

Donnybrook

DONNYBROOK (20M 50CH)

When the railway line was opened in 1872 the town of Donnybrook was located on what is now the Hume Highway some 3 kilometres from the station. By the early 1880s the town on the highway had changed its name to Kalkallo (which it retains today) and 'Donnybrook' referred to the small settlement near the station. The station itself was opened shortly after the line in 1872. In 1883 the line between Donnybrook and Beveridge was duplicated and Donnybrook was opened as a Staff and Telegraph Block station. The duplication was completed southwards in 1886 and Donnybrook remained open as a Block post. The station was interlocked in 1900. This frame was replaced in 1961 in conjunction with the provision of the Standard Gauge line. Donnybrook remains open as a block post today.

- 18.04.1872 Line opened (Victorian Railways to 62, Leo J. Harigan)
- 14.10.1872 Opened for passengers. Single 200' passenger platform provided on down side of line with crossing loop on up side (Note this is contradicted by diagram) (CI, 'The Centenary of the Opening of the Railway to Seymour', K.W. Turton, ARHS Bulletin Apr 72)

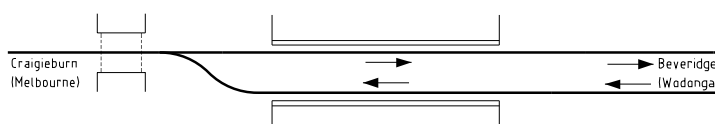
Donnybrook 1872

Based on 'The Centenary of the Opening of the Railway to Seymour' by K.W. Turton
ARHS Bulletin Apr 72



Donnybrook 1883

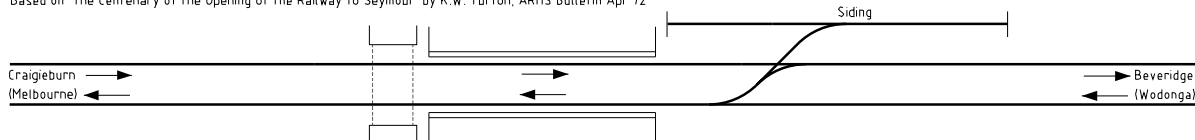
Based on 'The Centenary of the Opening of the Railway to Seymour' by K.W. Turton, ARHS Bulletin Apr 72



- 1882 Up platform constructed on loop (KWT)
- 20.08.1883 Line duplicated to Beveridge. Up and down semaphores provided. Opened as a staff station with section Craigieburn - Donnybrook and probably a Telegraph Block station with sections Craigieburn - Donnybrook - Beveridge. Opened as a Telegraph Station during August. (Chronological Index, Somersault 1/3-4, S 22/2-27)
- (30.06.1884) Within previous year opened for goods (Commissioners Report)
- 10.03.1885 Six lever frame (none spare) provided (Interlocking Register)
- (03.12.1885) By this date (since 1.12.82), Telegraph Block in use for all trains with sections Craigieburn - Donnybrook - Beveridge, and Staff and Ticket with the sections Craigieburn - Donnybrook (WTT)
- 22.03.1886 Duplication from Broadmeadows brought into use. Frame removed with duplication (IR, CI)

Donnybrook 1886

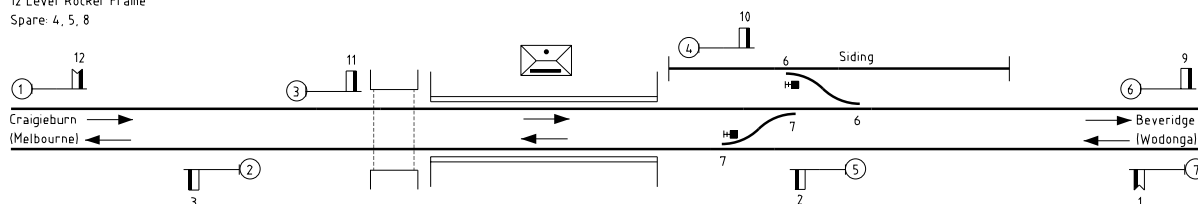
Based on 'The Centenary of the Opening of the Railway to Seymour' by K.W. Turton, ARHS Bulletin Apr 72



