removed.

When the heavy coal traffic from Wonthaggi commenced running, the section between Clyde and Cranbourne became a bottle neck and thus Tooradin was opened as an electric staff station on 30 February 1910. The staff locks were removed and plunger locking, together with up and down home signals, were provided in-lieu.

On 6 May 1943, switching facilities were provided so that during quiet periods the original electric staff section Cranbourne-Clyde could be worked with attendant staff economies. The long section became Cranbourne-Koo Wee Rup on 9 July 1961 when Clyde was closed as an electric staff station.

In about 1967, Tooradin was 'closed' as an electric staff station but the instruments were never removed and during the next 11 years, was switched in on rare occasions but as the instruments gave a bit of trouble due to lack of use, this practice was kept to a minimum.

Final and permanent closure as an electric staff station cam on 12 April 1978 and to enforce the closure this time, the instruments and home signals were removed. No 2 road was also abolished and staff locks fitted to the main line points.

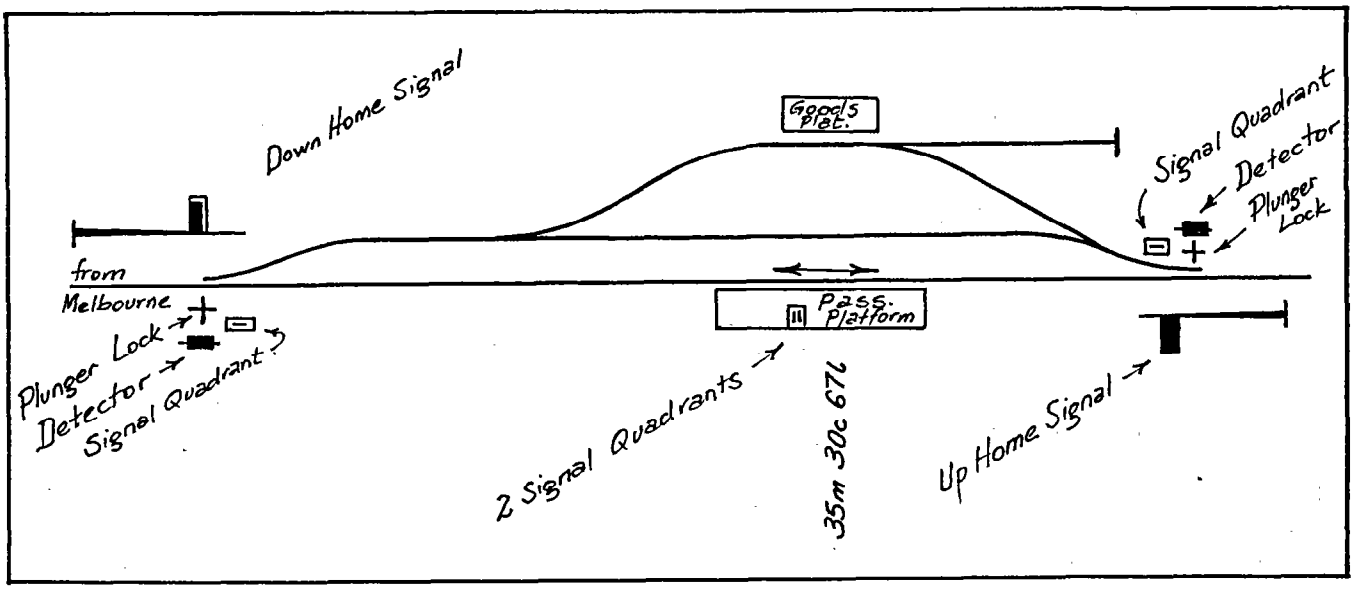

Diagram of Tooradin - 1929.

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V.R. SIGNALLING HISTORY
No 5 BEVERIDGE
by Jack McLean.

On 18 April 1872, the line was opened from Essendon to Schoolhouse Lane and was extended to Seymour on 26 August 1872. The original stations were Wallan Wallan, Kilmore and Sunday Creek (later Broadford). Beveridge, together with Donnybrook, was opened on 14 October 1872 and had a platform on the down side opposite the crossing loop. An article in the A.R.H.S. Bulletin years ago showed the goods siding at the up end of the station adjacent to the platform but it was most likely provided at the down end in common with the other stations on the line and remained on this site until closure.

