

Diggers Rest

DIGGERS REST (20 1/4 MILES)

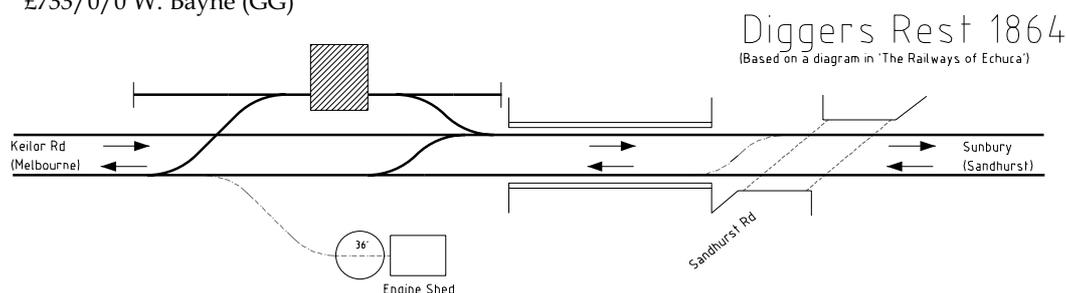
Diggers Rest was opened with the line and, for a short time, was the effective terminus as most traffic would have transferred to the Bendigo road. However, this status only lasted until 1861 when the line was extended to Woodend. Subsequently Diggers Rest was, and remains, a minor station. Block working was introduced by 1890, but Diggers Rest was effectively closed as a block in 1894. Until 1913 it was generally only opened as a Block post during the busy season and when the siding was being shunted. Despite this, the station was interlocked in 1902. A new frame was provided in 1928 in conjunction with the provision of interlocked gates at the level crossing. The gates were replaced by boom barriers in 1982 and Diggers Rest was, once again, a switching block post. The goods siding was removed in 1989 and the remaining crossover in 1992.

10.02.1859 Opened for passengers with line (VR62)

(26.07.1859) Contract let for erection of goods shed for £3309/11/11 William Murray & Co (GG)

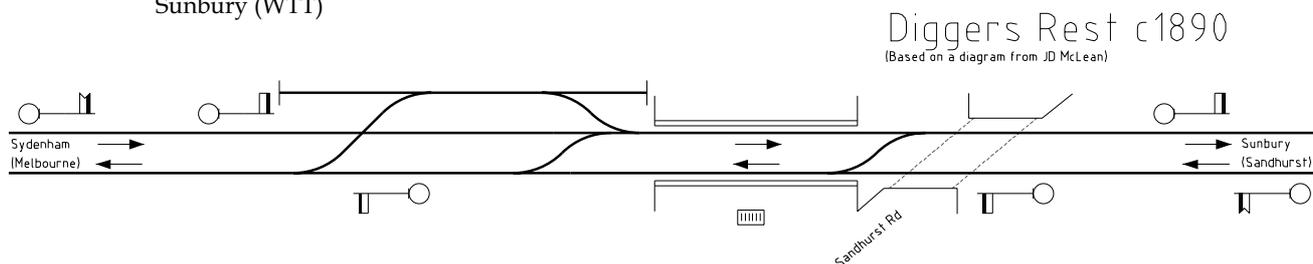
(20.03.1860) Contract let for lease of refreshment room to Spiers & Pond (GG)

(25.07.1862) Contract let for removal of portion of Goods Shed to Gisborne, where it is to be re-erected with additions. £733/0/0 W. Bayne (GG)



(04.12.1866) Contract let for removal of goods shed to Sunbury. £407/11/6. George Wright & Co (GG)

(11.08.1890) Block working (Winters instruments) introduced (since 1.10.88) with sections Sydenham - Diggers Rest - Sunbury (WTT)



01.09.1894 Closed as block post (but apparently switches in for goods traffic). Crossover from Up line to Goods siding spiked. (WN 9)

(09.05.1898) To allow trucks to be picked up or put off, Diggers Rest will remain switched in daily till 0930 Up Goods has cleared Sydenham (WN 45)

(01.07.1898) Switched in for 0855 Down Pass (which forms 0955 Up). Upon arrival the engine will be crossed to the Up side and will tail rope train clear of crossing. Engine to then couple up and haul train to Up platform where it will depart at 0955. Crossover must be locked at both ends before block is switched out, and SM is responsible for the safe custody of keys. Will remain switched in until 0930 Up Goods clears Sydenham; this train to do shunting at Diggers Rest. Trucks for Diggers Rest on Down trains to be taken to Sunbury and returned by 0930 Goods (GA)