- 15.06.1886 Block Telegraph (Winter's Instruments) provided Craigieburn - Donnybrook - Beveridge (CI)
- 27.04.1888 Contract let for erection of goods shed for £227.10.5 to W. Blackwood (GG)
- 27.10.1898 Green light provided in signals (WN 16)
- (01.07.1899) By this date had only Home & Starting signal in each direction (SANP)
- 08.09.1899 Contract let for erection of SMs residence for £216.9.6 to H. Teeson (GG)
- 09.03.1900 Contract let for erection of station offices for £181.9.4 to D. Barry (GG)
- 19.09.1900 Station interlocked with 12 lever Rocker frame in signal bay. Diagram 834/00 provided. Contains 7 signal levers, 2 point levers, and 3 spaces. (WN 12, IR, SANP)

Donnybrook 1900

Based on Interlocking Sketch & WN 12/00
12 Lever Rocker Frame
Spare: 4, 5, 8



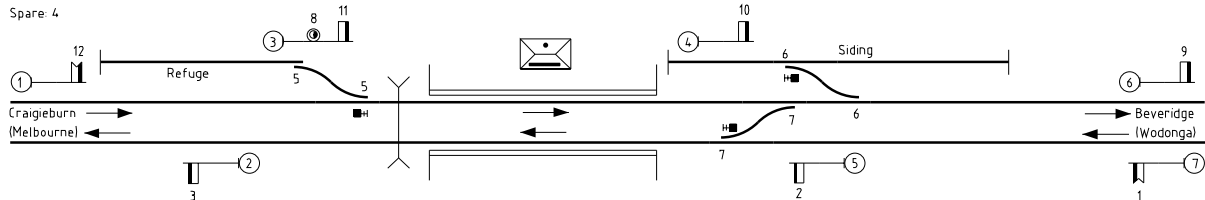
Victorian Signalling Histories No 41, Version 1.0 (July 2002)

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- 20.03.1907 Contract let for manufacture & erection of combined 6000 gallon tank and crane £134.11.9 to J. Williscroft (GG)
- (01.06.1911) By this date SM class 8 (Reg)
- 11.08.1911 Siding provided on the Down side of the line at the Up end of the station. Post 3 replaced by new post 8 yards further out and with a Disc applying from new siding to Down line. Frame now contains 8 signal levers, 2 point levers, 1 crosslock lever, and 1 space. Refuge appears to be worked by local lever crosslocked to frame. Points connected up to frame before 1915; probably in 1913. (WN 33, IR)

Donnybrook 1911

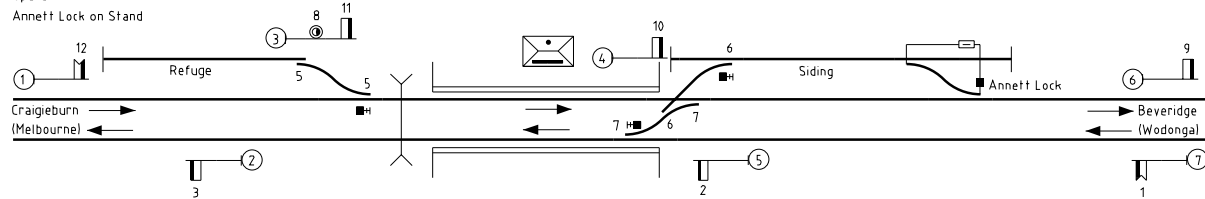
Based on Interlocking Sketch & 1913 Book of Signals
 12 Lever Rocker Frame
 Spare: 4