Train running according to the timetable was superseded by staff & ticket working on 17 December 1873 with the section being Essendon-Wallan plus others further on. Craigieburn was opened as a staff station on 1 December 1874 but the traffic built up to such an extent that the line quickly reached saturation point and duplication of the line became a necessity. Just prior to the duplication, both Donnybrook and Beveridge were opened as staff stations but it was most probably to assist with the operation of ballast trains on the new line. The duplication between these stations was opened for traffic on 15 October 1883.

Until the extension of the double line to Wandong Ballast Pits (Mathison's Siding), a six lever interlocking frame was in use at Beveridge and presumably controlled the end of double line points, lock bar and four signals, other points at Beveridge being non-interlocked and secured by hand locking bars.

Block telegraph working, using Morse instruments, was being used over certain sections as early as 1878 in conjunction with the staff & ticket. With duplication, block working was probably retained and by late 1886, Winter's Block Telegraph instruments were provided, the 1888 General Appendix showing them in use right through to Mangalore.

Beveridge Station.

10 Engineer's Diagram No. 861/00, showing Lines of Way and Interlocked Points and Signals to be brought into use on Tuesday, 2nd October, 1900.

Copies of above Diagram to be posted in Engine Sheds, Signal Boxes, Offices, and Rooms used by employes.

Semaphore Post.	Particulars.	No. of Whistles.	Description. Long.	Short.	Long.
No. 1	Down Distant Signal	One	1	—	—
No. 2	Down Home Signal	One	1	—	—
No. 3	Up Starting Signal	One	1	—	—
No. 4	Down Home Signal	One	1	—	—
No. 5	Up Home Signal	One	1	—	—
No. 6	Down Starting Signal	One	1	—	—
No. 7	Up Distant Signal	One	1	—	—
	Note 1.—There is a Point Indicator attached to Points leading from Up Line to Siding	Two	1	1	—
	Note 2.—There is a Point Indicator attached to Points leading from Siding to Down Line	Two	1	1	—
	To and from Up and Down Line	Three	1	3	—

Amend Appendix page 243.

Figure 1. Book of Signals listing - 1900.

As already mentioned, the signals at Beveridge were non-interlocked from duplication. Six signals were provided at this time - distant, home and starting in each direction and they were worked from pull-over quadrant levers on the platform. It should be noted that there were no facing points and so hand locking bars were deemed suitable on the trailing points in the main line. An additional signal was provided during 1900 and was located at the down end of the down platform protecting the connections to the goods sidings. The non-interlocked era finished on 2 October 1900 when a 12 lever rocker frame was provided in the new station building on the down platform.

