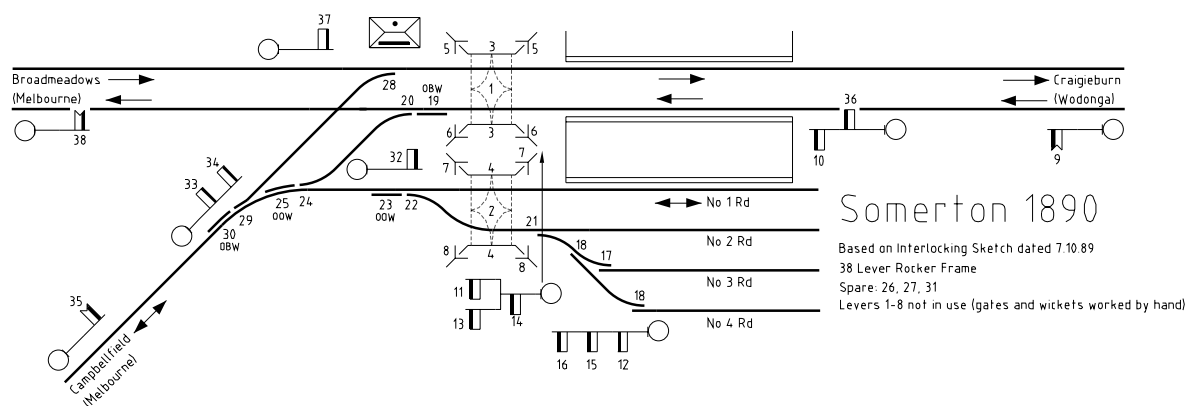


Somerton

SOMERTON (13 MILES 42 CHAINS)

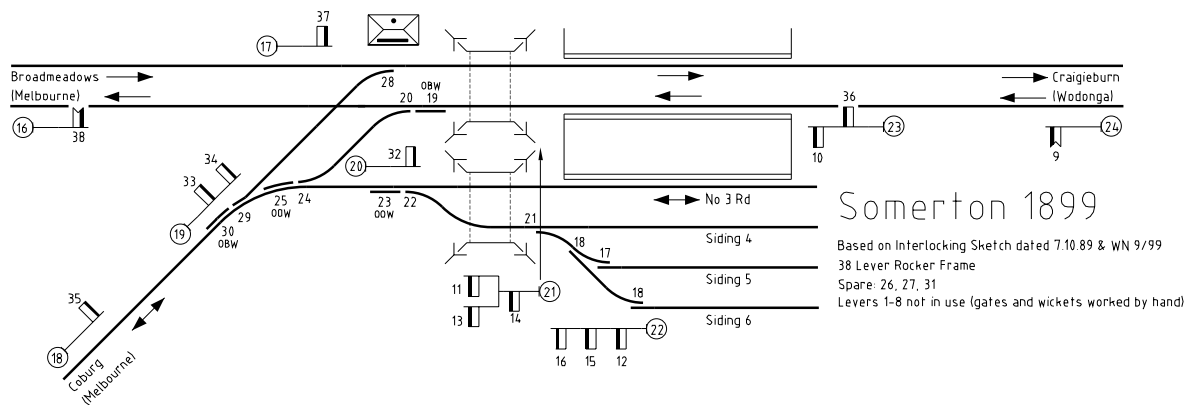
Somerton has had four phases of existence. The first, from 1881 to 1889, was as a simple passenger platform which served the village of Somerton on Sydney Road. Between 1889 and 1903 Somerton was the junction station for the 'suburban' line to Melbourne via Coburg. During this period it was interlocked from a 38 lever signalbox. In 1903 the suburban line was closed and the signalbox abolished. Somerton reverted to a simple passenger platform and single goods siding trailing into the Up line. The Coburg line was reopened, but only to railmotors, in 1928 but the physical junction was not reinstated. The railmotors ceased running in 1956 and branch closed a second time. Three years later the branch was opened for a third time to serve the Ford plant at Upfield. The junction was once again interlocked. The coming of the standard gauge saw many changes at Somerton. First, in 1960, the station was closed to passengers. Then a standard gauge crossing loop and the branch was converted to dual gauge to allow standard gauge trains to access Fords. Subsequently the area to the east of the line has been extensively developed as an industrial area and a number of private sidings have been opened. Somerton remains open to serve these sidings. To the west of the line the developing housing estates point to the eventual extension of the suburban service from Broadmeadows to Craigieburn and the reopening of Somerton to passengers. This history has drawn extensively from 'Somerton' by David Langley, Somersault, Vol 14 No 5, page 94.