- (29.07.1912) Refuge siding 1072 feet long provided off down line (WN 31)
- (01.10.1912) By this date Yan Yean Rd gates worked by Class 5 female gatekeeper (Reg)
- 26.05.1915 Connections to Siding 'A' rearranged. Existing connection and trailing crossover abolished. New trailing crossover with slip connection to Siding A provided. Post 4 relocated further in clear of fouling point of new crossover. New trailing crossover provided from Siding A to Down line at Down end. This crossover is secured by Annett lock with a duplicate lock on stand on frame. Amend Diagram 1/13. (WN 26, IS, IR)

Donnybrook 1915

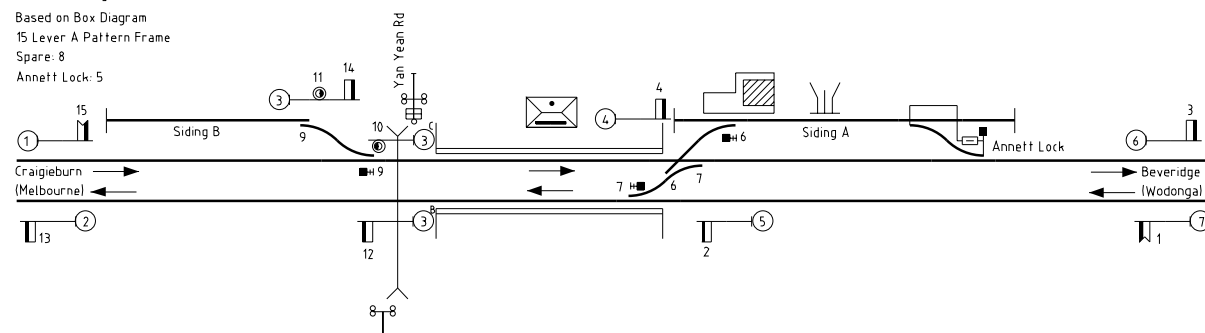
Based on Interlocking Sketch & 1913 Book of Signals
 12 Lever Rocker Frame
 Spare: 4
 Annett Lock on Stand



- (01.07.1916) By this date Yan Yean Rd worked by Class 4 female gatekeeper (Reg)
- (11.08.1925) Switched out after last Up Goods clears Sunday morning until 1807 Sunday (WN 32)
- b1928 Block terminal for down trains (GA)
- 18.08.1938 Post 5 moved 80 yds further in. Post 7 moved 36 yds further out (WN 35)
- 18.12.1946 Approach bells provided at Yan Yean Road (20 miles 46 chains) (WN 52)
- 01.04.1947 Telegraph instrument removed (WN 13*)
- 24.08.1948 SM class 8 replaced by ASM class 5 (3 positions) (WN 36, WN 2)
- c1957 Supervised by Broadmeadows. Has 2 365 foot platforms. Open for goods. Has sheep and cattle race and ramped goods platform (DS)
- 07.08.1960 Post 2 replaced by new post 603 yds further out and telephone provided at Post. Posts 3B and 3C provided. New 15 lever A pattern frame provided in signalbay. Amend Diagram 30/15. (WN 32, IS, IR)
- 04.09.1960 Post 6 moved 210 yds further out (WN 38)
- 09.08.1961 Flashing lights replaced the Hand Gates at Yan Yean Road (20 miles 46 chains) - now Donnybrook Road. The Flashing lights are controlled through track circuits and the signals on Posts 3, 3B, and 3C. (WN 34)

