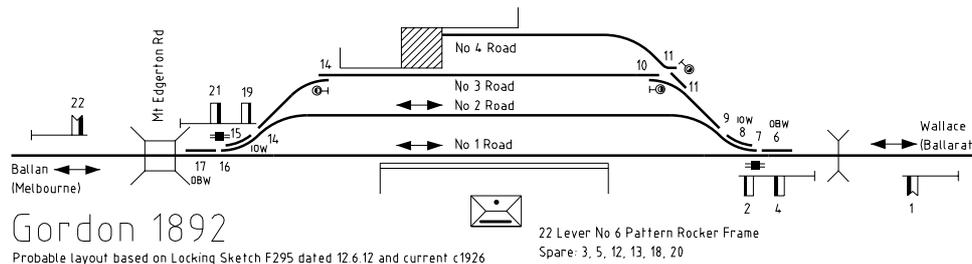


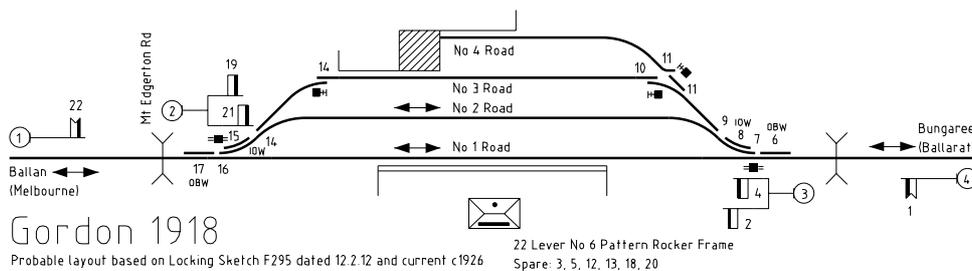
# Gordon - Wallace

GORDON (GORDONS) (56 MILES 53 CHAINS 83 LINKS)

- 07.05.1879 Line from Warrenheip opened. Station opened as 'Gordons'. Line to Ballan and Bacchus Marsh was not open at this time. (Chronological Index)
- (31.12.1885) By this date open as Staff station. Staff and Ticket sections Wallace - Gordons. Note from 1879 to 1.12.82 WTT did not show line being working by Staff (WTT)
- 22.12.1886 Line extended to Ballan for passenger traffic only. (CI, 'Victorian Railways to '62, Leo J. Harrigan)
- 22.07.1887 Bruce, Meaney & Co granted contract to erect SMs house for £498/9/7 (Government Gazette)
- c1890 By this date, staffs were: Wallace - Gordons (No 4 Pattern, Red staff boxes) and Gordons - Ballan (No 1 Pattern, Blue staff boxes). (Staff Register)
- (24.03.1891) By this date (since 11.8.90), Single Line Block working provided on the sections Ballan - Gordons - Wallace (WTT)
- 23.02.1892 Interlocked with 22 lever No 6 pattern frame with 16 working levers. (Interlocking Register)