- 15.05.1881 Opened for passengers only. Single platform on Down side of main line (Chronological Index, 'The Centenary of the Opening of the Railway to Seymour', K.W. Turton, ARHS Bulletin, April 1972)
- 22.03.1886 Duplication Broadmeadows - Donnybrook (CI)
- 17.08.1888 Contract let for erection of signalbox £413.18.7 W. Benett (Government Gazette)
- 22.02.1889 Contract let for erection of gate cottage £139.0.5 J. Coote (GG)
- (30.06.1889) By this date opened for goods traffic (Commissions Report)
- 05.07.1889 Opened as temporary block post for Ballast train (from Bylands?) (CI)
- 14.09.1889 Closed as block post (CI)
- 08.10.1889 Branch line from Coburg opened. Opened as a Double Line Block Post with sections Broadmeadows - Somerton - Craigieburn. Branch line worked by Staff and Ticket with section Campbellfield - Somerton (No 4 pattern Staff, Red boxes). Signalbox provided with 38 lever frame (25 levers working). Gates & wickets not connected (CI, Interlocking Register, Staff Register)
- 03.09.1890 New siding provided, probably No 6 Road. Now 27 working levers. (IR)



- (09.05.1890) By this date Single Line Block working on section Campbellfield - Somerton (WTT)
- 22.03.1893 Cambellfield closed as staff station. New section Coburg - Somerton (No 2 Pattern Staff, Red boxes) (CI, SR)
- 28.08.1893 Ceased to be a telegraph station (CI)
- 25.11.1895 Train Staff & Ticket Coburg - Somerton replaced by No 5 Pattern Tablet (WN 22, SR)
- (05.09.1898) Previously, all up NE goods had to stop for brake test - now test is done at Broadmeadows (WN 10)
- 26.10.1898 Green light provided in signals (WN 16.98)
- (01.07.1899) By this date frame reduced to 30 levers (8 gate & wicket levers removed and space boarded over) (IR)

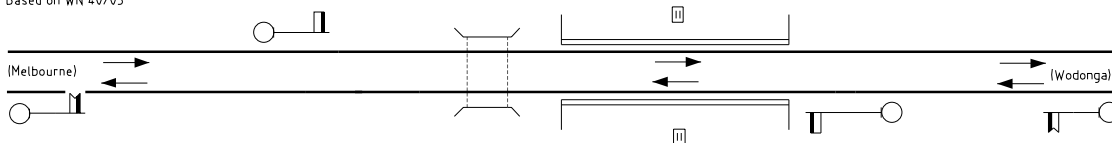
(01.09.1899) Diagram 885/99 in service. By this date Down Distant from Coburg converted to Outer Home. (WN 9)



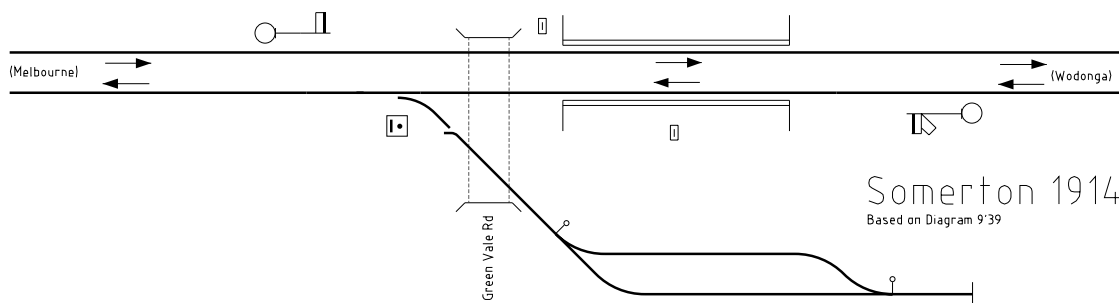
- 09.05.1900 Tablet Coburg - Somerton replaced by Train Staff & Ticket Campbellfield - Somerton with absolute block in order to facilitate running of ballast train. (WN 46)
- (25.06.1900) Tablet to Coburg restored (WN 52)
- (26.08.1901) Special Instruction: A Down NE line train which shunts Somerton is to be refuged entirely on Coburg line (WN 9)
- 13.07.1903 Coburg line closed due to railway strike (WN 28)
- (05.10.1903) Closed to goods. Now worked under caretaker conditions. Points disconnected from frame and spiked. Starting signals abolished, crossed, and will not be lit at night. Home and distant signals to be worked by quadrants fixed on platforms. Closed as block post post. (WN 40)
- 18.04.1904 Signalbox abolished. Station now has Up and Down Home and Distant signals. (IR, Register of Signals At Non Interlocked Places)