Donnybrook 1961

Based on Box Diagram
 15 Lever A Pattern Frame
 Spare: 8
 Annett Lock: 5

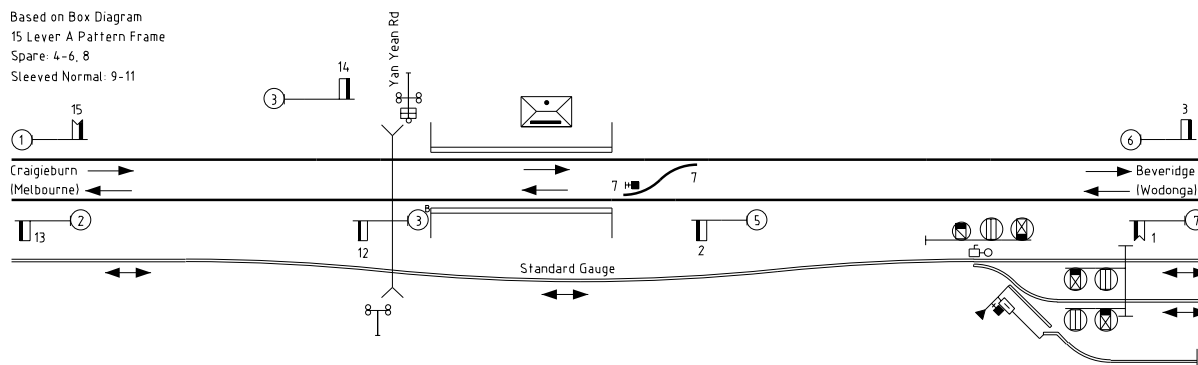


- 19.09.1962 Post 7 electrically lit (CI)
- 27.02.1963 Post 4 renewed (CI)
- 18.07.1965 Annett locked points renewed. Dead end extension of Sdg A at down end removed (CI, IS)

- 14.08.1966 Three class 5 ASMs replaced by Sig Assts (WN 33)
- 27.07.1972 Points 6 & Crossover 7 renewed (CI)
- 04.08.1975 Points 9 renewed with 94 lb material & 16'6" blade (CI)
- 27.01.1976 Ramped goods platform abolished (WN 4)
- 03.08.1981 Dead end at Up end of goods siding removed and rodded derail provided. (CI, IS)
- 19.06.1986 Down distant relocated 150m further out and electrically lit. Amend Diagram 18/82. (WN 24, IS)
- 01.07.1986 Post 6 electrically lit (WN 25)
- 22.10.1986 Signals 1, 2, 4, 10, 11, 12, 13, & 14 electrically lit (IS)
- 15.03.1988 Siding A was abolished. Annett locked Crossover and Crossover 6 abolished. Annett lock lever abolished. Levers 5 & 6 sleeved normal. Amend Diagram 12/86 (WN 11, IR)
- 05.05.1988 Post 4 abolished. Levers 4, 5 & 6 removed. (WN 17, WN 18)
- 10.11.1989 Siding B (Down Refuge) was abolished. Points 9 spiked normal. Discs 10 & 11 removed. Post 3C removed. Levers 9, 10, & 11 sleeved normal. (WN 46, IS)

Donnybrook 1989

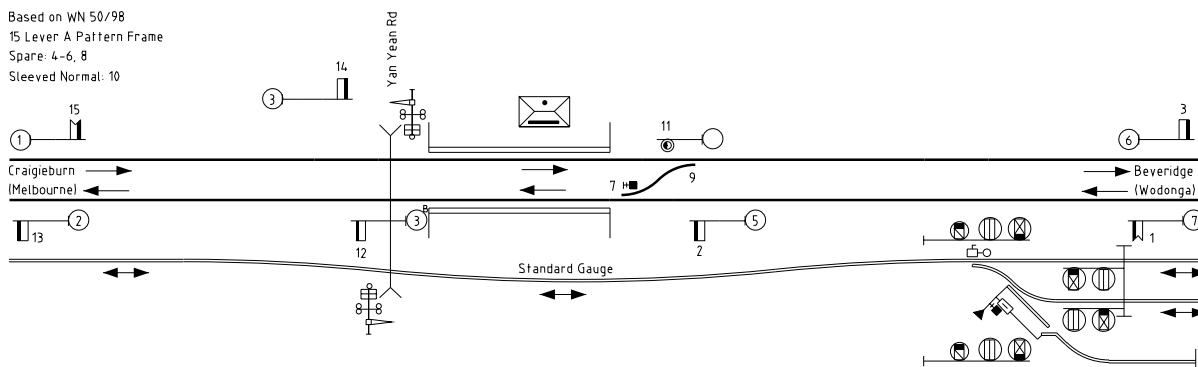
Based on Box Diagram
15 Lever A Pattern Frame
Spare: 4-6, 8
Sleeved Normal: 9-11



