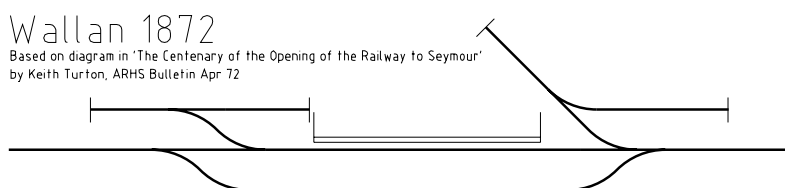


Wallan

WALLAN (29 MILES 40 CHAINS)

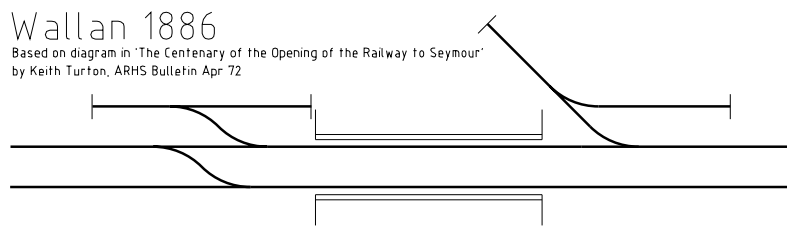
Like most of the other stations on the line to Seymour the township of Wallan is located on the Hume Highway and is some 2 kilometres west of the station. The station itself is located in Wallan East. The station was opened with the line and was a crossing and watering station. When Staff and Ticket working was introduced in 1873, Wallan was the first Staff station north of Essendon and by 1879 it was working Telegraph Block. The line through Wallan was duplicated in 1886 and Wallan continued to be a block post. In 1888 the branch line to Kilmore was opened. Although this branch physically junctioned from the main line at Heathcote Junction, Wallan was the real junction station. Branch line trains normally originated and terminated at Wallan; requiring a small engine depot on the Down side of the line and exchange sidings on the Up side. Wallan was just on the Melbourne side of the Great Dividing range and this also had an effect on Wallan. At various times trains were remarshalled and combined at Wallan to maximise train loads to Melbourne. In 1913 extensive Gravitation sidings were provided on the Up side to facilitate this work. At other times, trains were double headed from Seymour and Wallan was the location where the assisting engine was cut off to be returned to Seymour. At times of low traffic, however, Up goods trains simply ran through Wallan. An interlocking frame was provided in 1895 but little is known of the frame. A new frame was provided in 1899 when all the main line points were connected up. This frame was replaced in 1916 when an elevated signalbox with a 40 lever frame was provided on the Up platform. The sixties saw significant changes at Wallan. The engine depot was removed with the withdrawal of steam and part of the Gravitation sidings were lifted to make room for a standard gauge loop. Later, in 1968, the Heathcote line. The late eighties and early nineties saw the removal of the remaining sidings, culminating in the removal of the signalbox in 1995. It was replaced by a "new" mechanical frame in the Down station building. The frame, built from parts of the Craigieburn frame, will probably prove to be the last mechanical frame to be installed on the 'big' railway. Wallan remains open as a block post.

- 18.04.1872 Line opened between Essendon - Schoolhouse Lane. Station opened to Passengers as 'Wallan Wallan'. Original layout platform on down side of line with crossing loop and goods sds (CL, 'Victorian Railways to '62', L.J. Harigan, 1962, 'The Centenary of the Opening of the Railway to Essendon, K.W. Turton, ARHS Bulletin Apr 72)

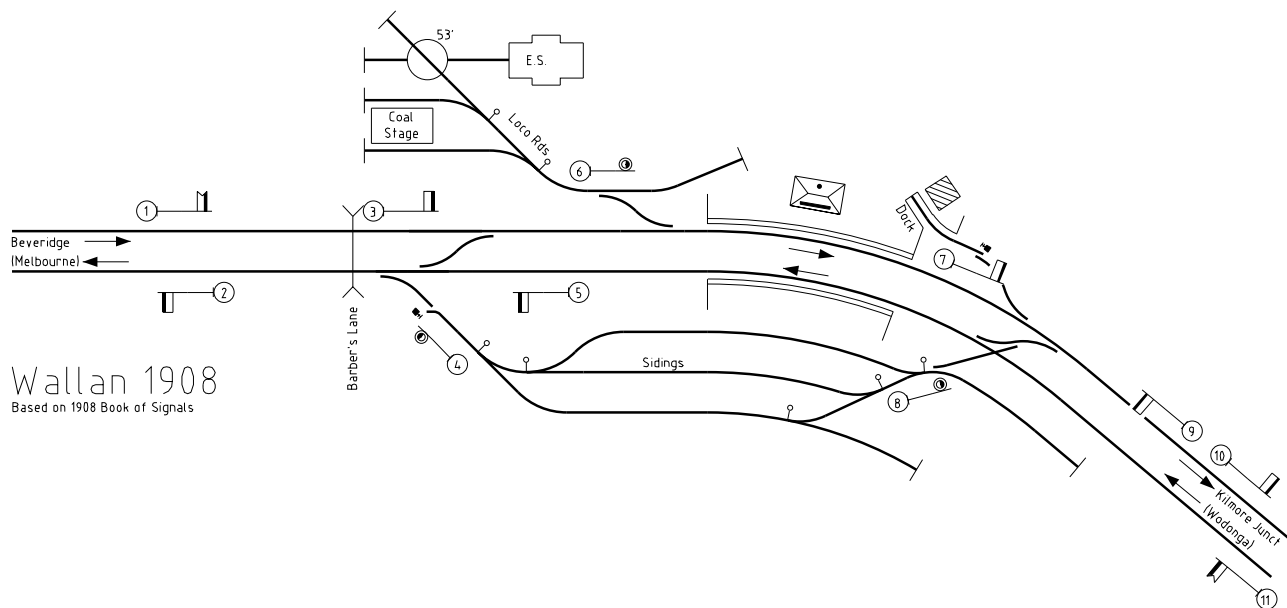


- 22.04.1872 Line to Schoolhouse Lane opened for goods (Chronological Index)
- ??.05.1872 Telegraph instrument provided (Somersault 22/2 p27)
- 30.06.1872 Contract let for supply of water tanks, water cranes, syphons etc at Wallan Wallan & Kilmore to Robinson Bros & Co for £2160.11.1 (CR)
- 06.09.1872 Contract let for erection of Goods Shed etc to R. McColl for £1291.11.7 (Government Gazette)
- 1873 Additional loop sdg provided to serve timber loading platforms (KWT)
- 27.06.1873 Contract let for erection of Goods platform to Jas. Richardson for £2202.17.8 (CR)
- 17.12.1873 Staff & Ticket working introduced. Sections Essendon - Wallan (Red staff) & Wallan - Broadford (Black staff) (S5/1-3)
- (31.12.1874) By this date open for goods (Commissioners Report)
- 1876 Goods shed replaced by one brought from Tarrawingee (KWT)
- (01.12.1879) By this date, Telegraph Block in use for all trains Craigieburn - Wallan - Kilmore (WTT)
- (31.05.1880) By this date (since 4.80) Up and Down trains between Craigieburn - Wallan worked under 15 minute time interval (WTT)
- 1882 Second platform provided (KWT)
- 17.05.1885 Contract let for additional tanks at Horsham and Wallan for £213.5.9 to Humble & Nicholson (GG)
- 03.12.1885 By this date (since 1.12.82) Telegraph Block in use for all trains Beveridge - Wallan - Wandong. Note Staff section Wallan - Ballast Pits Siding; Wandong was not a Staff station (WTT)