Somerton 1904

Based on WN 40/03

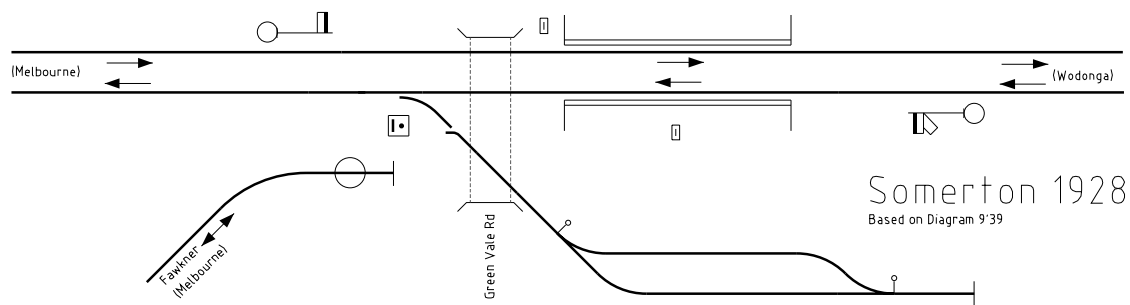


- 14.08.1905 Signals removed (WN 33, SANP)
- 24.01.1912 Reopened for goods and worked by 12.25pm Up goods. Siding provided trailing into Up line. Up home signal provided, but will not be lit at night. Two lever ground frame (1 signal lever and 1 point lever) provided to work siding and Home signal. Ground frame secured by loose Annett key kept at Craigieburn. (IR, WN 5, SANP)
- (12.10.1914) Down Home signal provided. Quadrant provided on Down platform. (WN 41, SNAP)

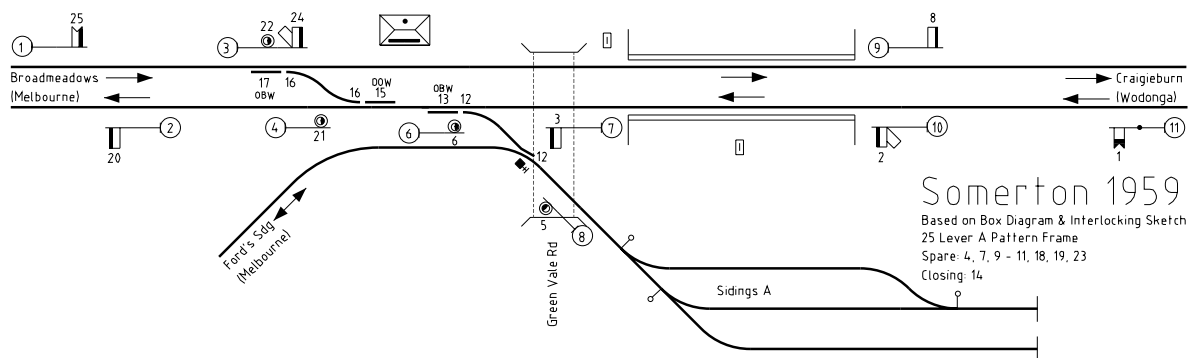


- b1919 Trains not to work during faoggy weather or when block instruments are out of order, Trains may work during darkness, SM Broadmeadows to advise Caretaker to light lamp. (GA)
- b02.10.1923 Greenvale Road gates worked by Class 4 female gatekeeper. Caretake class 2. (Reg)
- 13.06.1926 Platform quadrants secured by carriage locks (SLR III)

- 05.03.1928 Line from Fawkner reopened for passengers. Service provided by AEC railmotor. Turntable provided at end of branch line. Train Staff and Ticket Fawkner - Somerton Dead Ends (No 2 Pattern Lock Staff) provided. No tickets issued. (WN 9, 14 & 17)