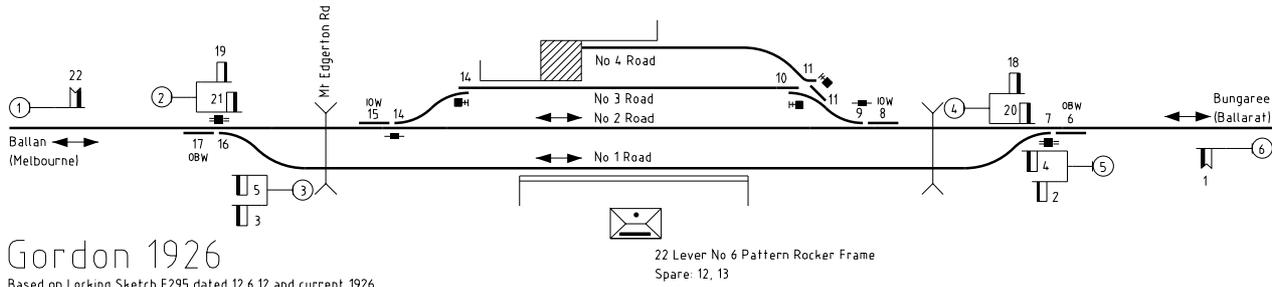


- 04.05.1896 Tenders called for purchase and removal of Gatehouse No 39 (GG)
- 22.07.1898 Electric Staff system (large instruments) with sections Ballan - Gordons - Bungaree replaced Train Staff and Ticket/Single Line Block system with sections Ballan - Gordons - Wallace. Staffs and Ticket Boxes removed by No 9 Down and new Electric Staffs brought into use by No 3 Up. (A1305, WN 4)
- 11.11.1898 White lights altered to green in signals. Point indicators replace point discs (WN 18)
- (01.07.1899) By this date the frame contained 6 signal levers, 6 point levers, 4 lockbar levers, and 6 spare levers (IR)
- (1902) By this date there were gates at No 35 Crossing (56 miles 30 chains 0 links) at Up end of yard (General Appendix)
- (21.11.1904) Renamed Gordon concurrently with Summer timetable (WN 47)
- (01.12.1913) By this date diagram was 101'10. (1913 Book of Signals)
- (23.02.1914) Miniature electric staff instruments replace large instruments on the sections Ballan - Gordon - Bungaree (WN 8)



- c1918 Diagram 16'18 provided. By this date arrival home posts replaced by bracket posts (1923 Book of Signals)
- 18.06.1926 Post 2 moved 50 yards further out (WN 25)

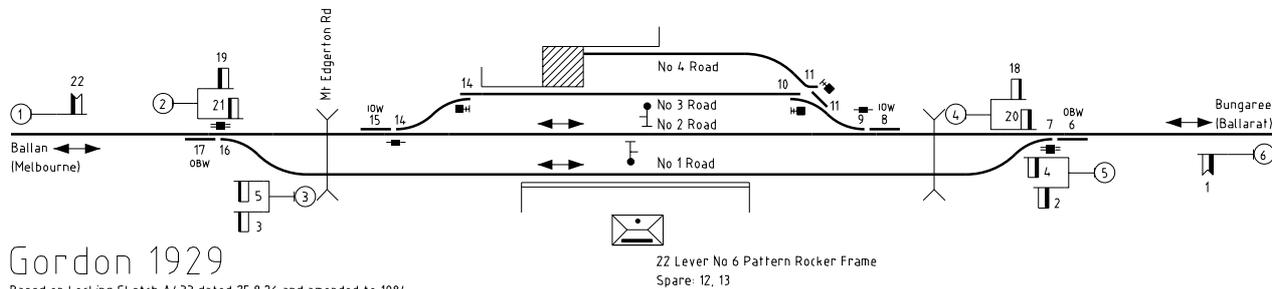
- 27.06.1926 Main line slewed to run through No 2 Road. Platform loop extended at each end. Up and Down departure home signals provided. Posts renumbered. (WN 27 extracts, Locking Sketch, IR)



## Gordon 1926

Based on Locking Sketch F295 dated 12.6.12 and current 1926

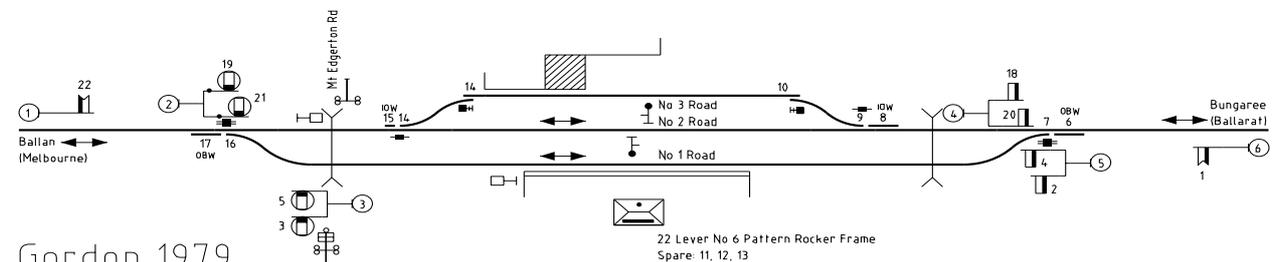
- (07.09.1926) Staff Exchange Box provided (WN 36 extracts)  
 (03.05.1927) Automatic staff exchanging apparatus provide (WN 18 extracts)  
 06.06.1929 Track locking of Nos 1 and 2 Roads between Up and Down distant signals provided. Reversers provided for Distant 1 & 22 and Homes 2, 4, 19, & 21. Locking altered so that Distant are now only released by through (No 2) Road signals (WN 24, LS)