18.01.1886 Duplication extended from Beveridge to Wandong Ballast Pits (CI)

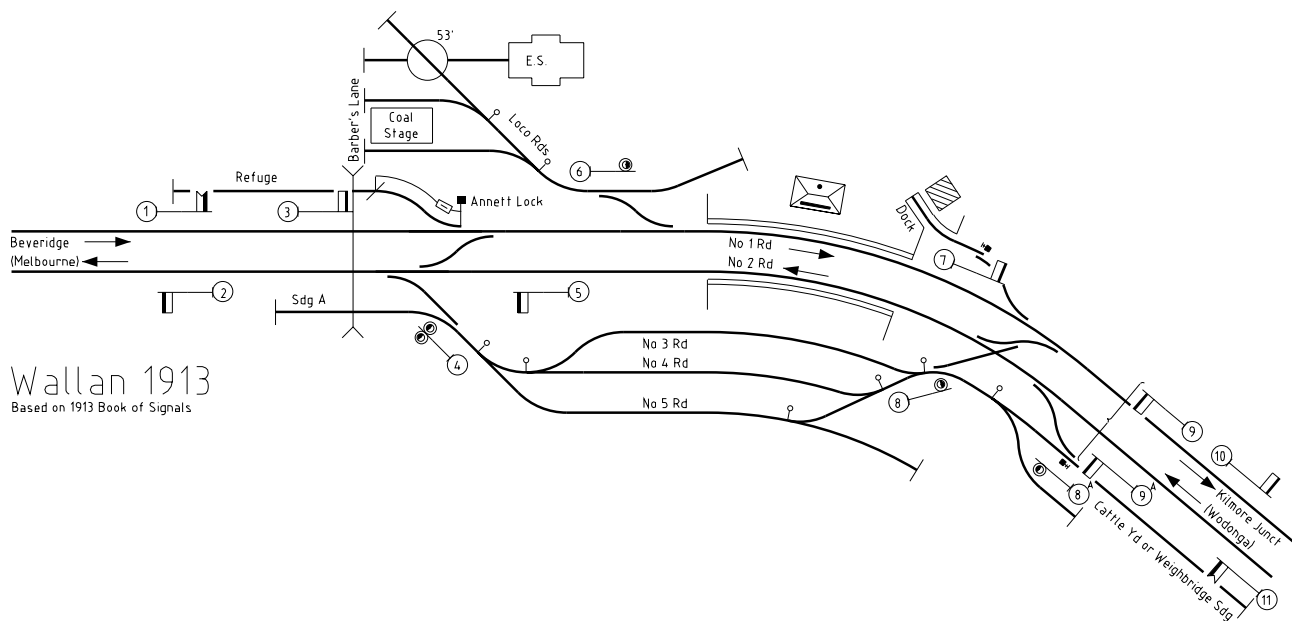


- 15.06.1886 Block Telegraph (Winter's instruments) provided Beveridge - Wallan - Wandong (CI)
 28.09.1888 Contract let for erection of turntable for £191.4.7 to Reilly Bros (GG)
 1888 Coal stage built (KWT)
 1892 50' turntable provided (KWT)
 15.04.1892 Contract let for removal of engine shed at Yea to Wallan for £144.18.0 to Sutherland & McDougall (GG)
 20.04.1895 12 lever interlocking frame provided. All levers working (IR)
 10.12.1897 Contract let for erection of SMs residence for £184.7.8 to C. Fielding (GG)
 1898 Coal stage extended (KWT)
 29.04.1898 Contract let for erection of Driver's residence for £173.3.3 to W. Jackson (GG)
 27.10.1898 Green light provided in signals (WN 16)
 (05.12.1898) Prohibition on accepting trains under Block Rule VI lifted (WN 23)
 23.12.1898 Contract let for erection of sheep and cattle yards for £122.4.9 to Jones & Mowday (GG)
 (03.04.1899) Cattle Race provided in addition to Sheep Race (WN 40)
 (01.07.1899) By this date frame contains 11 signal levers and 1 facing point lever (none spare). (IR)
 30.10.1899 New 20 lever interlocking frame. No change to working levers. (IR)
 16.11.1899 Track and Signal alterations. Points connected to signalbox and interlocking completed. Had 11 posts. Frame now contains 11 signal levers, 7 point levers, and 2 spaces. Diagram 1149/99 provided. (WN 20, IR)
 19.11.1902 Contract let for removal of 20000 gallon tank from Nathalia to Wallan for £311.19.9 to W. Jamieson (GG)
 (14.12.1903) The practice of running local goods trains between Seymour and Wallan is hereby discontinued and permission is hereby given for trains from Seymour to Wallan to be run by two engines (new V class engines excepted), full combined loads less 10% to be taken. The assistant engine must be a B class and it must be the leading engine. Three B class engines are now stationed at Seymour (WN 50)
 (11.03.1907) No 20 Gate (Barber's Lane - at station) replaced by cattle grids (WN 10)



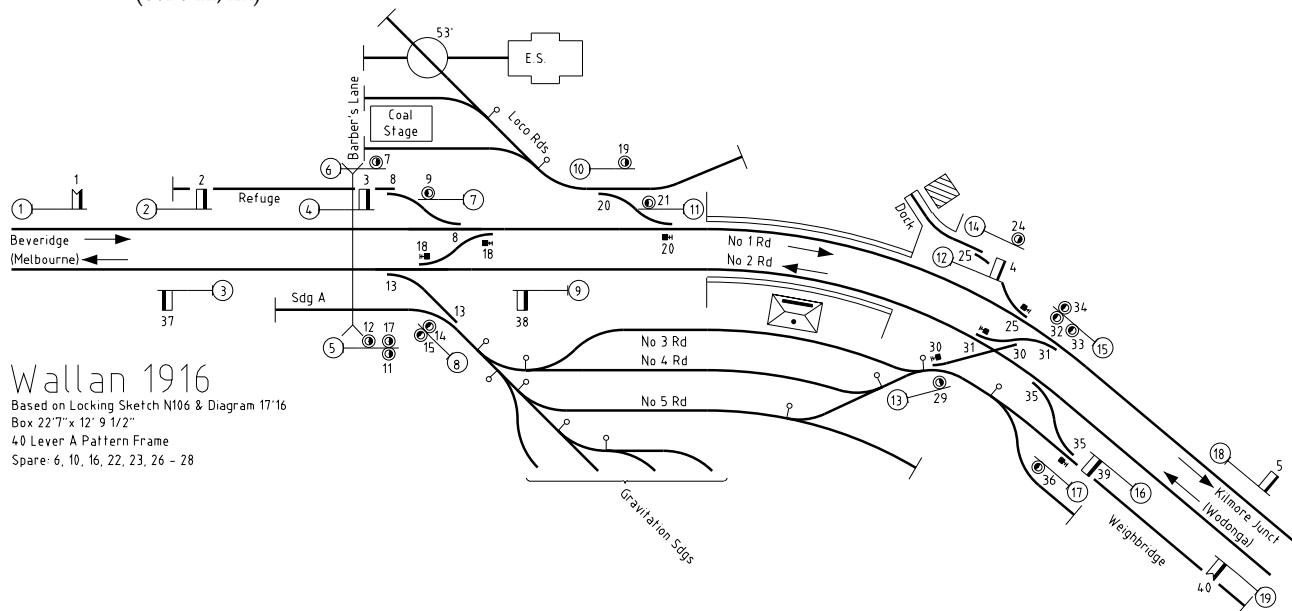
- 28.05.1909 Block Rule VI continued to be authorised for Down trains (WN 28)
 (01.06.1911) By this date, SM class 6 (Reg)
 13.07.1911 Dead end siding at Up end of sidings provided. New disc on Post 4 applying for moves from Sidings to dead end. Coacting signal for Up home signal (Post 9) provided on new dwarf Post 9A located on left hand side of line opposite Post 9. Frame now contains 12 signal levers (IR, WN 29)
 19.08.1912 Dead end siding at Down end slewed to form Spoil Siding. Connection to Nos 3, 4, & 5 Rds lifted and Spoil Siding now trails into Up line. New post 8A provided (one disc) applying for moves from Spoil Siding. Catch point provided in siding. Point indicator provided on main line crossover points. Now 13 signal levers. (WN 35, IR)
 04.03.1913 Post 3 moved 60 yds further out. Refuge Sdg provided leading off Down line at Up end. Points rodded to Deraill in Refuge and secured by Annett Lock with duplicate lock on frame. Amend Diagram 1149/99. (WN 9, IR)