- ?1930 Special Instructions: Somerton may be worked during darkness by 12.30pm up roadside. Signal to be lit (WN 16)
- (11.02.1941) Loop siding on goods siding removed (WN 6)
- 08.02.1946 Approach warning bells worked by track circuits provided at Green Vale Road (13 miles 38 chains) (WN 7.46)
- 06.09.1948 Request from Gatekeeper to be excused from opening the gates between 9pm and 7am refused (SB)
- 07.11.1954 Caretaker class 2 withdrawn. Now No one in charge (WN 44)
- 05.05.1956 Line from Fawkner closed (WN 19)
- c1957 Supervised by Broadmeadows. Has 2 365 foot platforms, telephone & ramped goods platform (DS)
- 19.07.1959 Branch line reopened to provide access to Ford's Siding at Upfield. Signal box provided with 25 levers. Opened as a Double Line Block post with switching facilities (not regularly opened). Branch worked by Train Staff with sections Somerton - Ford's Siding. Ground frame abolished. Diagram 6/59 provided. (WN 30, IR, IS, SLR III)



- 10.12.1959 Provision of Martin & King's Sdg (CI)
- 19.03.1960 Martin & King's Siding renamed Clyde Industries Ltd Sdg (13 miles 28 chains 9 links) provided. Secured by HLB & Padlock (WN 14.60)
- 07.10.1960 Up platform abolished together with quadrant controlling Up home signal (WN 42.60, IS)
- (06.12.1960) Up platform abolished and station closed to passengers (WN 49)
- (13.12.1960) Two new sidings (Nos 2 & 3) provided on east side of former sidings. Future No 1 siding (closest to main line) not yet provided (WN 50)
- 26.09.1961 Post 6 moved 55 yds further in (WN 41)
- (14.12.1961) By this date Crossover 12 spiked out of use. Access to Ford's Siding probably via Coburg, but trains would have run to Somerton to run around in Sidings A. (Signalbox diagram)

03.01.1962 Standard Gauge line opened for goods traffic and crossing loop provided. Line worked by Electric Staff with sections West Footscray - Somerton Loop - Donnybrook Loop. Up and Down Homes provided for Standard Gauge line worked from levers at Standard Gauge cabin or at main line points. Standard Gauge points worked by dual control point motors in hand operating position. Crossover 12 and

12.02.1962

Discs 21 and 22 removed. Levers 12, 21, and 22 sleeved normal. (IS has 2.1., IR, CI)

Crossover 16 temporarily spiked out of use due to construction of Standard Gauge gantry at exit of loop (WN 8)

