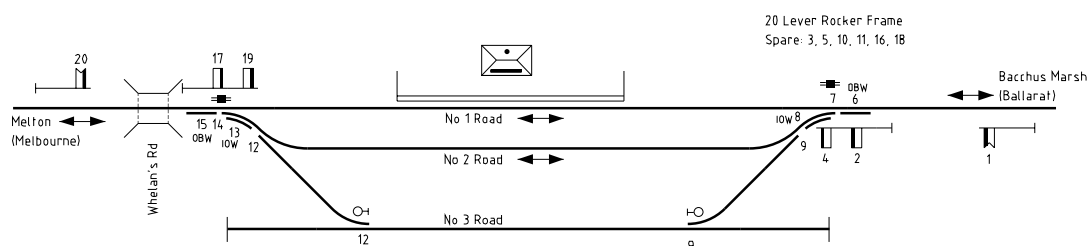


Parwan

PARWAN (29 MILES 18 CHAINS 61 LINKS)

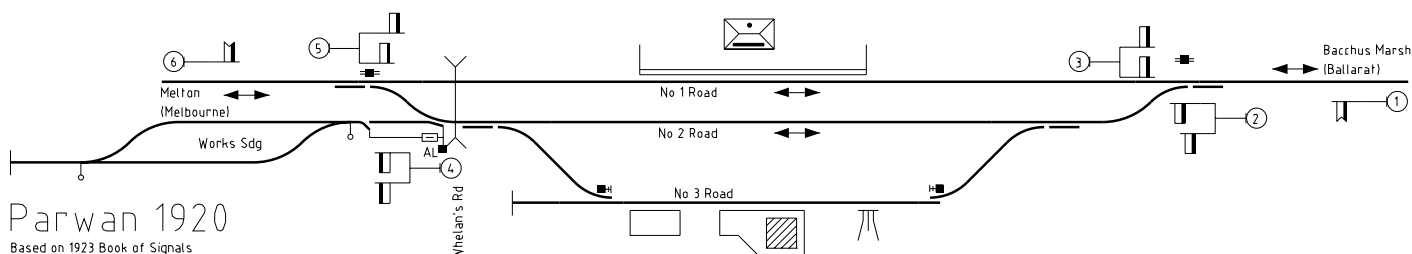
- 18.03.1886 Line from Melton opened for goods (Chronological Register)
- 11.01.1886 W. Blackwood granted contract to erect Goods Shed and platform for £245/13/2 (Government Gazette)
- 01.04.1886 Opened for passengers. By this date (since 3.12.85) open as a Train Staff & Ticket station with section Melton - Parwan (WTT, CR)
- 17.09.1886 J. McKusker granted contract for supply of telegraph poles for Parwan - Gordons section for £201/0/6 (GG)
- 10.02.1887 Line to Bacchus Marsh opened (CR, VR62 has 16/02)
- (08.06.1887) By this date (since 19.1.87) closed as Staff & Ticket station, probably with extension to Bacchus Marsh. New section Melton - Bacchus Marsh (WTT)
- 28.01.1889 J. Coote granted contract to erect Shelter Shed for £81/13/6 (GG)
- 05.09.1889 Opened permanently as Staff & Ticket station, sections Melton - Parwan - Bacchus Marsh. Winters Block provided Parwan - Bacchus Marsh (Chronological Index, WTT)
- 18.09.1890 Interlocked with 20 lever No 6 pattern frame with straight levers (6 spare) (Interlocking Register)