(17.03.1913) Connection provided from siding serving Cattle Yard or Weighbridge (formerly Spoil Siding) to Nos 3, 4, or 5 Roads. Disc on Post 8A now applies to Nos 3, 4, & 5 Rds as well as Up line and point indicator provided on crossover points in advance of Post 8A. (WN 11)



Wallan 1913
Based on 1913 Book of Signals

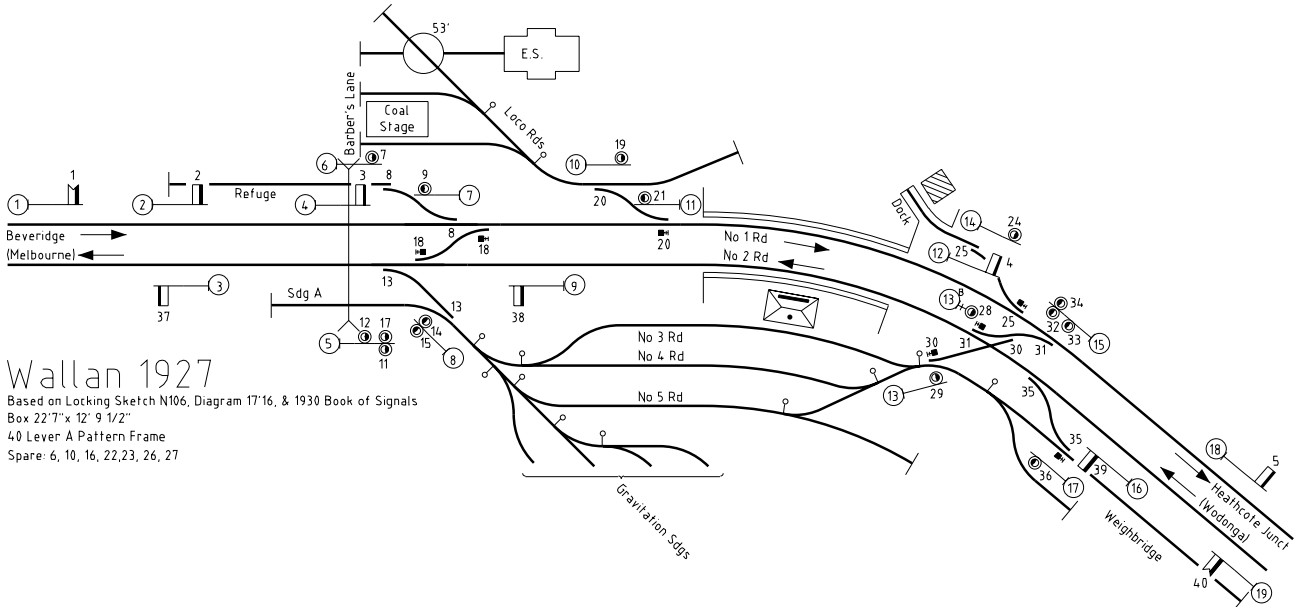
- (12.01.1914) Gravitation Yard opened for traffic. All Up Goods trains arriving at Wallan between 1900 and 0800 (livestock and perishable trains excepted) will be shunted into the dead end receiving road at the Down end for marshalling purposes. (WN 2)
- (26.01.1914) Gravitation Yard closed and special instruction cancelled. (WN 4)
- (06.03.1916) Gravitation Yard closed and instructions in A4190/15 cancelled. (WN 10)
- (01.07.1916) By this date SM class 5 (Reg)
- (11.09.1916) Up Distant Post 11 moved 80 yds further out and on left hand side of line. Post 9 moved 20 yds further out and on the left hand side of the line. Post 9A removed. Amend Diagram 1149/99. (WN 37)
- 03.10.1916 New signalbox provided on Up platform with 40 lever A pattern frame containing 23 signal levers, 8 point levers, and 9 spaces. Points to Refuge Siding connected to frame. New Down Outer Home provided and Down Distant relocated further out. Large number of additional disc signals provided. Diagram 17/16 provided. (WN 41, IR)



Wallan 1916
Based on Locking Sketch N106 & Diagram 17'16
Box 22'7" x 12' 9 1/2"
40 Lever A Pattern Frame
Spare: 6, 10, 16, 22, 23, 26 - 28

- (06.11.1916) Block Rule VI prohibited for Down trains - no longer necessary with new Outer Home. (WN 45)
- b1919 Special instruction will be issued re trains to shunt when Gravitation Yard is open. Drivers to exercise extreme care when setting back towards dead end. Engines not to pass over Weighbridge (GA)
- c10.1921 Coal stage was a ordinary type 112x15 feet and contained up to 186 tons of coal. Depot was a subdepot of Bendigo (RSBI)
- (28.12.1926) Established as a Block Terminal for Up trains in clear weather only (WN 52*)

09.09.1927 Ground disc 13B provided. Applies from Down line (No 2 Road) to Up Line or Weighbridge Siding. Lever 28 formerly spare (WN 38*, IR, IS)



29.12.1927 Special Instruction: Any down goods with a load exceeding 40 vehicles which takes water at Wallan to split train so as to avoid blocking Barber's Lane (SB)

(15.01.1929) Bell communication provided between Post 5 and signalbox to allow Guards to signal the required road when the train is clear of points. Code: Up line to Sidings and Yard (1 short - 1 long); Up line to Down line (2-1); Yard or Sidings to Shunting Neck (2 short); Shunting Neck to Yard or Sidings (3 short); Sidings or Yard to Up line (4 short); Cancel (5 short) (WN 3)