27.03.1962

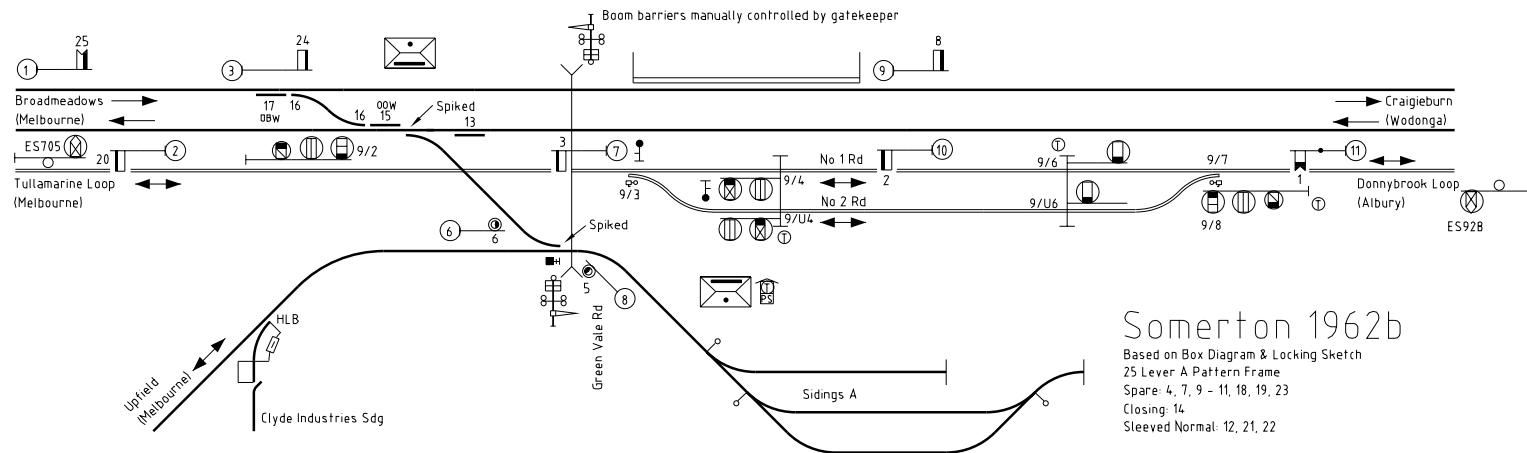
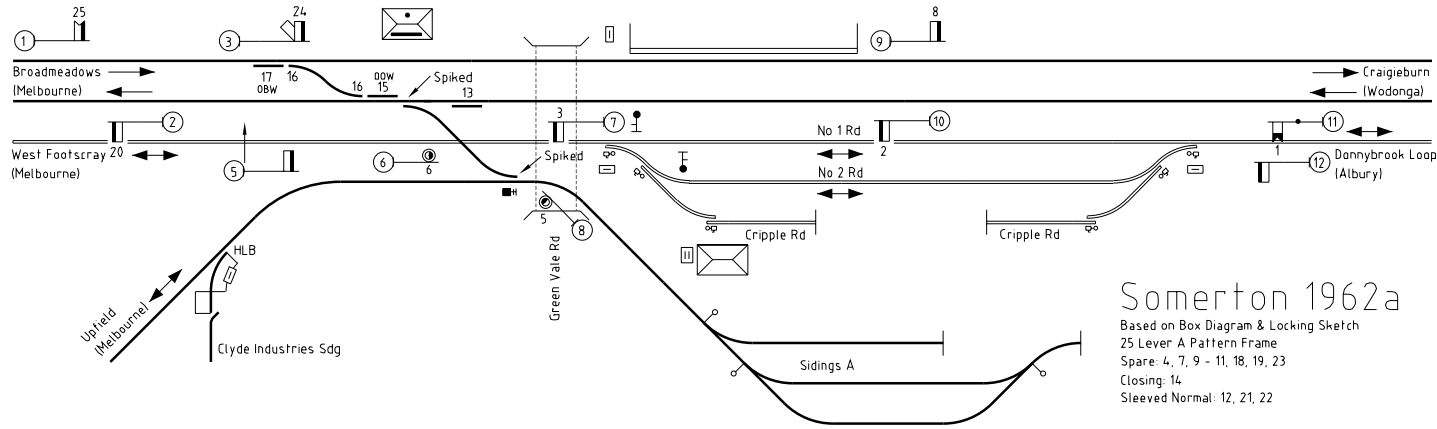
Hand gates at Greenvale Road (13 miles 38 chains) replaced by Boom Barriers. Worked by lever in Gatekeepers cabin (no track circuiting) (WN 14)

15.04.1962

Electric Staff on Standard Gauge West Footscray - Somerton Loop replaced by ATC with sections Tullamarine Loop - Somerton Loop. Power signalling at Somerton Loop provided worked from local panel in cabin at Up end of loop. Diagram 5/62 provided. (CI)

24.06.1962

Electric Staff on Standard Gauge Somerton Loop - Donnybrook Loop probably replaced by ATC. Homes 9/4 and 9/V4 redressed as three position signals. (CI)

