

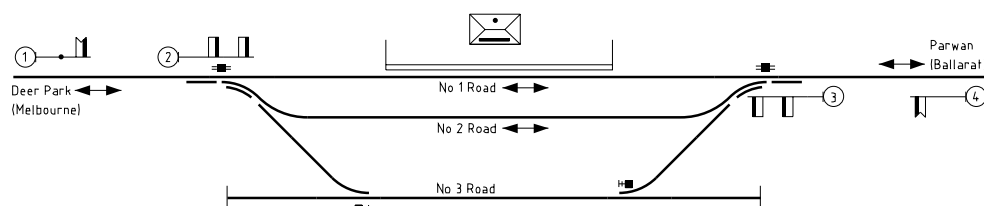
Melton

RMSP No 65 (21 1/2M)

- (23.11.1936) By this date open (since 1.10.1934), but not numbered. Probably situated at what is now Ferris Rd (Working Timetable)
- (10.06.1957) By this date numbered 65 (Directory of Stations)
- 08.07.1969 Closed??? (WN 27 - cannot find this in my copy)
- (01.12.1969) By this date (since 4.11.68) removed from WTT (WTT)

MELTON (23 MILES 14 CHAINS 4 LINKS)

- 20.03.1884 Tenders called for construction of Gate Cottage at station (Government Gazette)
- 25.04.1884 G. Rattray granted contract for erection of telegraph line between Footscray and Melton for £215/16/0 (GG)
- 02.04.1884 Line from Braybrook Junction opened for passengers (Chronological Index)
- 25.04.1884 Wm. Blackwood granted contract to erect goods shed and platform for £429/5/1 (GG)
- (30.06.1884) By this date open for goods (Commissioners Report)
- (03.12.1885) By this date (since 12.1883), worked by Staff and Ticket with sections Mt Atkinson [Rockbank] - Melton (WTT)
- 18.03.1886 Line to Parwan opened for goods (CI)
- 01.04.1886 Line to Parwan opened for passengers. By this date (since 3.12.85), Staff & Ticket sections Mt Atkinson - Melton - Parwan. (CI, WTT)
- (08.06.1887) By this date (since 19.1.87) Staff and Ticket section Melton - Bacchus Marsh. Parwan probably closed with extension to Bacchus Marsh on 10.2.87. (WTT)
- 29.04.1889 Owen & Sheperdson granted contract to erect shelter shed for dairy produce for £88/15/9 (GG)
- (12.08.1889) By this date (since 1.3.89) Telegraph Block worked Melton - Bacchus Marsh (WTT)
- (17.03.1890) By this date (since 12.8.89), Parwan reopened as Staff station; section now Melton - Parwan (WTT)
- c1890 Staffs: Rockbank - Melton, No 2 Pattern Staff, Red boxes, and Melton - Parwan No 1 Pattern Staff, Blue boxes (Staff Register)
- (24.03.1891) By this date (since 11.8.90), Winters Block introduced Rockbank - Melton - Parwan (WTT)
- 22.07.1898 Train Staff and Ticket/Winters Block sections Rockbank - Melton - Parwan replaced by Electric Staff sections Deer Park - Melton - Parwan (large instruments) (WN 4)
- (29.07.1898) Tenders called for removal of combined signalbox and office from Leeor to Melton. No contract recorded. The contract for the 'combined signalbox and booking offices' at Gerang Gerung, Tarranginnie, and Leeor had been let to W. Bennett for £1205/1/0 on 29.3.89. (GG)
- 09.11.1898 White lights altered to green in signals. (WN 18)
- 09.03.1899 Interlocked with 20 lever frame. Repeater provided for Down distant. Diagram 211/99 provided. (WN 36, IR)