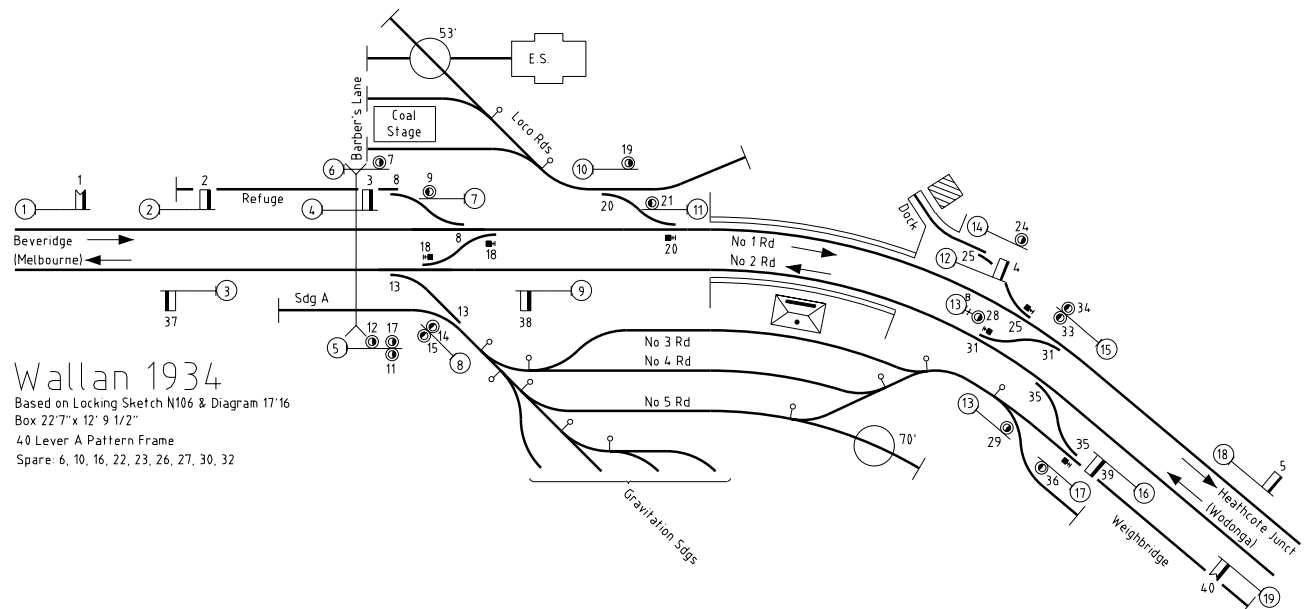
12.01.1931 Locking altered. Down Outer Home 2 now released by Home 3. (IS)

19.02.1931 Post 18 moved 35 yds further out and 14' nearer track. (WN 9)

(23.08.1932) 70 ft turntable provided on dead end extension of No 5 Road. (WN 34)

26.10.1933 Connection between main line and Nos 3, 4, & 5 Rds at Down end (Crossover 30) abolished (WN 26/33)

13.06.1934 Crossover 30 - lead from Nos 3, 4, & 5 roads to down line at down end - removed ('K' crossing removed). Post 13 moved 113 yds further out and now applies from Nos 3, 4, or 5 Roads to Weighbridge. Disc 32 on Post 15 abolished. Disc 32 now worked by lever 33 and former Disc 33 removed. Lever 30 removed. (WN 26, IR, IS)



07.06.1937 Dock at Down end abolished and goods shed relocated to dead end on Loco Roads. Post 14 (Disc 24), Points 25, and Catch 25 abolished. Ground Disc 13B renumbered 14. Point indicator provided on Up end of Crossover 20. Levers 24 & 25 now spare Diagram 3/37 replaced 17/16. (WN 26, IR, IS)

(10.06.1941) Spur Sdg at Down end of No 3 Rd and Weighbridge Loop removed (not shown on diagram) (WN 23)

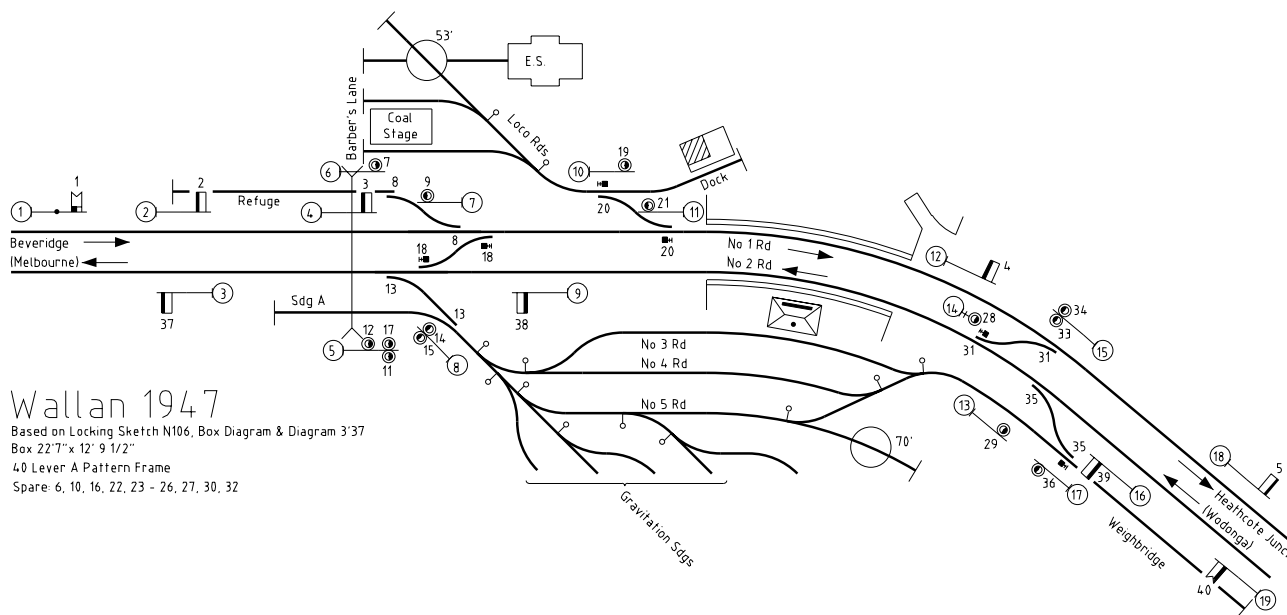
(09.04.1946) TT disc abolished (WN 15)

(21.05.1946) New Coal Stage provided between No 5 Rd and No 6 Gravitation Siding. Elevated road provided behind Coal Stage (on station side) and an asphalt provided in No 6 Siding. Existing connection to No 6 Siding abolished

and No 6 Siding and Elevated Road now lead off No 5 Rd. (WN 21)

06.08.1947 Down Distant Post 1 replaced by new post 199 yds further out. Down Distant now worked by lever 1 (previously worked automatically). Homes 2, 3, & 4 fitted with reversers. Track locking rearranged. (WN 32, CI, LS)

07.11.1947 Repeater provided for Down Distant, Post 1 (CI)



10.09.1952 Down Starting signal, Post 18, moved 72 yds further out due to relocation of ashpit (WN38, CI)

25.05.1953 Ashpit in Down line at 29 miles 64 chains removed (WN 14*)

23.08.1954 Post 5 renewed with 20' steel post (CI)

02.12.1955 SM reclassified from class 5 to class 6 (WN 50)

(15.05.1956) Telegraph instrument removed (due to general introduction of teleprinter services and withdrawal of telegraph facilities). (WN 20)

c1957 Up platform is 414 feet long; down 434 feet. Open for goods. Has sheep and cattle race, and carriage dock. Watering facilities and 70' and 53' turntables (DS)

13.11.1960 Down Distant, Post 1, moved 561 yards further out (WN 47)

(22.11.1960) 53 ft Turntable (on Down side) out of use (WN 47)