## Gordon 1929

Based on Locking Sketch A433 dated 25.8.26 and amended to 1984

- 12.12.1939 Post 6 replaced by new post situated 308 yards further out. Distant 30 now operated by motor (WN 51, LS, AGST 12/324/4)  
 (06.08.1940) Staff Exchange Box removed (WN 32, AGST 12/435/2)  
 06.12.1941 Interlocking frame temporarily out of use a/c raising signalbox (A2152)  
 07.09.1954 Down automatic staff exchanger moved 15 feet nearer signal box (WN 37)  
 (26.04.1955) Staff Exchange Box provided. In use for No 102 Sundays (WN 17)  
 25.09.1955 Class 8 Stationmaster withdrawn. Now worked by three Class 5 Assistant Stationmasters supervised by SM Ballan (who also supervises Wallace, Millbrook, & Bradshaw) (WN 38, 55/8566)  
 (29.08.1961) No 4 Road abolished. Amend Diagram 5/26. (WN 35, ACTM 20/495/10)  
 03.05.1962 No 4 Road removed. No 11 points abolished (IR, LS)  
 03.10.1973 Post 4 moved 135 feet further out (WN 41)  
 (08.07.1975) Platform shortened from 401 feet to 200 feet (WN 27)  
 08.08.1979 Flashing lights provided at Mount Egerton Road (mp56+888 metres) at the Up end of Gordon. Homes 3, 5, 19, & 21 converted to light signals. Distant 1 electrically lit. Repeaters provided for Homes 19 & 21. A notice board lettered "Trains must not exceed 15 MPH to Crossing" was provided at Up end of platform. Diagram 11/79 replaced 7/70. (WN 33, LS)

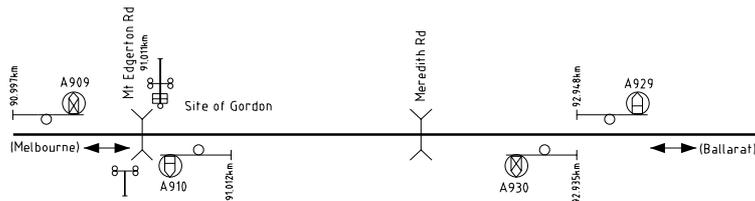


## Gordon 1979

Based on Locking Sketch A433 date 25.8.26 and amended to 1984

- (05.10.1982) Closed to passengers (WN 40)  
 11.12.1983 Down end connection to No 3 Road abolished. Lockbar 8, Points 9, and Catch 10 abolished. Levers 9 & 10 sleeved normal. Lever 8 became a pilot lever. Amend Diagram 11/79. (WN 25, IR, LS)  
 (07.09.1984) Levers 8, 9, & 10 removed from frame (LS)  
 29.03.1985 Closed as staff station due to the provision of Bungaree Loop. All points and signals abolished. Staff ballancing magazines for the Ballan and Bungaree sections withdrawn. (WN 14, IR has frame abolished on 31.3)

31.12.1987 Electric staff working Ballan - Bungaree Loop replaced by Automatic & Track Control system (power signalling). Intermediate signals provided in vicinity of former Gordon station (WN 49)



Gordon area 1987

Based on Diagram 22/87

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RMSP No 40 (57 1/4 MILES)

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(17.09.1948) Open by this date (since 6.6.38). Probably located at or in the vicinity of Boundary Road. (WTT)

(10.06.1957) Closed by this date. (WTT)

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RMSP No 72 (58 MILES)

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(17.09.1948) Open by this date (since 6.6.38). Probably located at or in the vicinity of Scotts Road. (WTT)

(10.06.1957) Closed by this date. (WTT)

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MILLBROOK (58 MILES 45 CHAINS 44 LINKS)

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08.04.1880 Opened for passengers (CI)

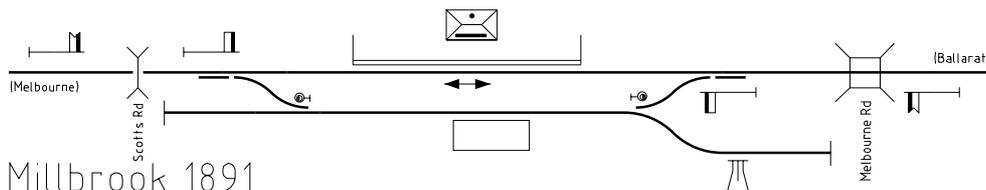
(31/12/1883) By this date opened for goods traffic as well (Commissioner's Report)