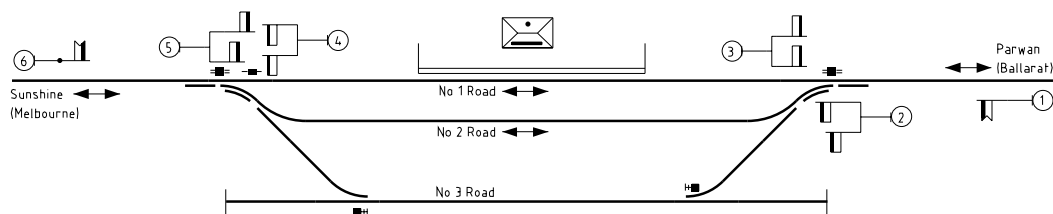


Melton 1899

Based on WN 36/99

- 10.02.1890 T Whight granted contract to erect a wooden Cool Storage Shed for £351/15/11 (GG)
- 13.08.1900 F.E. Shillabeer granted contract to erect additions to station buildings for £261/2/9 (GG)
- (21.01.1901) Repeater provided for Up distant (WN 30)
- 08.09.1903 Deer Park temporarily closed as staff station. New section Braybrook Junction - Melton (WN 35)
- 04.01.1904 Deer Park temporarily closed as staff station. New section Braybrook Junction - Melton. (WN 52)
- (01.03.1909) Cattle pits replaced the hand gates at 21 miles 40 chains (WN 9)
- (22.12.1913) Miniature electric staff instruments replaced the large instruments Sunshine - Melton - Parwan. Probably occurred on 18.12 when Deer Park was de-interlocked and points staff locked. (WN 51)
- (22.12.1913) Permission granted to run No 9 Down through No 2 Road whilst No 1 Up Express is standing in No 1 Road. After No 1 Up departs, No 9 is to set back into the platform (WN 51)

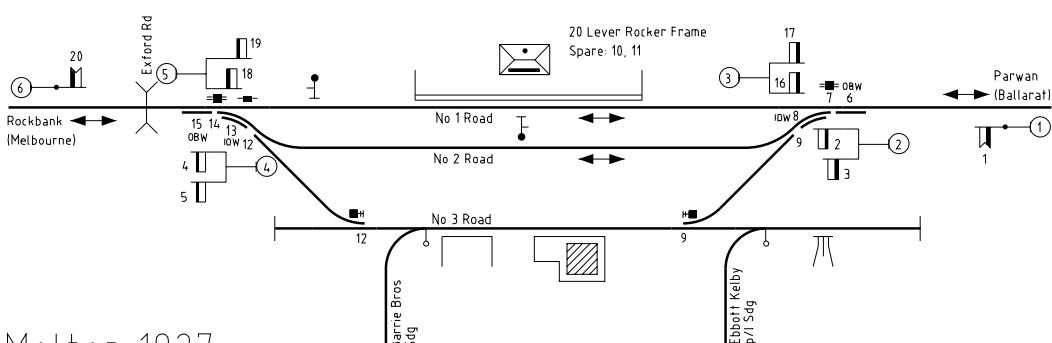
- 16.01.1917 Up and down departure home signals provided. Home signals possibly replaced by bracket posts. (WN 4 extracts, IR)



Melton 1919

Based on 1923 Book of Signals

- (25.10.1921) Staff Exchange Box provided (WN 43 extracts)
 (06.03.1923) By this arrival homes were on bracket posts. Diagram number is 15/19 (Book of Signals)
 (08.04.1924) Dixon Bros Siding renamed Ebbott Kebby Siding (WN 15)
 (03.05.1927) Automatic Staff Exchange Apparatus provided (WN 18 extracts)
 (08.07.1927) When required No 10 Up Express may run through No 2 Road when crossing No 7 Down. The Ticket Checker will join No 10 in No 2 Road.

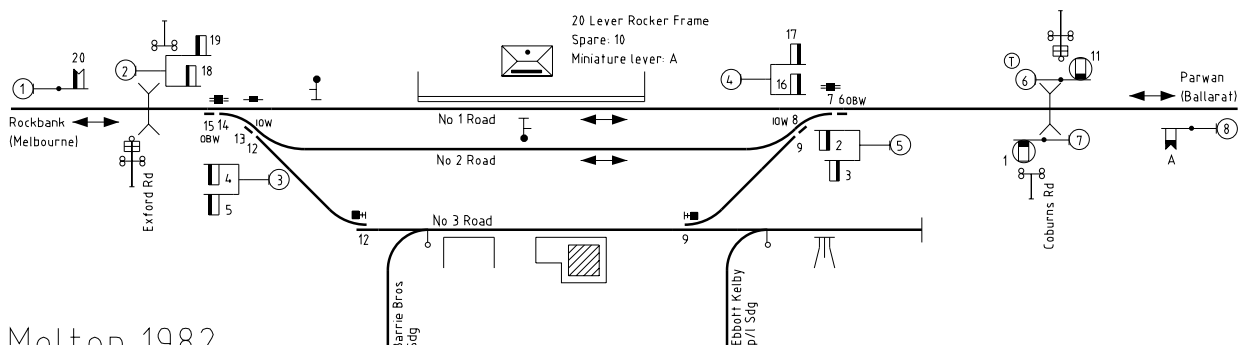


Melton 1927

Based on Locking Sketch F325 dated 5.12.07 and amended to c1927, and Box Diagram dated 3.6.62