27.11.1960 Post 2 moved 61 yards further out (WN 49)

11.12.1960 Up Starting, Post 3, moved 500 yards further out and telephone provided at foot of post. Post 4 replaced by new lop bracket post 58 yards further out (WN 51, CI, IS)

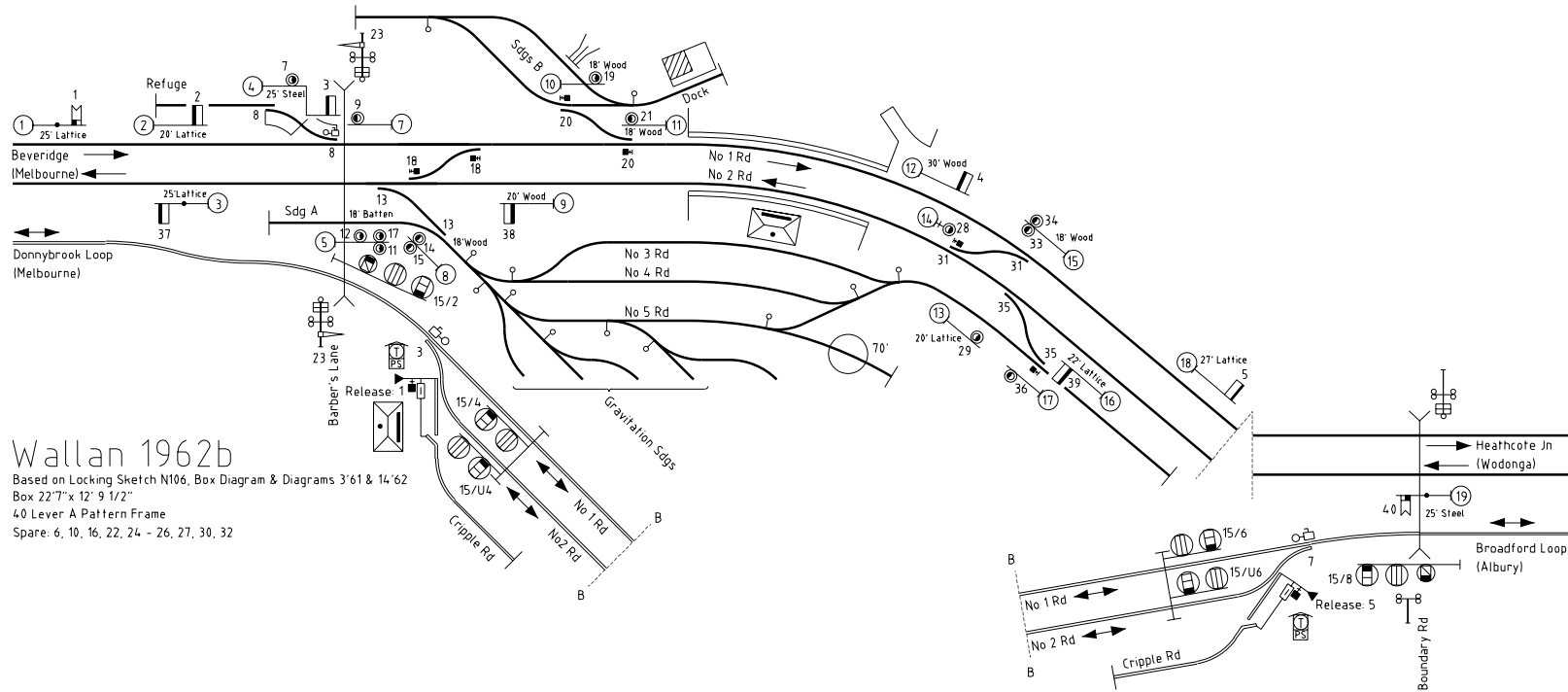
11.01.1961 New livestock trucking yards provided on new siding on Down side of line adjacent to Goods Shed and on the site of the former loco depot. Old livestock siding and trucking yards out of use to allow construction of new Standard Gauge line. (WN 4.61)

23.07.1961 Points to Refuge Siding relocated to Up side of level crossing. Points to siding are now motor operated and rodded to catch points. Post 6 abolished and disc relocated under the bracket of Post 4. Post 7 will be moved 40 yards further out. Turntable and loco roads on down side of line abolished and sidings re-arranged. Diagram 3/61 in service. (WN 31, CI, IS)

03.04.1962 Up Distant, Post 19, relocated 933 yds further out and probably fitted with motor. (CI)

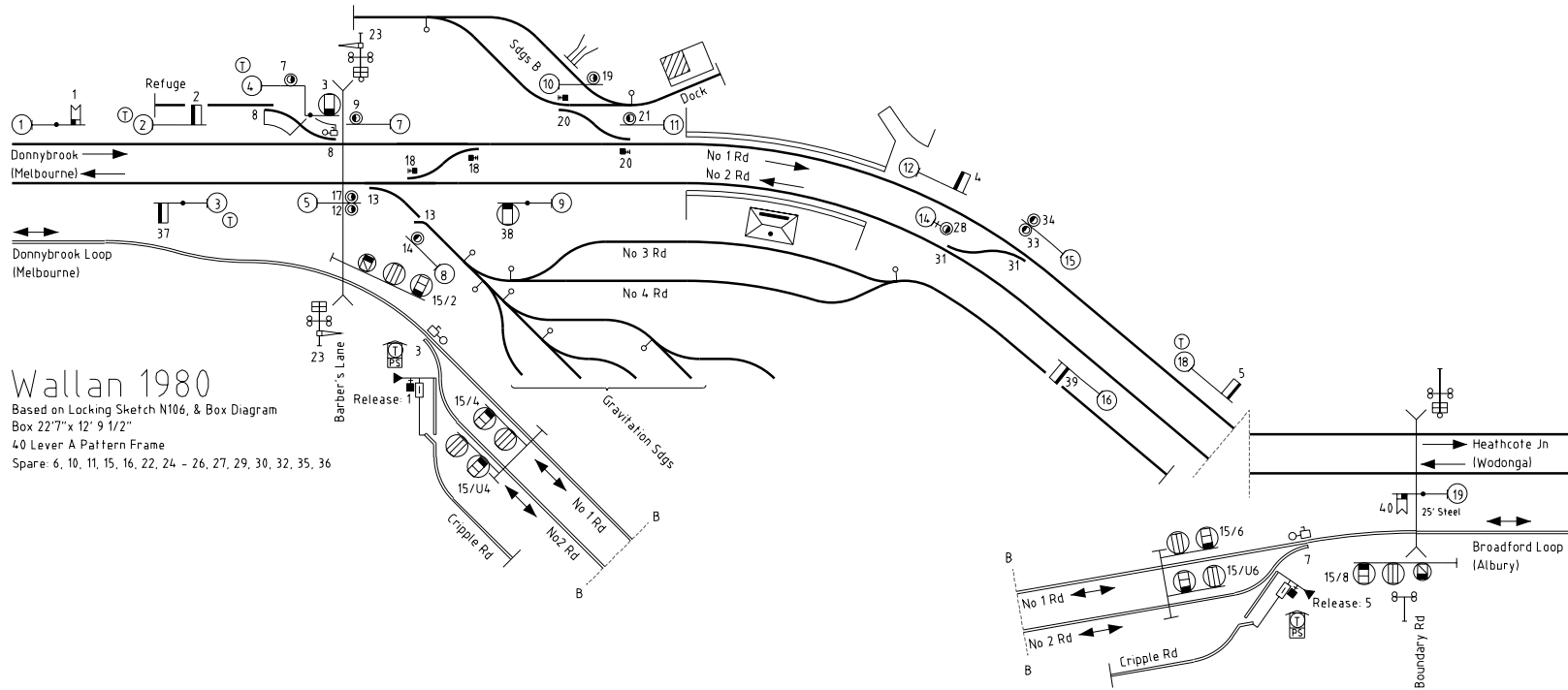
30.05.1962 Boom barriers provided at Barber's Lane (29 miles 28 chains). Manually operated for Broad Gauge moves (Lever 23) and automatically operated for main line Standard Gauge moves. Booms will lower if Cripple Sdg points unlocked. (WN 23, IR, IS)