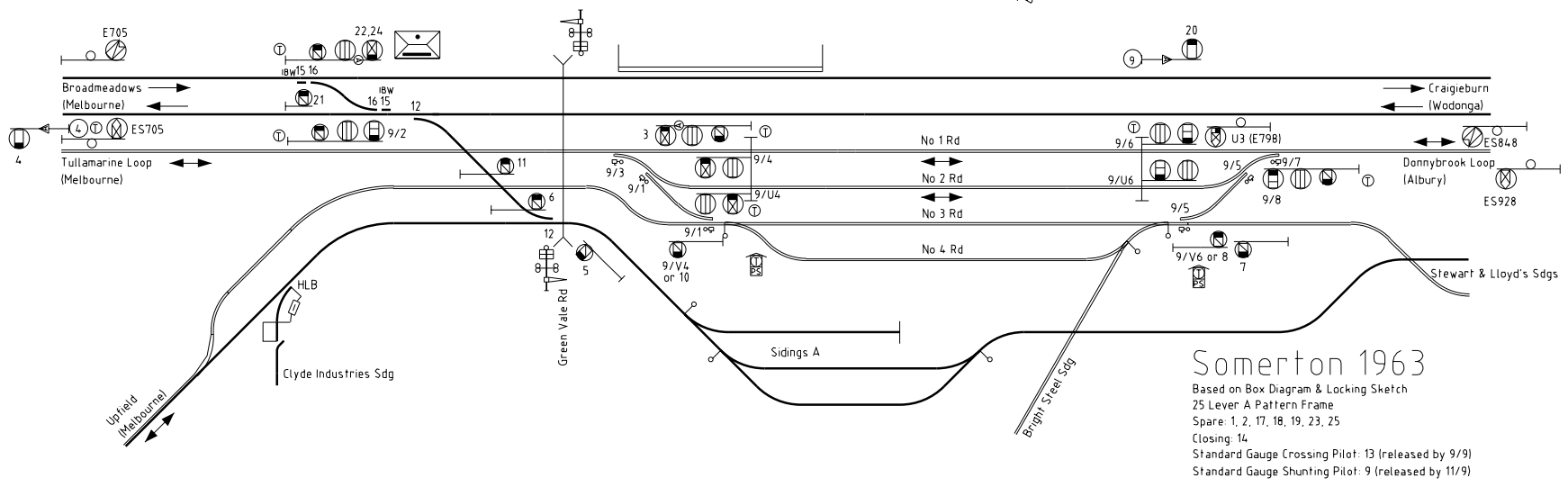
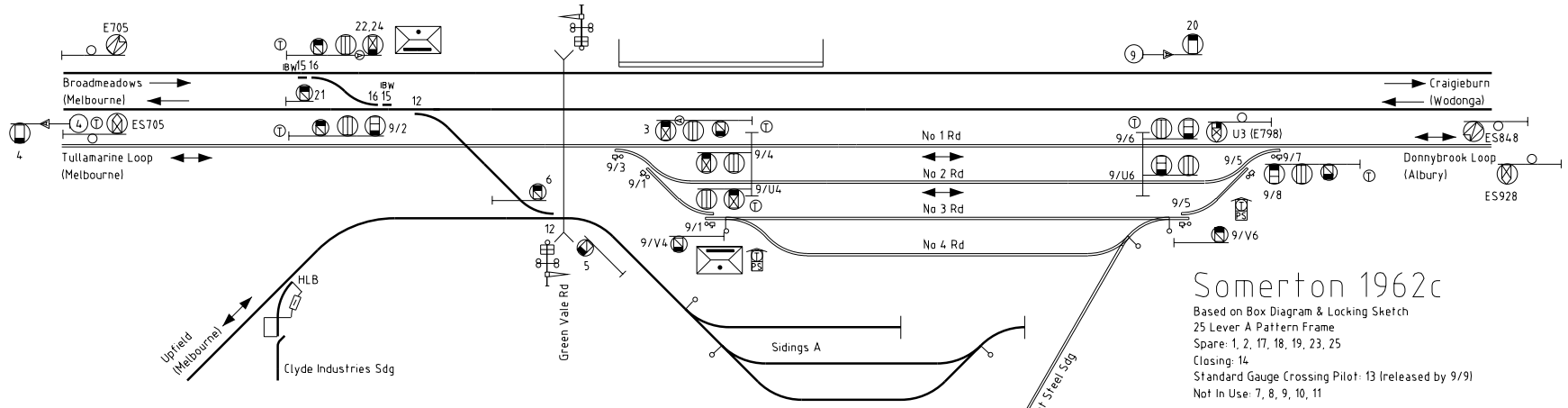


- 09.07.1962 Provision of motor operated Crossovers 9/1 and 9/5 to Cripple Roads and Dwarfs 9/V2 and 9/V4 on Standard Gauge. Diagram 14/62 replaced 5/62. (CI)
- 05.08.1962 Three position light signals replace mechanical signals on Broad Gauge. Broad Gauge connection from main line restored to service. Standard gauge sidings (No 3 & 4) provided. Boom barriers converted to automatic operation & gatekeepers control abolished. Standard