- 03.08.1927 No 1 and 2 Roads tracklocked between distant signals (WN 33 extracts, A1592/27)
 (05.06.1928) Staff Exchange Box in use for Up special when run in advance of 0130 Up (when run) or 0215 Up, and the early shift signalman must be in attendance to give Line Clear for 0130 or 0215 Up. When two Up specials are run, the signalman must be in attendance to give Line Clear for the second Up special. Supersedes WN 31/22 & 36/26 (WN 23)
 (11.09.1928) In addition to trains shown in WN 23/28, Staff Exchange Box will be in use for 0050 Up railmotor on Sundays (see S4830/28). (WN 37)
 (03.09.1929) When trains cross at Melton the second train to arrive may be signalled to run through No 2 Road while the first train is standing in No 1 Road. The second train must not be set back until the first train has departed and is well clear of the yard. No 52 may run through No 2 Road when crossing No 55; the Ticket Checker must join No 52 in No 2 Road. (WN 36)
 (29.10.1929) Staff Exchange Box in use for No 39 Down Railmotor daily. Supersedes WN 23/28. (WN 44)
 (05.1930) Special instruction re crossing No 52 and No 55 cancelled (cross moved to Rockbank) (WN 20)
 (08.05.1951) Robinson Brothers Siding transferred to Butler and Trethowan (WN 18)
 (18.12.1951) Butler and Trethowan's Siding transferred to Wright, Stephenson & Coy (WN 51)
 (1953) By this date staff balancing magazines provided for both instruments (GA)
 15.04.1958 Lockbars 13 & 15 replaced by lever locks a/c point renewals (CI, IS)
 13.09.1960 Post 6 renewed (CI)
 16.05.1962 Post No 5 moved 20 yards further out (CI)
 13.06.1962 Post No 3 renewed (CI)
 14.06.1962 Post No 4 renewed (CI)
 20.06.1962 Post No 2 renewed (CI)
 21.06.1972 Post No 5 renewed (CI)
 01.08.1962 Flashing lights provided Exford Road (23 miles 2 chains). Post 5 relocated to Up side of crossing (WN 32, LS)
 18.07.1971 Lockbars 6 & 8 replaced by track circuits and lever locks due to renewal of Points 7 (WN 30, CI)
 16.12.1971 Relocation of flashing light mast at Exford Road due to road widening (CI)
 02.02.1977 Provision of high intensity light on distant signal (CI)
 03.02.1977 Provision of delayed clearing on signals No 18 & 19 (CI)
 01.09.1977 Approach bell provided for up home signal (CI)
 04.01.1978 When exchanging staffs for No 8105 and 8123 Pass, an automatic staff exchange carrier (iron ring) is to be handed to the train crew in addition to a cane carrier. Should no cane carrier be available the iron ring will be sufficient, but the speed must be reduced and care taken to prevent injury or the staff being dropped (Memo from Safeworking Officer, SS)
 23.10.1981 Catch indicator replaced point indicator on Points 12 (CI)