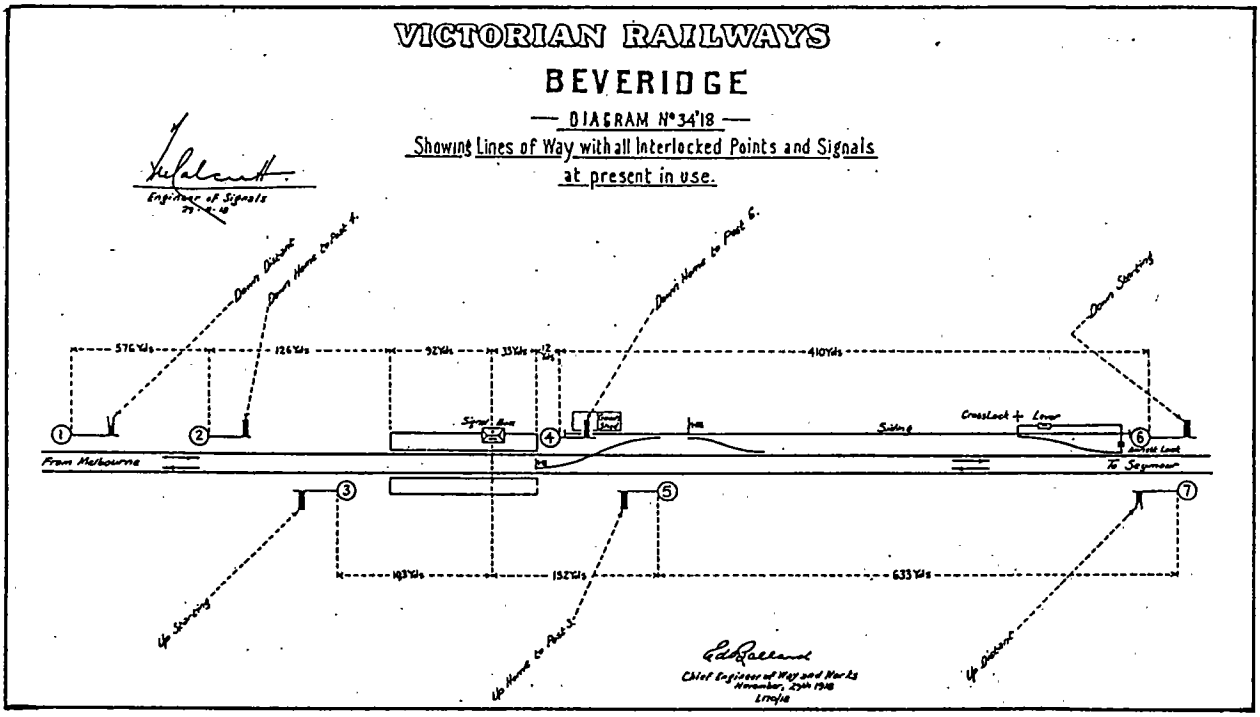

Figure 2. Litho diagram for Beveridge - 1916.

It appears that Beveridge ceased to be a block post around 1901 and is not mentioned in the 1908 Block Notes but by 1916 the Working Timetable informs us that Beveridge was switched in on a daily basis.

After the opening of the standard gauge line, traffic diminished to the extent that Beveridge was switching in for shorter periods until Weekly Notice No 44 of 1975 announced that Beveridge will only switch in as required.

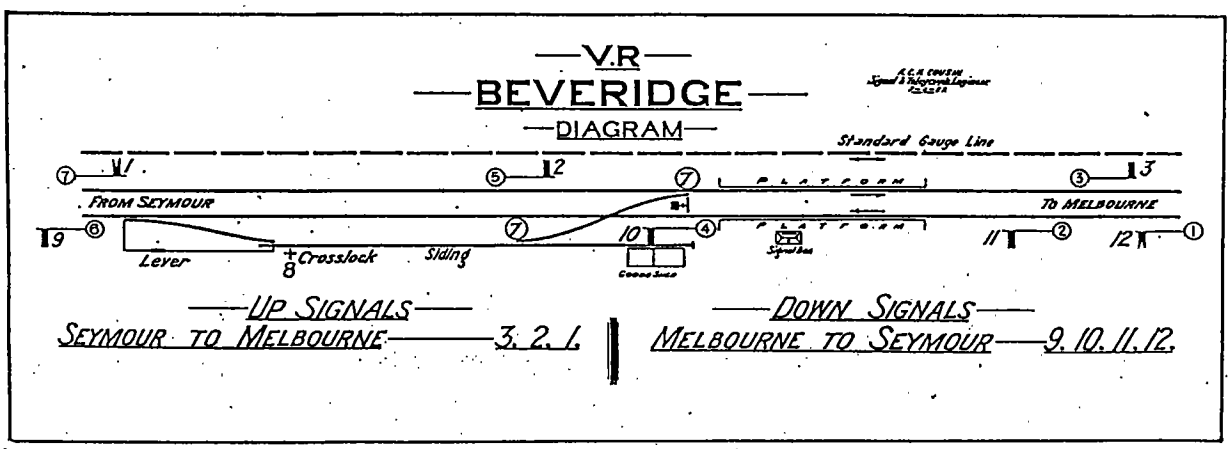

Figure 3. Signal Box Diagram - 1967.

The intermediate crossover between the goods siding and the down line was removed on 4 April 1967 and the signal box diagram reproduced here as Figure 3 shows the layout at that time. The interlocking sketch for the period is shown as Figure 4.