Parwan 1890

Based on McKenzie & Holland Locking Sketch dated 22.8.90

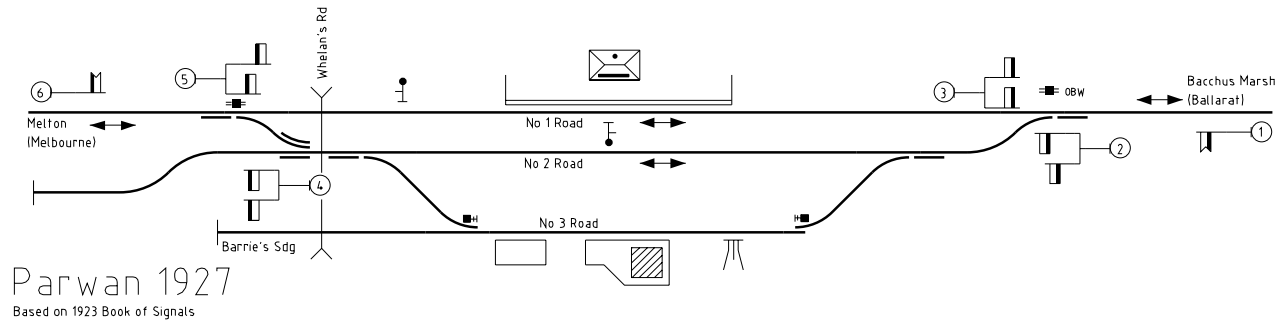
- (24.03.1891) By this date (since 11.8.90) Winters Block provided Melton - Parwan (WTT)
- 22.07.1898 Electric Staff system replaced Train Staff and Ticket system on the same sections: Melton - Parwan - Bacchus Marsh (WN 4)
- 09.11.1898 White lights altered to green in signals. Point indicators replace point discs (WN 18)
- (01.07.1899) By this date Home provided at No 17 Gate (Signals at Non-Interlocked Places)
- 15.11.1900 Home signal at No 17 Gate (30 miles 17 chains 77 links?) abolished (WN 20, 1908 PCR book, SANP)
- c1908 Gates at level crossing at Up end of Parwan (29 miles 9 chains 94 links) (PCR Book)
- (01.01.1912) Cattle pits replaced gates at level crossing at 29 miles 9 chains 94 links at Up end of Parwan (WN 1)
- (22.04.1912) Posts 2 and 4 replaced by bracket posts located 75 yards further out. Loop probably extended at both ends. Amend Diagram 1453/90. Diagram 15/12 subsequently provided. (WN 17)
- (22.12.1913) Miniature electric staff instruments replace large instruments Melton - Parwan - Bacchus Marsh (WN 51)
- 01.02.1917 Up and down departure home signals provided. Diagram 3/17 provided around this date. (WN 7, IR)
- c1919 Up trains to be given preference when crossing. Stopping Up trains on the grade approaching the station is to be avoided if possible (General Appendix)
- 27.08.1920 Works Siding (or Ballast Siding) provided leading off Up of No 2 Road. Points secured by Annett Lock rodded to catch points in siding. Duplicate lock on frame, but no change to working levers, so probably provided on a stand. (WN 36 extracts, IR, Staff Lock Register II has 28.8)



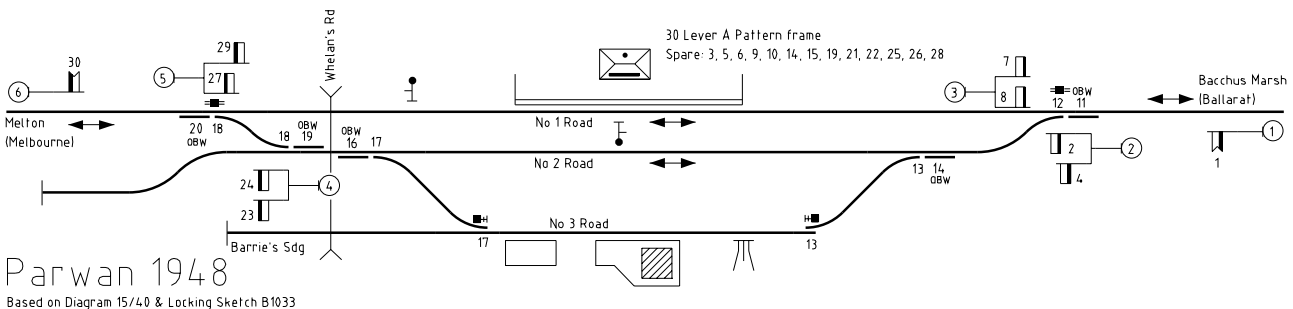
Parwan 1920

Based on 1923 Book of Signals

- (25.10.1921) Staff Exchange Box provided (WN 43 extracts)
 (13.02.1923) Siding for Mr C.E. Barrie provided. Leads off the Up end of the Shed (No 3) Road. Can hold 8 trucks. A scotch block is provided at the exit of the siding and a gate across the siding on the Up side of the level crossing. Permission must be obtained before siding holder can move trucks across the interlocked points. (WN 7 & 8)
 13.04.1923 Annett locked lever provided in frame (IR)
 03.05.1927 Automatic Staff Exchange apparatus provided (WN 18)
 15.06.1927 Annett Lock on points to the dead end extension at the Up end of No 2 Road removed. Catch in dead end siding removed. Points connected to interlocking frame. Crossover from No 2 Road to Main Line at up end connected to frame (WN 26 extracts, SLR III, IR)



- 28.06.1927 Track locking provided on No 1 and 2 Roads between Up and Down distants. Reversers provided on Up and Down Arrival Homes and Distant signals (WN 27 extracts, A1627/27)
 (03.09.1929) Special instructions re crossing. No 12 when crossing No 17 may run straight through No 2 Road unless No 12 has passengers for Parwan, in which case it must be brought to the platform. No 24 when crossing No 35 may arrive into No 2 Road and draw ahead and set back into No 1 Road when No 35 has departed. Due to the heavy rising grade, stopping Nos 12 and 24 Up at the Arrival Home is to be avoided. Existing instructions in GA will still apply (WN 36)
 (22.12.1931) Special instruction in WN 36/29 is cancelled. Up trains with over 310 tons must not be set back out of No 1 Road to draw into No 2 Road (WN 51, SGTS 8/464/5)
 09.01.1938 SM removed. Now worked by Porter-in-charge (WN 37)
 18.10.1938 SM removed. Supervised by SM Bacchus Marsh. (WN 48)
 (03.12.1940) Diagram 15/40 replaced 3/17 (WN 49, AGST 12/491/2)
 26.09.1948 New 30 lever tappet interlocking frame provided in signal bay in new station building. No change to points or signals. (WN 39, IR, LS, AGST 17/301/4)