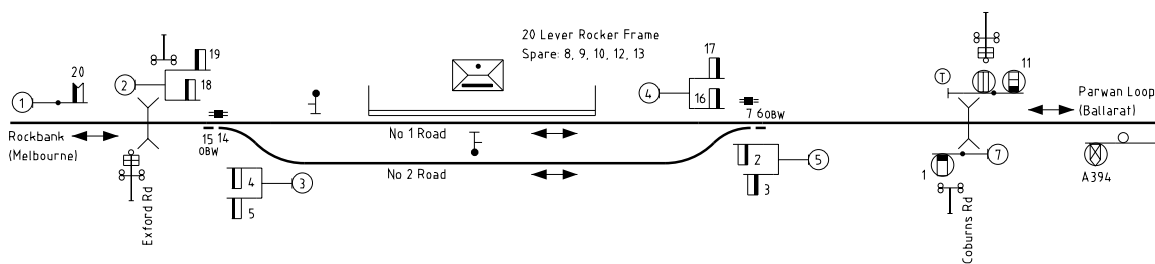
24.11.1982 Flashing lights provided at Coburns Road (38.048 km). Up Distant Post 8 moved 1300 m further out. New Up home, Post 7, and Down 3 position Home signal Post 6 (both light) provided to protect level crossing. Both new signals repeated in box. Up Distant now worked by miniature lever and Posts renumbered. Diagram 31/82 replaced 15/19. (WN 49, IR, IS has 20/11)



Melton 1982

Based on Locking Sketch A2590-79 dated 20.11.82 and amended to 12.4.87

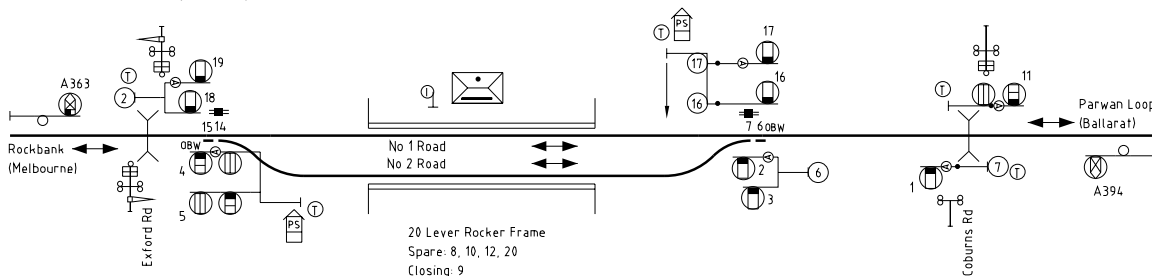
- 1984 B.J. Trethowen & Co Sdg dismantled (CI)
- 05.04.1987 Points 12 & Plunger 13 abolished. Levers 12 & 13 sleeved normal. Amend Diagram 4/84. (WN 14)
- 12.04.1987 No 3 Road abolished. Points 9 & Plunger 8 abolished. Levers 8 & 9 sleeved normal. Amend Diagram 4/84 (IR, WN 15, LS)
- 07.10.1987 Post 8 converted to a light signal and fixed at caution (WN 39)
- 17.10.1987 Electric Staff (Melton - Parwan Loop) replaced by the Automatic & Track Control System on same section. Post 6 converted to 3 position home and renumbered 11. Post 8 replaced by automatic signal A394. Pilot Staff key provided. Diagram 18/87 replaced 4/84. (WN 42, IR & CI has 18/10, LS has 7/10)



Melton 1987

Based on Box Diagram dated 29.9.87 & Locking Sketch A2590-79 amended to 12.4.87

- 18.11.1989 Posts 2 & 5 were relocated 2m further out (WN 47)
- 21.01.1990 Electric staff Rockbank - Melton replaced by the Automatic & Track Control System on same section. All mechanical signals were replaced by light signals. The Light signals are two position except the Departure signals 4/5/11 which are three position. Closing lever 9 provided in frame. When switched out, section is Rockbank - Parwan Loop. Boom barriers added to Flashing light signals at Exford Road. A 5P keyswitch provided on platform to hold home on Post 4 at stop when Melton is switched out. Diagram 2/90 replaced 18/87. (WN 4)