04.04.1884 W.P. Tippins granted contract for earthworks (GG)

27.03.1885 Quayle & Williams granted contract for the erection of additional Gatehouse for £117/9/10 (GG)

15.05.1885 John Paterson granted contract for erection of station buildings £189/17/10 (GG)

07.04.1891 Interlocked with 14 lever No 6 pattern frame with 6 spare levers (IR)

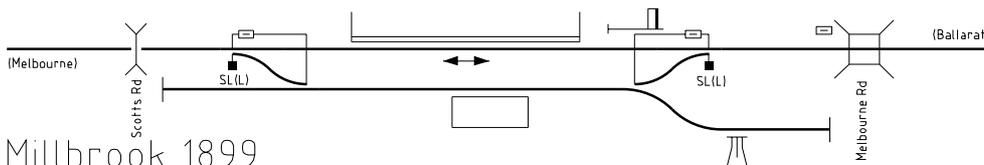


Millbrook 1891

Possible Layout

04.05.1896 Tenders called for purchase and removal of Gatehouse Nos 42 & 43 near Millbrook (GG)

11.11.1898 Interlocking and signals abolished. Two SL rodred to catch blades provided. (WN 19 SLR, IR)



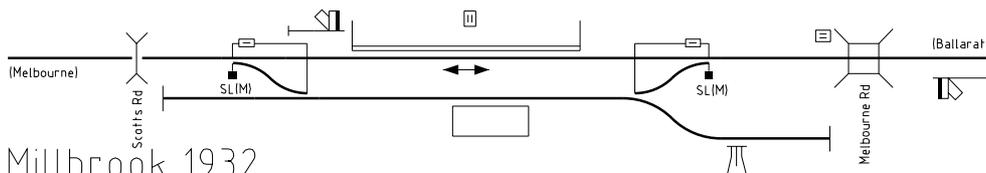
Millbrook 1899

Possible Layout

05.10.1899 Down home signal provided to protect gate. Signal located 70 yards from crossing with quadrant near gate (WN 14/99, SANP)

(1902) By this date gates may be closed after passage of last train at night (General Appendix)

26.09.1932 Worked under Caretaker conditions (WN 35 extracts)

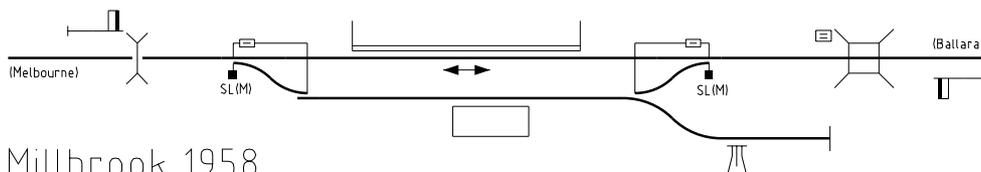


Millbrook 1932

Based on diagram in Station Book

01.12.1939 Down home signal replaced by new post located 387 yards further out. Control of signals by platform quadrants abolished and Up and Down home signals worked solely from Melbourne Road level crossing at Down end (WN 50, AGST 12/314/2)

24.09.1941 Dead end extension of siding at Up end abolished (WN 39, AGST 14/338/2)



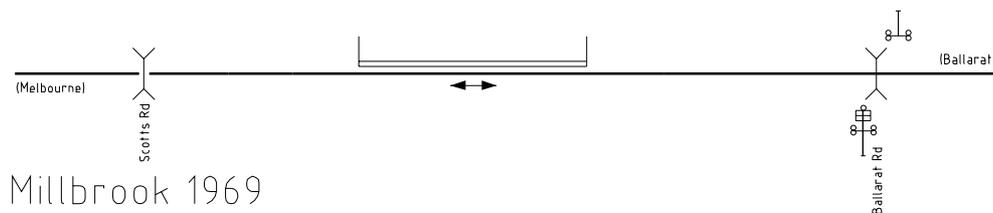
Millbrook 1958

Based on Weston Langford diagram

15.12.1959 Up home signal renewed (CI)

19.01.1961 Up home signal moved 344 yards further out and to the opposite side of line (WN 5)

27.05.1965 Flashing lights replaced the hand gates at Ballarat Road (56 miles 53 chains). Up and Down Home signals removed. Goods siding out of use and main line points spiked. (WN 23/65\*, SLR III, ACTM 22/266/5)



Millbrook 1969

Based on Weston Langford diagram

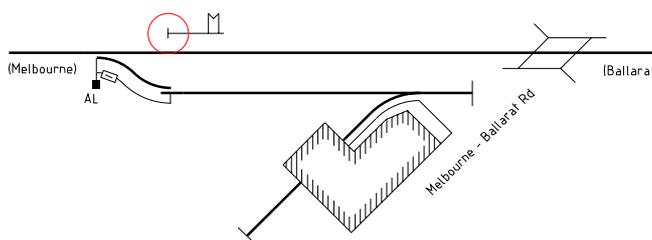
(22.06.1965) Became a RMSF. Closed to goods (e). Postal telephone and 6ton weighbridge removed. (WN 25, 61/5404)