- 15.11.1998 Boom barriers provided at Yan Yean Road. The boom barriers are interlocked with the Standard Gauge Up Departure Homes DBK/4 and DBK/U4 and the Broad Gauge Homes 12 and 14. Push buttons are provided on the block shelf to release levers 12 and 14. A 'lever released' indicator is provided. If a train is on the approach track circuit when the release button is pressed the levers will not be released until the booms are proved down. Otherwise the levers will be released immediately. (WN 45)
- 14.12.1998 Terminating facilities provided for Down services. Crossover 7 was renewed and the Down end is now worked by lever 9. Disc 11 provided (Down line to Up line) on new, unnumbered, post. (WN 50)

Donnybrook 1998

Based on WN 50/98
15 Lever A Pattern Frame
Spare: 4-6, 8
Sleeved Normal: 10



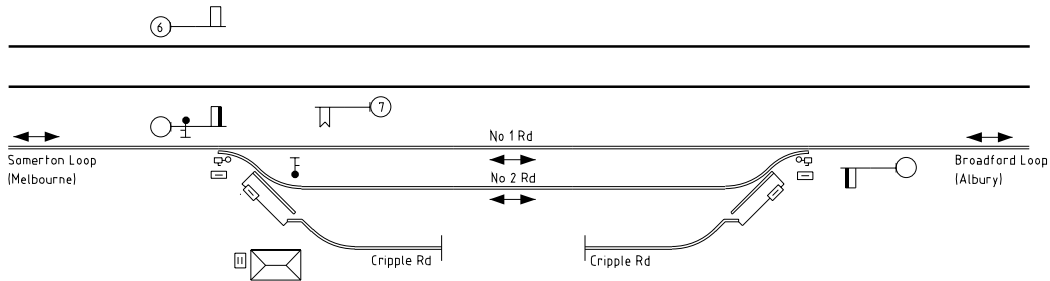
- (10.07.2000) By this date, Block terminal for Down trains in clear weather. For Up trains the normal block acceptance rules apply. (WN 27)

DONNYBROOK LOOP

03.01.1962 Standard Gauge line opened for goods traffic. Donnybrook loop opened as an Electric Staff station with sections Somerton Loop - Donnybrook Loop - Broadford Loop. Miniature Electric Staff exchange apparatus provided. Main line points fitted with dual control point machines worked in hand operation mode. Up and Down mechanical Home Arrival signals provided worked from levers adjacent to points or from cabin at Up end. Diagram 24/61 in service (CI, Diagram 24'61, WTT)

Donnybrook Loop 1962a

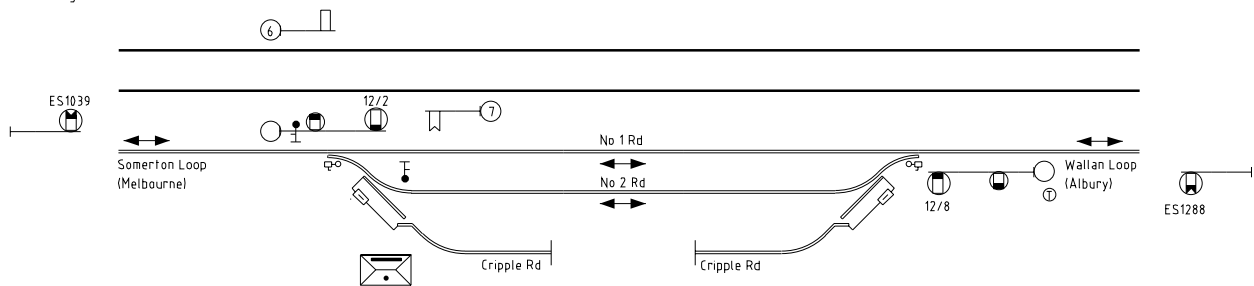
Based on Diagram 24'61



08.04.1962 Around this date power operation of loop provided. Worked from local panel in cabin at Up end. Mechanical signals replaced by two position light signals with Dwarf signals for moves into Loop. Up and Down Automatic signals approaching Donnybrook brought into service as Distant signals. Diagram 6/62 replaced 24/61. (CI, Diagram 6/62)