04.11.1898 Green lights provided in lieu of white in signals. (WN 17)

(02.01.1899) In future goods work on Down to be done by 0642 Goods. Goods work on Up to continue to be done by 0930 Goods (WN 27)

b01.07.1899 Distant/Home/Starting in each direction (SNIP)

(02.07.1900) Goods work on Down to be done by 0842 or 1220 Goods, on Up by 0900 Goods (WN 1)

(???.?.1902) Special instructions the same as in 1898, except that Goods work on the Down is by 0652 Down goods (GA)

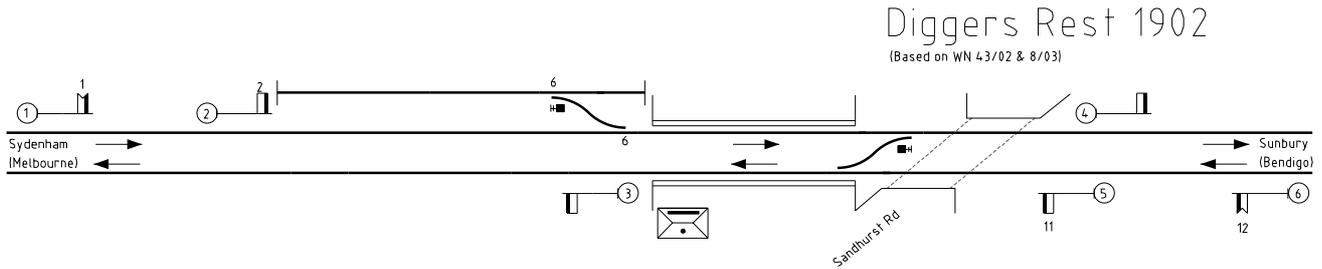
Victorian Signalling Histories No 8

Copyright 2001, Andrew Waugh. Non commercial reproduction is permitted. Corrections and additions welcome. Please contact the author at 25 Grieve St West Macleod VIC 3085.

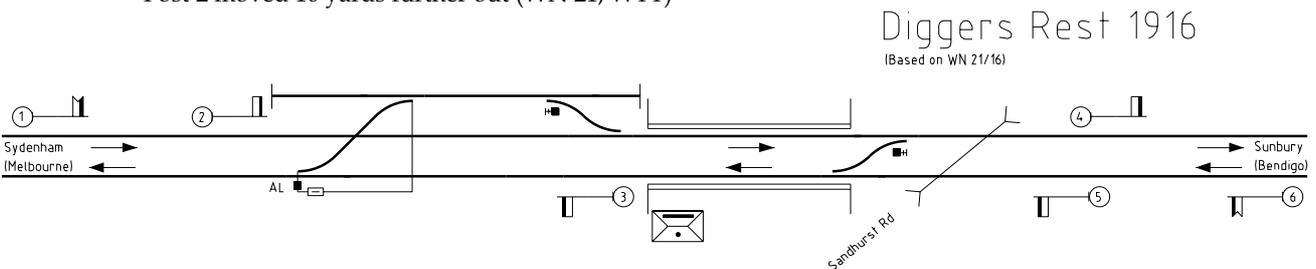
Copyright 2001, Andrew Waugh

Version 1.1 (September 2001)

22.10.1902 Interlocked. Diagram 884'02 issued. Signalbox provided on Up platform with 12 lever frame working (6 signal levers, 2 point levers, 4 spare). (WN 43, SNIP, IR)