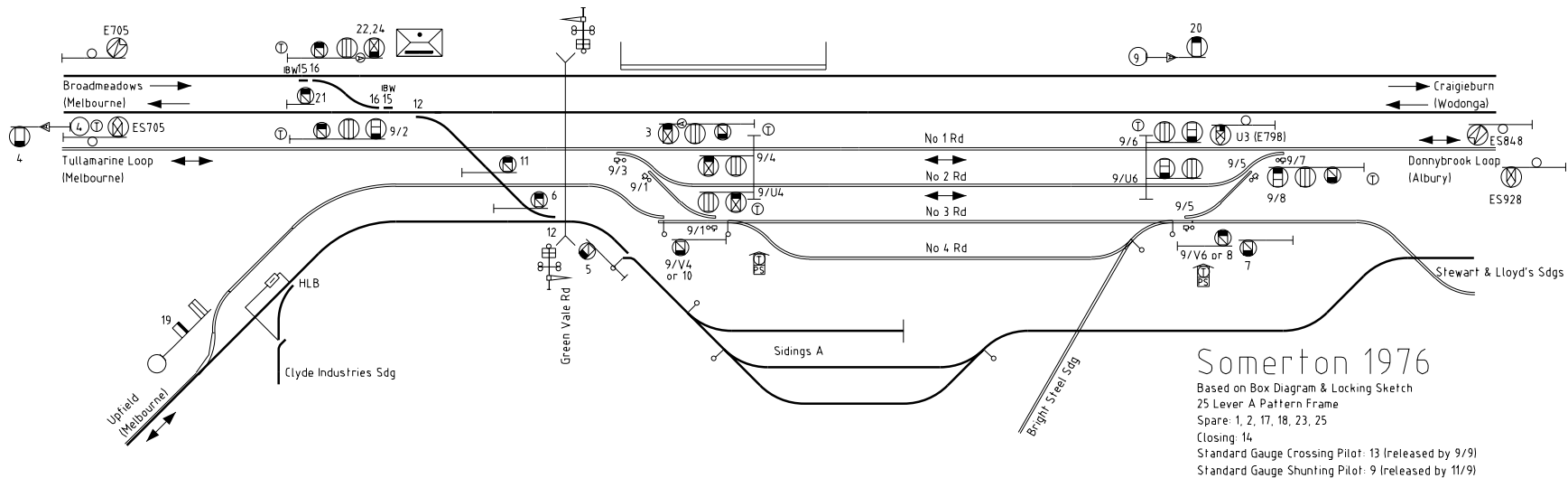
- 04.10.1962
- 26.10.1962

- Gauge Bright Steels Ltd Sdg in use. Diagram 23/62 replaced 6/59. (WN 34, IR, IS)
- Stewart's and Lloyd's Standard Gauge Sdg in use. Dwarfs 7 and 9/V6 provided. CTC crosslock lever 9 added. Levers 7, 8 & 9 previously spare. Somerton controls Dwarf 9/V6 for moves to new siding (WN 42, IR)
- Standard gauge control panel and telephones transferred to new temporary signal cabin on Down side of broad gauge lines (CI)

- (04.12.1962) Standard gauge siding for Bright Steels Ltd brought into use (WN 49)
- 11.01.1963 Branch line to Ford's Siding (Upfield) converted to Dual Gauge. Dwarf 11 and control of Dwarf 9/V4 provided. Levers 10 and 11 previously spare. (WN 4, IR)
- 04.03.1963 CTC on Standard Gauge brought into service. Local control panel abolished. (CI)
- (24.09.1963) Down platform abolished (WN 39)
- 26.04.1967 Locking altered to permit operation of goods siding whilst Somerton is switched out. (CI, IS)