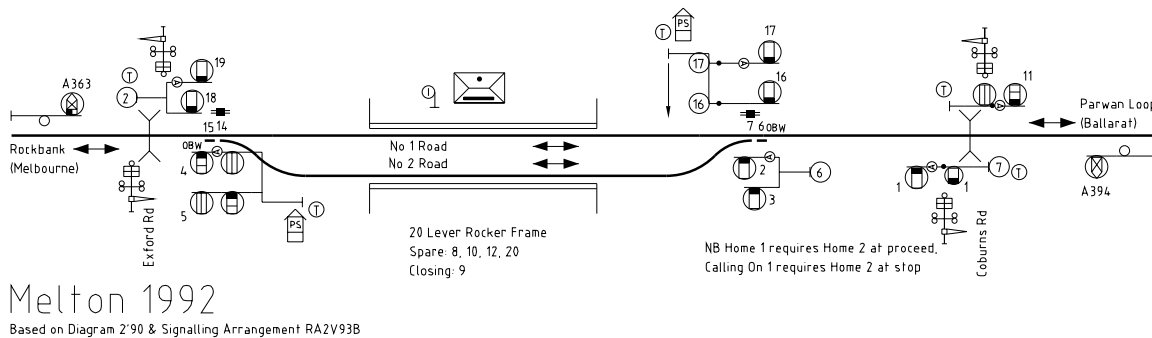


Melton 1990

Based on Diagram 2'90 & Signalling Arrangement RA2V93B

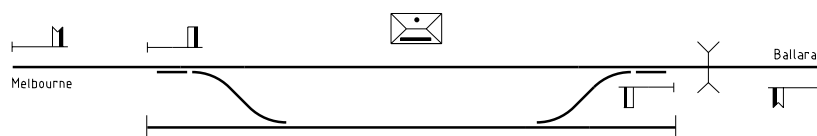
- 30.08.1990 Flashing Lights provided at Mount Cotterell Rd (32.921 km) worked with HXP, and Ferris Road (34.581 km) (WN 35)
- (27.08.1991) Platform provided on No 2 Road (WN 32)

- 08.10.1992 Call on signal provided on Post 7. The call-on indication will be displayed when Home 2 is at Stop, lever 1 is reversed, Coburns Rd flashing lights have operated for 12 seconds and a train is on the approach track circuit. Light filament proving circuits were provided for Homes 1, 2, 3, 11, 17 and 19. (WN 40)
- (22.12.1992) Boom barriers provided at Coburns Road (39.048 km) (WN 49)

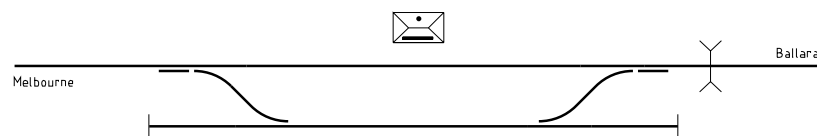


STAUGHTON'S SIDING

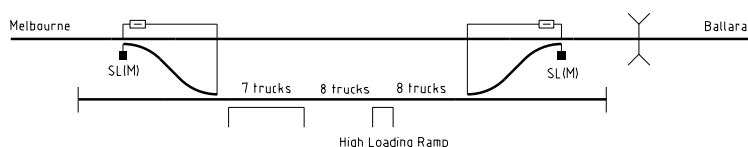
- 05.05.1886 Opened for goods (outwards firewood) only (Chronological Index)
- 25.05.1892 Interlocking frame with 8 levers (no spares) provided. Probably layout: main line points at each end worked from frame with lockbar and plunger lock. Single home and distant in each direction. (IR)



- 01.07.1892 AL fixed on distant levers. Key attached to Train Staff for Melton - Parwan section. (IR)
- 01.01.1893 Points and signals disconnected (IR)
- 08.05.1893 Points and lockbars connected. Only 4 levers working. Signals probably not used as points are locked by Annett key on staff. (IR)



- 18.05.1893 Frame taken out of use (IR)
- 1894 Points and lockbars again in use, secured by Annett Lock. 4 working levers (IR)
- (06.01.1896) Permission is granted for 10.00 am Up Bacchus Marsh Mixed may pick up trucks twice weekly. Before departing from Parwan, Stationmaster is to hand the Staff for the section to the Driver and a Staff Ticket to the Guard. An employee with a tricycle is to accompany train. When shunting is complete at Staughton's Siding, the Staff is to be handed to the employee who will return it to Parwan when train has departed. Guard to hand Driver the Staff Ticket at authority to travel to Melton. (WN 28)
- 22.07.1898 Signals and interlocking abolished account introduction of Electric Staff working. Points now secured by staff locks and rodded to catch blades. (WN 4, Staff Lock Register I, IR)



- (21.08.1928) Opened as RMSP (26 1/2 miles) (WN 34, PF 11/94)
- (15.12.1942) Dead end extension at each end abolished (WN 50, 42/12939)
- 07.03.1955 Closed to all traffic. (WN 10, 54/9638)