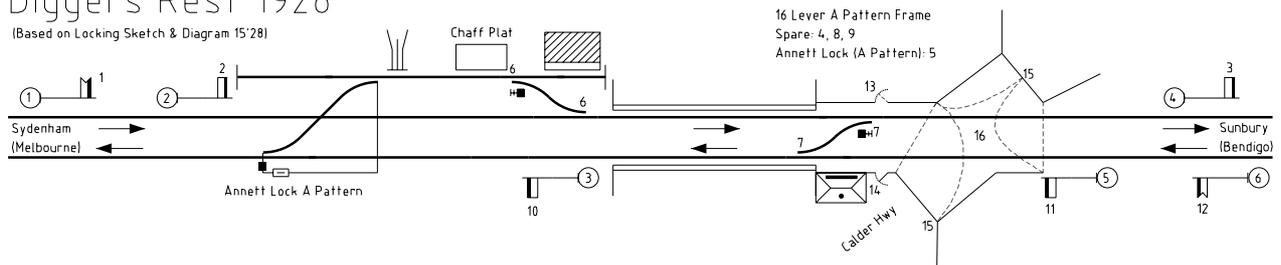
- 18.02.1903 Disestablished as Block post (WN 7)
- 24.02.1903 Caretaker provided, supervised by Sydenham. Crosses fixed to Up and Down Starting Signals. Home and Distant signals to be worked as usual and lit at night. Main line crossover secured normal by Annett Lock. Up trains with trucks for Diggers Rest to take them on to Sydenham. (WN 7, 8, SLR I)
- 01.12.1904 Caretaker finishes duty at 1800. Lamp with Red flap provided so that passengers may signal to 1830 Up. Guard to extinguish lamp & book passengers. (WN 48)
- (16.10.1905) No 15 Gates replaced by cattle grids (probably gates at Diggers Rest - these were removed by 1909 PCR Book) (WN 42)
- (01.02.1908) Guard responsible for working of signals, points, and scotch blocks. Main line crossover secured by Annett lock; key held by Superintendent of Goods Train Service. Only Down trains to shunt. Caretaker goes off duty at 1800 (or 1830 on Saturdays). (GA)
- (05.12.1910) Open as block post from 2000 to 0400 the following day. All signals working. Continues to be worked under Caretaker conditions, however Annett Key for Crossover will be kept by Officer in Charge instead of SGTS. It must be removed from frame and secured when OiC off duty (WN49)
- (26.06.1911) Closed as block post. Starting signals crossed. Annett key returned to SGTS (WN 26)
- (27.11.1911) Open as a block post Monday - Saturdays 2000 to 0400 the following morning. Annett key held by employee responsible for Block working (WN 48)
- (07.07.1913) Closed as block post. Starting signals crossed and Annett key returned to SGTS (WN 27)
- (11.08.1913) Open as a block post from 0100 to 0800 (Mon), 2000 to 0800 following morning (Mon - Fri). Annett key returned from SGTS. All signals working (WN 22)
- (b??..12.1913) Not listed as a block post, but notes in WTT state that Diggers Rest is open as a block post in the busy season (as published) Mon 0600-0800 & 2200-2400, Tues-Fri 0001-0800 & 2200-2400 & Sat 0001-0800 (WTT)
- (01.12.1913) Special instructions as in 1908 when not open as Block Post. When open as a Block Post, Annett Key to be held by employee in charge of Block working (GA)
- (29.03.1915) SM provided (WN 13)
- (22.05.1916) Reopened as Block Post; switched in weekdays 0530 to 0100 next day. Special instructions cancelled. Connection provided at Up end between Siding and Up main line; main line points are rodded to points in siding and secured by Annett lock with key kept in duplicate lock in frame. Annett lock removed from main line crossover? Post 2 moved 10 yards further out (WN 21, WTT)



- 06.10.1924 Post 3 moved 170 yards further out (WN 41*)
- (08.12.1925) By this date Block Terminal on the Down (probably since 1922) (WN 49)
- 20.08.1928 Interlocked gates and wickets provided at Down end. New signalbay erected adjacent, replacing old signalbay on Up platform. New 16 lever frame provided. Now a block post for all trains (WN 35, IR, LS)

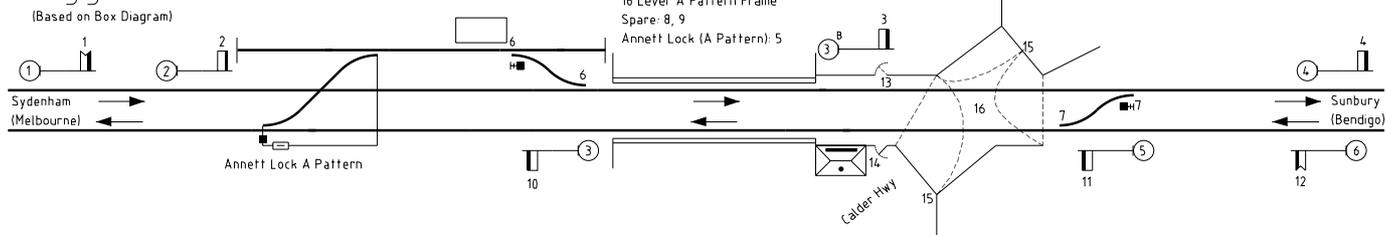
Diggers Rest 1928

(Based on Locking Sketch & Diagram 15'28)