- | | | | | |
|------------|--|------------|---|----------------------------|
| 04.06.1964 | Post 9 renewed (CI) | 10.04.1966 | SM reduced from class 6 to class 7 (WN 16) | |
| 04.07.1965 | Siding A was abolished and Points 13D were replaced by a set of catch points. Post 5 relocated closer to main line and discs rearranged. Disc 12 was removed and Disc 17 is now worked by lever 12. Disc 15 was removed from Post 8. Levers 11 & 15 now spare. (WN 28, IR, IS) | 07.08.1970 | Crossovers 18 and 31 renewed (CI) | |
| 03.08.1965 | Post 18 renewed (CI) | 30.09.1970 | Boom barriers at Barber's Lane converted to automatic operation for Broad Gauge main line movements. Remain manually controlled for Broad Gauge shunting moves. Homes 3 & 38 converted to light signals (WN 41, IS) | 07.12.1978 |
| 04.08.1965 | Post 16 renewed (CI) | 18.09.1977 | Locking bed cleaned. Interlocking temporarily out of service (CI) | Posts 10 & 12 renewed (CI) |
| | | 31.10.1977 | Special instruction: To avoid delays to road | |



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- 14.07.1980 Connection to Gravitation Sidings at Down end removed. Crossover 35 and Posts 13 and 17 abolished. Point indicator on Up end of No 31 crossover abolished. Levers 29, 35 & 36 spare. (WN 33, IR, IS)
- 06.07.1988 Switch out facilities commissioned (WN 28)
- 08.06.1982 Telephone provided at Post 4 (WN 23)
- 20.12.1989 Down Refuge was abolished. Points 8 were spiked normal. Disc 7 and Post 7 (Disc 9) were abolished. Levers 7, 8, & 9 sleeved normal (WN 1)
- 18.10.1984 Homes 4 and 5 electrically lit. Repeater provided for Home 5 (WN 43)
- 24.02.1987 Disc 7 electrically lit (WN 9)
- 16.01.1990 Diagram 32/89 replaced 12/86 (WN 2)
- 24.06.1987 Home 37 converted to a light signal. Amend Diagram 18/82. (WN 25, IS)
- 11.12.1990 Crossover 31 was abolished. Ground Disc Post 14 (Disc 28) and Post 15 (Discs 33 & 34) removed. Levers 28, 31, 33 & 34 sleeved normal (2nd WN 10)
- 12.04.1988 Home 2 converted to a light signal (WN 14, IS)
- 22.06.1988 Siding B abolished. Crossover 20 and Post 10 (Disc 19) abolished. Levers 19 and 20 sleeved normal. Remainder of Gravitation Sdgs removed but No 3 Road remains as an Up Refuge.. (WN 25, S11.5-83, IS)

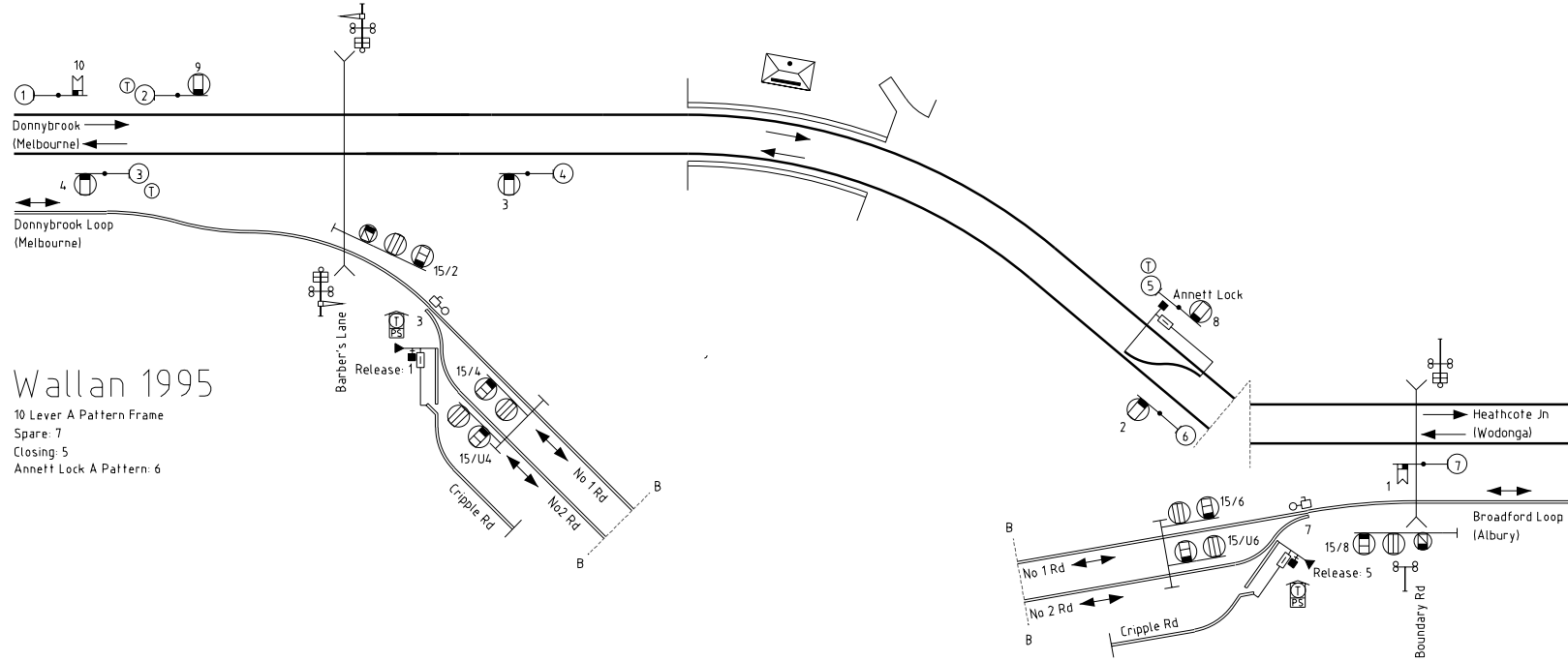


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- 18.04.1991 Up Refuge was abolished. Crossover 18, Points 13, and Catch 13 abolished. Posts 5 (Discs 12 and 17), 8 (Disc 14) and 11 (Disc 21) were abolished. Levers 12, 13, 14, 17, 18, and 21 were sleeved normal. New Annett locked crossover provided on Down side of station on straight section of track. A Pattern Annett Key normally secured in duplicated lock on Lever 31. Post 16 relocated 310 metres further out. (WN 14)
- 31.01.1995 Signalbox on Up platform and 40 lever frame abolished. New 10 lever A pattern frame provided in station building on Down platform. Frame constructed from parts of Craigieburn frame. Posts 4 and 12 were abolished and