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| <p>25.06.1970 Hand catch points worked by CCW levers provided on both broad and standard gauge leads to Upfield line on down side of level crossing. Dwarf signals electrically detect catch points. Dwarf 5 and pushbutton moved 120 feet in down direction. The scotch block provided in the standard gauge Upfield line on the up side of level crossing was removed. (WN 27, IS)</p> <p>24.11.1976 Post 19, Home (fixed) and Calling on 19 from Upfield line, provided. (WN 49, IR, IS)</p> <p>(05.07.1977) Scotch block provided in lead to Martin Bright Steels Ltds Sdgs (WN 27)</p> <p>16.09.1980 Provision of detection on hand points No 3? (CI)</p> <p>13.04.1986 Down departure home signal renewed (CI)</p> | <p>21.07.1987 Standard Gauge location changed from 9 to SOM (WN 28)</p> <p>06.09.1987 Pneumatic assistance provided on Crossover 12 (WN 36)</p> <p>03.10.1987 Pneumatic assistance provided on Crossover 16 account points renewed. (WN 40)</p> <p>(23.02.1988) Dual gauge siding for Blue Circle Cement Co provided on Down side of Patullo's Lane. (WN 7)</p> <p>12.09.1989 G and 81 class locomotives may operate in Blue Circle Siding (WN 36)</p> <p>31.10.1998 Dual control point machines provided on both points of Crossover 16. Points will be operated in Hand operation mode by technician. Electric detection provided so that Home 22 will clear when points are normal (WN 44)</p> | <p>08.11.1998 Dual control points machines provided on both points of Crossover 12. Electric operation of Crossovers 12 and 16 commissioned. Plunger 15 became a pilot lever. (WN 44)</p> <p>29.07.1999 Control of Standard Gauge transferred to ARTC Mile End (WN 31)</p> |
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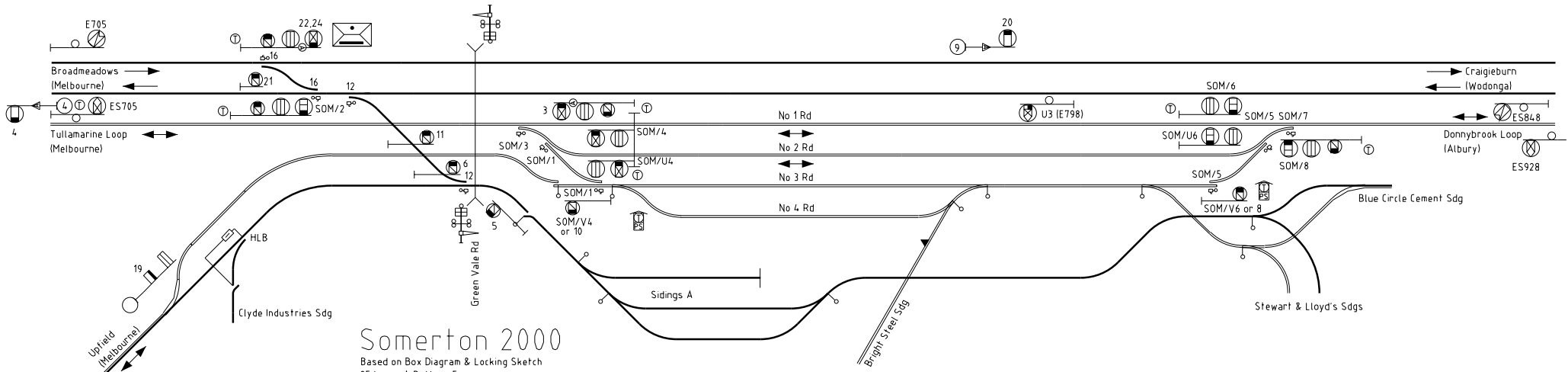
27.01.2000 Standard Gauge loop extended at Down end. Connection from No 2 to No 3 Tracks relocated further out and Catch 5 provided. Homes SOM/6 & SOM/U6 and Dwarf SOM/V6 relocated further out. Dwarf 7 abolished. Only one Standard Gauge train to operate in No 3 Track (or sidings leading from No 3 Track) at one time. Broad Gauge trains are not to operate beyond Stop board towards Blue Circle Siding

(10.07.2000) By this date, Somerton is a Non terminal Block Post on the Down line and a Terminal on the Up (WN 27)

(12.09.2000) Dwarf V6 was lowered to be 1.5 m above rail level (WN 37)

PATULLOS LANE (24.00 KM)

(02.06.1998) Closed to traffic (WN 21)



Somerton 2000

Based on Box Diagram & Locking Sketch
 25 Lever A Pattern Frame
 Spare: 1, 2, 7, 17, 18, 23, 25
 Closing: 14
 Standard Gauge Crossing Pilot: 13 (released by SOM/9)
 Standard Gauge Shunting Pilot: 9 (released by SOM/11)
 Pilot: 15

Version 1.0 (September 2002)