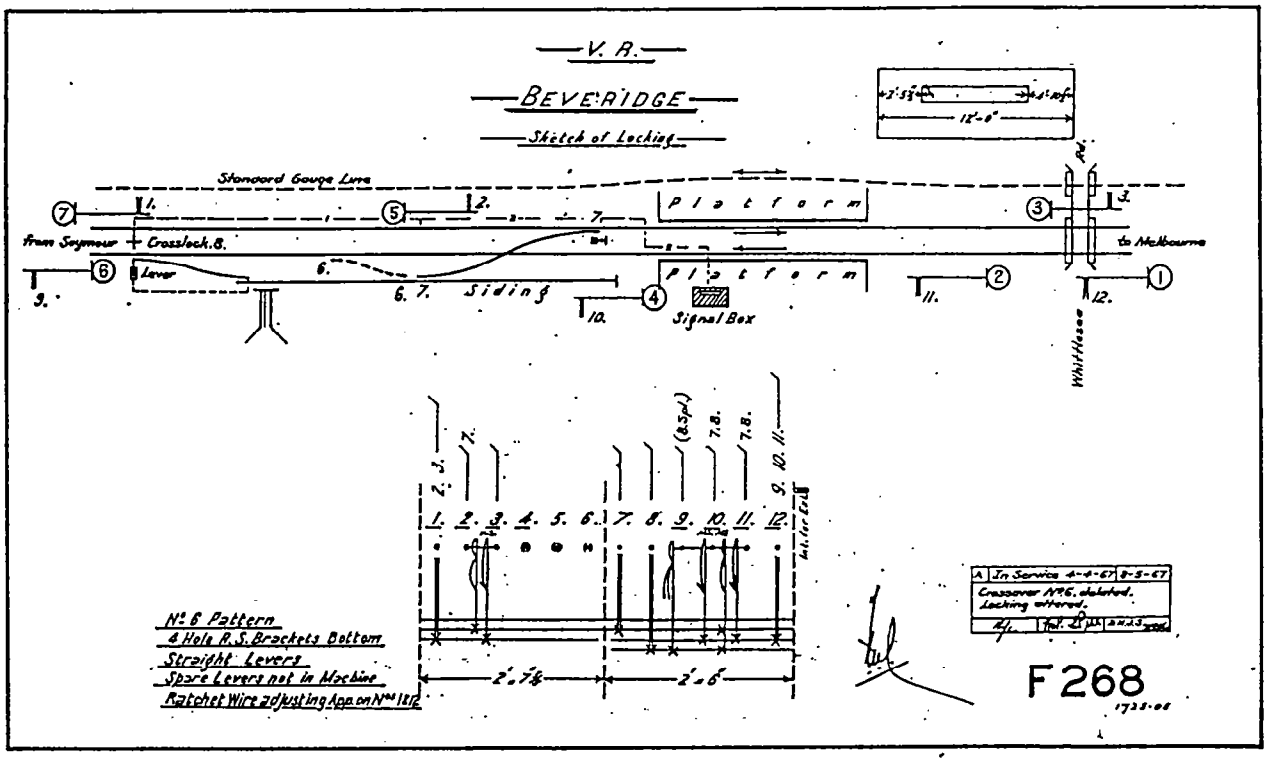

Figure 4. Interlocking Sketch for Beveridge.

The up end connection between the siding and the up line was severed with the removal of the diamond crossing over the down line on 1 July 1977 and until complete closure, the only access to the siding was via the crosslocked connection at the down end of the siding.

All signalling facilities were removed on 3 May 1978 and the station building was demolished, a 'Mallee' shed taking its place. Today Beveridge stands on top of the wind swept hill, still open for passengers. A few hardy souls board the trains here but with the continued spread of suburbia perhaps the future is secure.

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STANDARD GAUGE C.T.C. LOCATIONS

Each location on the standard gauge line between West Footscray and Wodonga Loop, that has points and signals worked directly from the C.T.C. panel at Spencer Street, is allotted a location number. This number must be selected by the C.T.C. operator before a movement can be made at that location. The number appears on signal post numbers in the field so that employees speaking to control can quote the correct location, the location number being the top number, the bottom number being the actual signal number, e.g. $\frac{12}{U6}$ is the down departure home signal signal from No 2 road at Donnybrook Loop. The locations below are those that are or have been in use since the installation of the C.T.C. although some are now not in service.

No.	Location	No.	Location
01	West Footscray Junction & Munistone Grade Xing.	19	not used
		20	Tallarook Loop & Grade.
02	Sunshine Loop & Grade.	21	Seymour Grade Xing.
03	Albion Junction.	22	Seymour Loop.
04	McIntyre Loop.	23	Mangalore Grade Xing.
05	Albistore Grade Xing.	24	not used
06	Tullamarine Loop.	25	Longwood Loop.
07	Jacana Junction.	26	not used
08	Broadmeadows Grade Xing.	27	Violet Town Loop.
09	Somerton Loop and Grade.	28	Benalla Loop & Grade.
10	not used	29	Glenrowan Loop.
11	not used	30	Alumatta Loop & Wangaratta Grade Xing.
12	Donnybrook Loop.		
13	not used	31	Bowser Grade Xing.
14	not used	32	not used
15	Wallan Loop.	33	Chiltern Loop.
16	Kilmore East Grade Xing.	34	not used
17	Broadford Loop.	35	Wodonga Loop.
18	not used		

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