- remaining mechanical Home signals converted to light signals. Posts were renumbered. Amend Diagram 28/91. (WN 5/95)
- (09.08.1999) Not normally switched in (WN 31)
- 10.10.1999 Block hours: Monday - Friday 0550 hours to clearance of No 8309 (WN 40)
- (10.07.2000) By this date Block Terminal for Up trains (in clear weather only) but not for Down trains (WN 29)

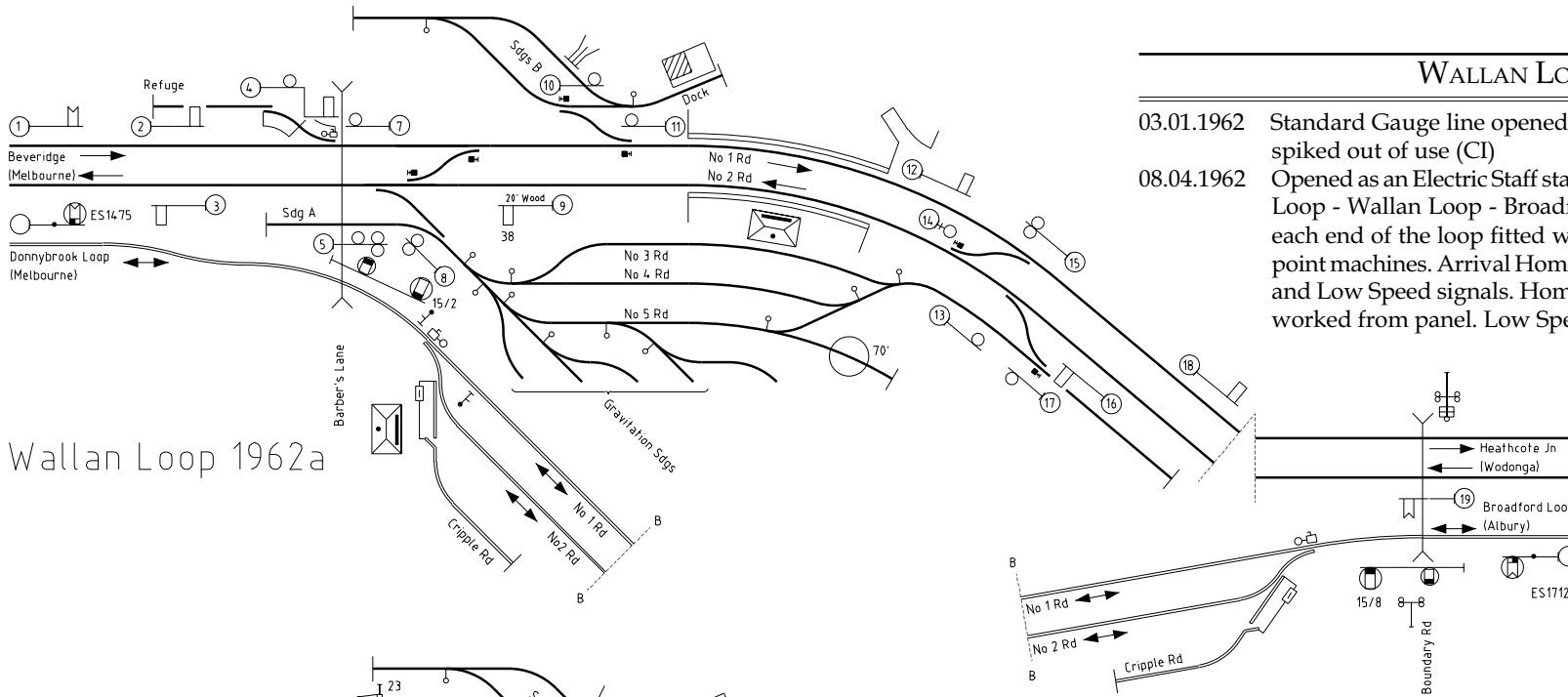


Wallan 1995
 10 Lever A Pattern Frame
 Spare: 7
 Closing: 5
 Annett Lock A Pattern: 6

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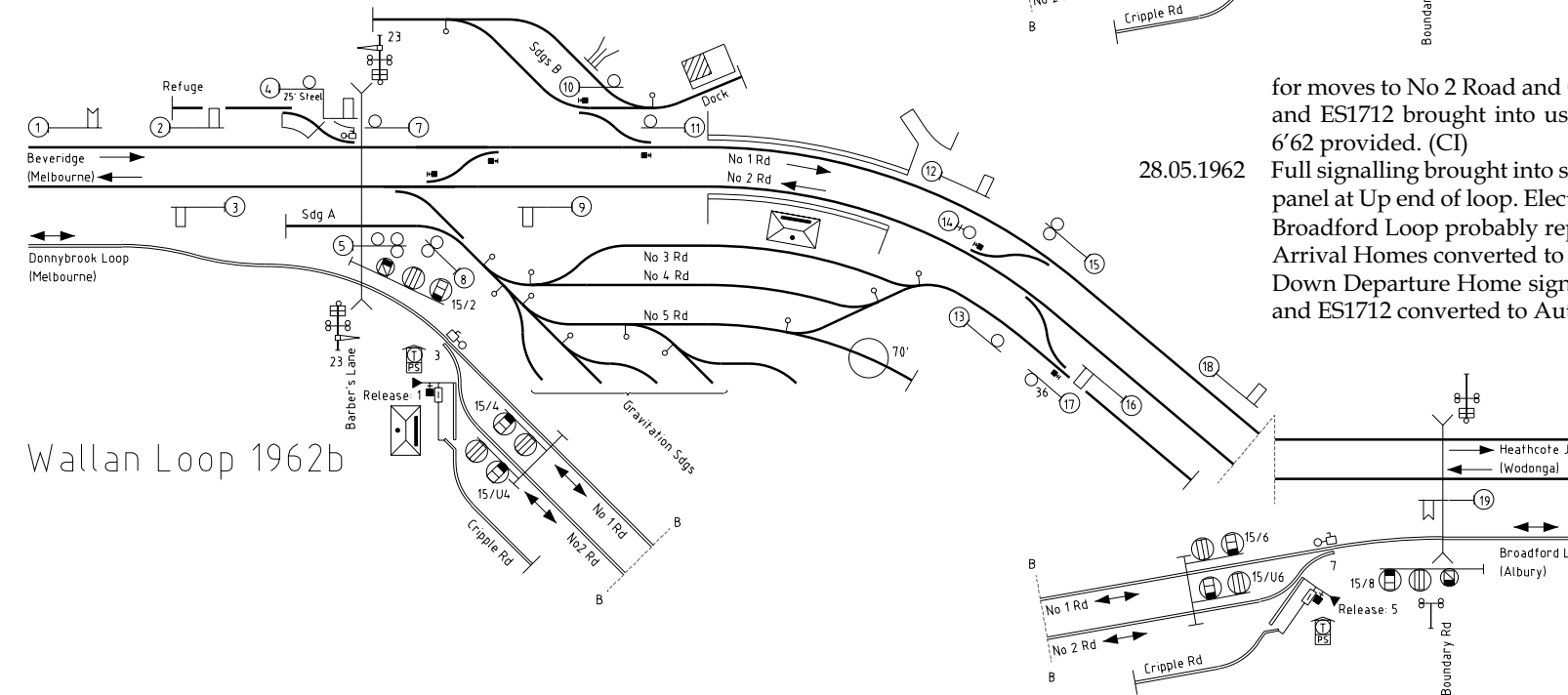
WALLAN LOOP