Donnybrook Loop 1962b

Based on Diagram 6'62

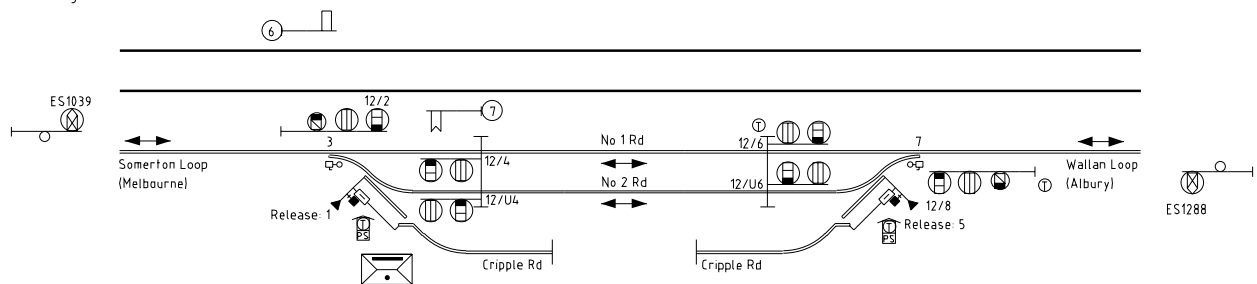


16.04.1962 Passenger service provided. Electric Staff sections now Somerton Loop - Donnybrook Loop - Wallan Loop. (WTT)

24.06.1962 Full signalling provided. Two position Arrival Homes converted to three position signals and three position Departure Home signals provided. Up and Down Distant signals converted to Automatic signals. ATC Somerton Loop - Donnybrook Loop - Wallan Loop probably replaced Electric Staff working. Still worked from local panel. (CI, Diagram 14/62)

Donnybrook Loop 1962c

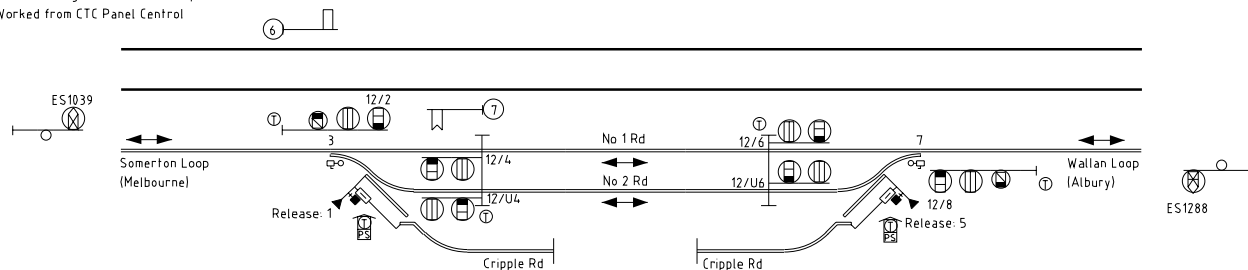
Based on Diagram 14'62



04.03.1963 Local panel removed. Loop now worked from Centrol using CTC. CTC Somerton Loop - Donnybrook Loop - Wallan Loop provided (CI)

Donnybrook Loop 1963

Based on Diagram 14'62 & Panel photo
Worked from CTC Panel Centrol



04.03.1987 Prefixes on signals changed from '12' to 'DBK' (WN 9)

21.08.1996 Co-acting signal was provided for the Down Arrival Home DBK/2. The co-acting signal is located on a new post on the right hand side of the line (WN 33)

(01.10.1996) Diagram 48/96 replaced 26/91 (WN 39)

29.07.1999 Loop now worked from ATRC Control Room at Mile End (SA) (WN 31)