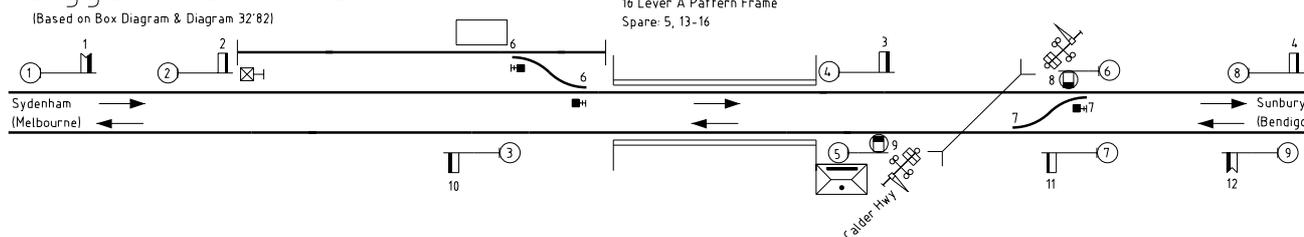
- 07.05.1929 Post 1 relocated 135 yards further in (WN 20*)
 (15.04.1930) SM removed (WN 15*)
 (01.06.1937) Siding for Schutt & Barrie provided. Dead end leading from siding near Stock Race. 800 feet long. Scotch block provided at clearance point. (WN 22)
 (11.02.1941) Schutt & Barrie siding dismantled (WN 6)
 11.11.1942 Post 5 moved 50 yards further out (WN 46)
 20.11.1942 Crossover 7 relocated 111 yards further out. Now located on Down side of level crossing (WN 48, LS)
 24.08.1958 Posts 5 & 6 renewed (CI)
 05.11.1975 Rotating flashing lights were provided at level crossing. (WN 46)
 06.11.1975 Post 3B (Down Home) provided. Down starting now worked by Lever 4. (WN 46, LS)

Diggers Rest 1975



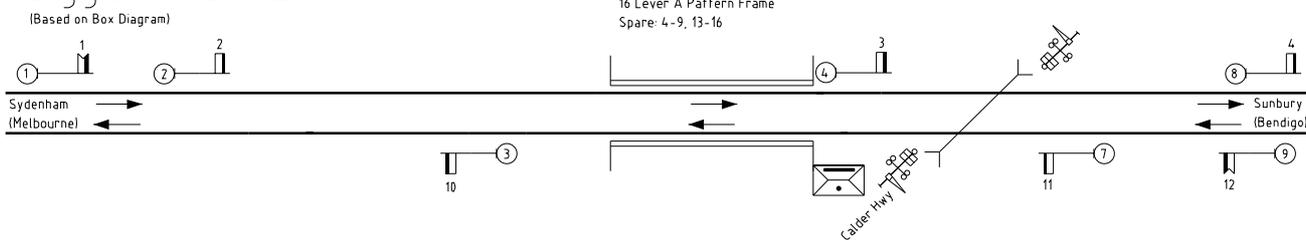
- 04.10.1976 Mirror provided so that Signalmen can observe road traffic approaching from the South (CI)
 01.07.1982 Annett locked crossover from Siding to Up line removed. Lever 5 sleeved normal (WN 28, LS)
 21.09.1982 Interlocked gates and wickets were replaced by boom barriers. Boom barriers operate automatically for all movements. Two new Dwarf signals (Posts 5 & 6) provided for movements across the Crossover. Limit of Shunt Board provided on Down line. All signals are electrically lit. Posts renumbered (WN 38)

Diggers Rest 1982



- 22.10.1982 Switch out facilities provided (WN 2*)
 31.05.1989 The goods siding was disconnected from the Main Line. Crossover 6 was abolished and lever 6 sleeved normal. (WN 22)
 10.01.1991 Post 8 was moved 95m further in to allow a temporary road crossing to be constructed for the new freeway (WN 1*)
 08.08.1991 Healthy State lights provided at Calder Highway (32.813 km) (WN 31)
 14.10.1992 Crossover 7 was removed. Posts 5, 6, and 8 were removed. Levers 4, 7, 8 & 9 were sleeved normal (WN 41)
 15.10.1992 Post 7 was replaced in situ by a 5m mast to improve sighting (WN 41)

Diggers Rest 2001



WATSON'S ROAD (34.098 KM)

- 01.02.1990 Flashing lights were brought into service at Watsons Road (34.098 km). Flashing lights operate automatically for Up and Down movements. (WN 6)