- 03.01.1962 Standard Gauge line opened for goods traffic. Wallan loop spiked out of use (CI)
- 08.04.1962 Opened as an Electric Staff station with sections Donnybrook Loop - Wallan Loop - Broadford Loop. Main line points at each end of the loop fitted with hand worked dual control point machines. Arrival Home signals provided with Homes and Low Speed signals. Homes apply to No 1 Road and are worked from panel. Low Speed signal worked from points



Wallan Loop 1962a

- 28.05.1962 Full signalling brought into service but worked from a local panel at Up end of loop. Electric Staff system Wallan Loop - Broadford Loop probably replaced by ATC. Up and Down Arrival Homes converted to three position signals. Up and Down Departure Home signals provided. Distant ES1475 and ES1712 converted to Automatic signals. Up and Down



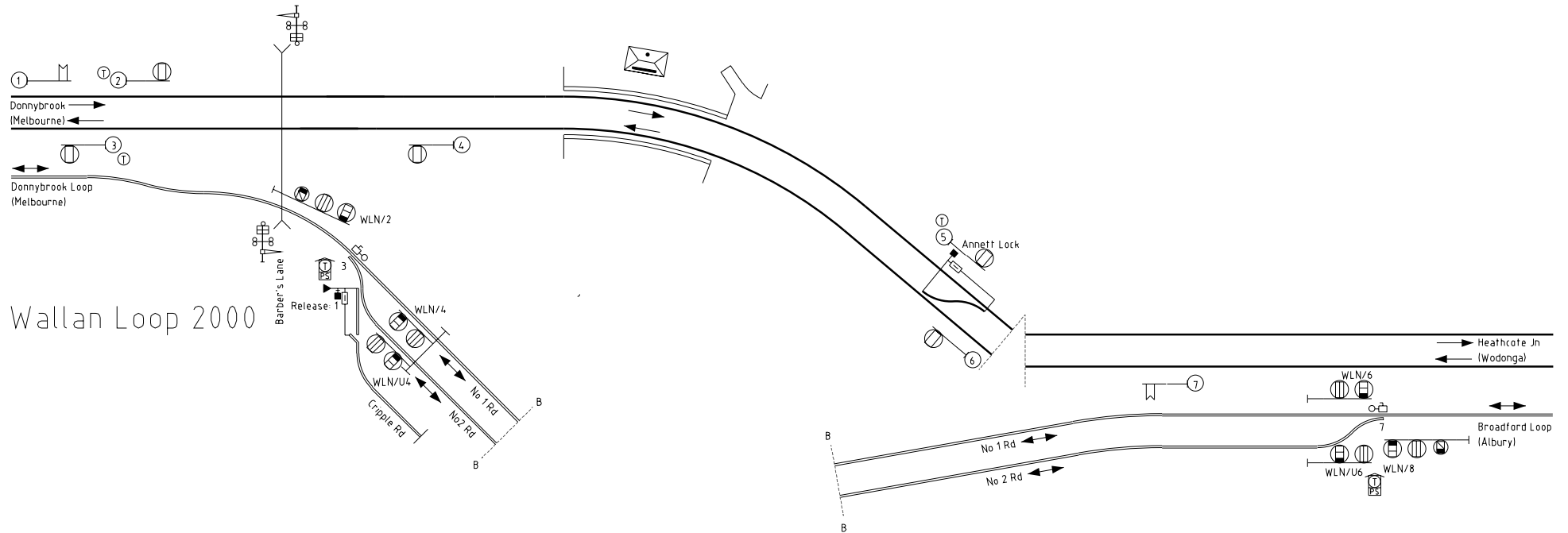
Wallan Loop 1962b

service. (WN 3)

BOUNDARY RD (30 MILES 7 CHAINS)

- by1908 Cattle pits at No 21 Crossing (GA)
- 30.06.1962 Flashing lights provided. Automatically operated for all trains. (WN 23)
- 18.01.2000 By this date crossing closed due to extension of Wallan Loop (WN 3)

- main line points now power worked and Cripple Sidings secured by switch locks. (CI)
- 24.06.1962 Electric Staff system Donnybrook Loop - Wallan Loop probably replaced by ATC (CI)
- 04.03.1963 CTC brought into use between West Footscray and Seymour Loop. Local control panel withdrawn. (CI)
- 23.07.1987 Signal posts renumbered from '15' to 'WLN' (WN 29)
- (01.10.1996) Diagram 48/96 replaced 26/91 (WN 39)
- 29.07.1999 Control of Standard Gauge transferred from Centrol to ARTC Train Control Mile End (SA) (WN 31)
- 18.01.2000 Loop extended at Down end by 650 metres. Homes WLN/6, WLN/U6, and WLN/8 replaced by new masts. Diagram 32/99 in



MAGPIE AND STUMP RD (31 MILES 37 CHAINS)

- (01.10.1912) By this date worked by Class 4 female gatekeeper and Class 6 female assistant gatekeeper (Reg)
 (01.07.1916) By this date Class 6 assistant female gatekeeper removed (Reg)
 (02.10.1923) By this date worked by Class 5 female gatekeeper (Reg)
 18.12.1946 Approach warning bells provided (WN 52)
 17.09.1959 Hand gates replaced by Flashing lights. Lights work automatically for all trains. (WN 39)
 17.08.1988 Boom barriers and healthy state lights added to Flashing Light Signals at Magpie and Stump Road (50.653 km) (WN 33)

LIGHTWOOD (31 1/2 MILES)

This siding was opened in 1890 as 'Merri Merri Siding' for outwards brick and timber traffic. It was renamed 'Merri' in 1904, 'Merri Siding' in 1906, and finally 'Lightwood' in 1907. The siding closed in 1941.

- 1890 Opened as 'Merri Merri Sdg' for outwards brick and timber traffic (KWT)
 (01.07.1899) By this date had one home signal (SANP)
 08.12.1898 Green light provided in signal (WN 22)
 16.11.1899 Two lever frame (1 point lever and 1 signal lever) provided. Post numbered 12 (WN 20, IR, SANP)
 (04.07.1904) Will be worked in future as NC supervised by Wallan. 11.45am Up goods to work siding. Guard of train to obtain key to frame from Gatewoman at Magpie and Stump Road. Signal normally at proceed and is to be lit at night. Daylight trains only to work (WN 27)
 (21.11.1904) Merrie Merrie Sdg renamed Merri (WN47)
 (09.01.1905) Siding closed. Points spiked and signal crossed (WN 2)
 (03.04.1905) Siding to remain open (WN 14)
 10.12.1906 Merri renamed Merri Sdg (due to renaming of Northcote to Merri) (WN 49)
 01.04.1907 Merri Sdg renamed Lightwood (WN 11)
 12.10.1925 Up home signal secured at proceed by Annett lock. Loose Annett Key kept at Wandong. Keys to cabin containing ground frame continued to be kept by Gatekeeper. (WN 42, IR has Annett lock provided on 20.10)
 11.08.1938 Up home signal, Post 12, moved 153 yds further in (WN 34)
 24.04.1941 Dead end siding abolished. Up home signal and connection abolished. Frame removed (WN 17, IR)