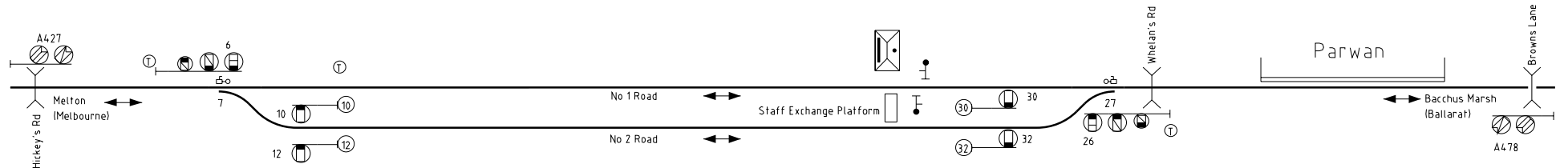
- 17.10.1948 Post 6 replaced by new post 241 yards further out. Post 5 moved 25 yards further out. Crossover 18 moved further out. Lockbar 19 previously on point blade. Amend Diagram 15/40 (WN 43, LS, AGST 17/313/1)
 03.11.1948 Renewal of crossing work (CI)
 06.06.1952 Renewal of Post 1 with 25' post (CI)
 b1953 Staff balancing magazines provided for all instruments (GA)
 (07.05.1957) Sheep race removed (WN 19, 57/667)
 (19.01.1960) Schutt and Barrie Pty Ltd Sdg (leads off Up end of No 3 Road) closed (WN 3, ACTM 20/413/4)
 15.02.1983 The dead end extension at up end of No 2 Road was shortened by 110m. Amend Diagram 31/82. (WN 8)
 03.08.1983 Dead end extension at Up end of No 2 Road removed. Points 18D and Lockbar 19 abolished (IS)

04.02.1984 Parwan closed as a staff station and replaced by Parwan Loop on the Up side of the former station. New loop is 1449 metres in clear. Parwan closed for goods, but remains open for passenger traffic. Mechanical points, signals, and Nos 2 and 3 Roads abolished. Parwan Loop controlled by local control panel situated in relay hut. Electric staff sections now Melton - Parwan Loop - Bacchus Marsh. Diagram 4/84 replaced 31/82. (WN 7, IR) Parwan closed for passengers

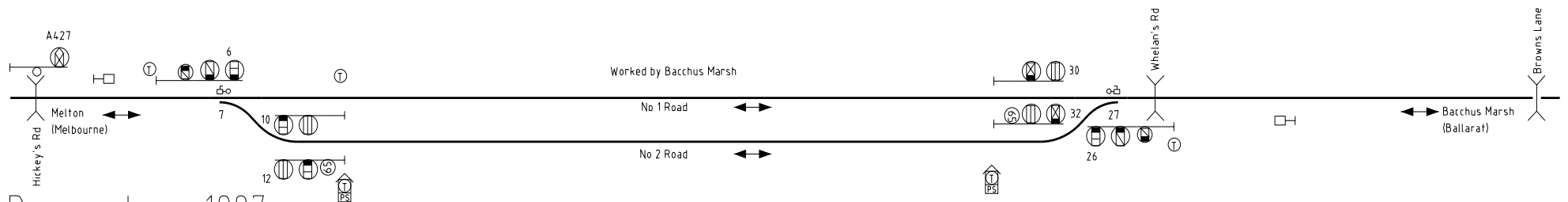
17.10.1987 Electric Staff system Melton - Parwan Loop - Bacchus Marsh replaced by ATC on the same sections. Parwan Loop now remotely controlled from Bacchus Marsh box. Down repeating signal A427 converted to an Automatic signal. Up repeating signal A 478 abolished. Posts 10, 12, 30 & 32 converted to three position signals. Homes 30 and 32 will only display Clear Normal Speed if all Down signals at Bacchus Marsh are at clear. Up and

(03.11.1987)

Down Arrival Clearing Boards were provided 365 metres and 396 metres from the Home arrival signals. Automatic Staff Exchange equipment abolished. Diagram 16/87 replaced 4/84. (WN 42) Homes 12 & 32 provided with '65' speed indicators (WN 43)



Parwan Loop 1984
Based on Diagram 4/84 and Maintenance panel diagram



Parwan Loop 1987
Based on Diagram 18/87 and Maintenance panel diagram