(07.10.1969) Closed to all traffic. (WN 40, WTT 49/69, 69/2216)

### WALLACE CHAFF SIDING (HOLDEN'S SDG) (61 1/4M)

*(I would like to acknowledge the help of Michael Guiney and Des Jowett in identifying information in this section.)*

- (?.11.1892) Thomas Holden requests siding for his works. Notepaper states that he is a produce and provision merchant with a steam chaff cutting and corn crushing mill opposite the station. States that output is 5-6,000 tons per annum, but SM states that average output is 45 tons per month. (VPRS 421/P0 Unit 484 File 16/15822)
- (12.11.1892) District Traffic Superintendent notes that estimated cost is £400 and does not recommend unless Holden bears the cost. Subsequently Engineer in Chief receives estimate of cost of £284/5/0 (File 16/15822)
- (14.12.1892) VR offers to construct siding, providing Holden pays 8% on the cost of construction, secured by guarantee for 5 years. VR subsequently acknowledges that it is not clear whether this was 8% in perpetuity, or for the 5 years of the guarantee. (File 16/15822)
- (24.12.1892) Satisfactory agreement reached with Holden. Holden initially proposed £60 up front instead of the guarantee, but settled for £90. (File 16/15822)
- 02.03.1893 Open for traffic. Points secured by Annett Lock with key on Gordons - Wallace staff. Train to be left at Wallace while engine shunts siding (A400/93 in File 16/15822)
- (20.03.1893) Final cost £406/7/5. The increase over the estimate primarily (£43) due to extra earthworks asked by Holden. Holden eventually pays an additional £10 (File 16/15822)



Holden's Siding 1893

Based on plan dated 9.12.1892, 18.1.1905, & 28.2.1907

- (03.07.1894) Holden refuses to sign siding agreement due to clause which allows VR to close siding with 3 months notice if he ceases to lease land on which mill is built. Holden offers to sign agreement to return materials when he terminates agreement. It was recommended that as VR has been paid, and only £38/10/0 worth of material outside boundary, it was better to have no agreement. (File 16/15822)
- 22.07.1898 Annett lock replaced by large staff lock rodged to catch blade due to the provision of electric staff working (WN 4, SLR I)
- (20.10.1904) Holden requests boundary fence and gate be removed to increase standing room in siding. Traffic branch has no objection (File 16/15822)
- (06.05.1905) Holden suggests that, as main line points require renewal, they be relocated to allow siding to be extended. Alteration estimated to cost £47, which Holden agrees to pay, but he refuses to pay maintenance (6% on new work). Question on maintenance of the rest of the siding held in abeyance. By October, Holden agrees to

- extension, but then changes his mind in April 1906. The extension was only required for the export fodder trade which finished when Japanese/Russian war ended. By this time Holden is an MP. (File 16/15822)
- (22.03.1909) District Superintendent notes that Holden loads 2 trucks of chaff each day. Siding takes 15 minutes to shunt. This was because engine left mixed in platform and ran forward to shunt siding (File 16/15822)
- (14.06.1909) Annual maintenance charge set at £11/15/3 (4% of current cost of construction). Holden does not agree to pay. (File 16/15822)
- (21.09.1917) A VR special officer notes mill had been taken over by a co-operative society, of which G.F. Holden was a director. The society had subsequently gone into liquidation. Only one truck placed in siding since April 1916 (File 16/15822)
- (30.06.1919) SM Wallace reports that siding only shunted 3 times in the year ending 30/4/19. Eight trucks were used to remove building material (File 16/15822)
- (04.02.1921) Victorian Railways proposes to dismantle siding as it is not being used. Holden does not consent as the siding adds value to his land and he hopes to use it again (File 16/15822)
- (20.10.1923) Victorian Railways proposes to remove the main line points and store them at Wallace. If the siding is used again, the Victorian Railways will bear the cost of restoration. Holden agrees. (File 16/15822)
- 04.01.1924 Work completed on removing points. Staff lock also removed and stored at Ballarat. Lever and rodded connections left. (File 16/15822, WN issued 1.4. notes that Staff locks and connections removed and siding abolished.)
- 15.08.1936 G.F. Holden died. Estate left to his children, F.C.T. Holden (MLA) and Eva May Elizabeth Theilmeyer. Significant portion of estate is his interest in the defunct Chaff mill. The Victorian Railways wished to reclaim the materials used to construct the siding, however Holden, as executor and trustee, wished to wait until the land was sold (File 16/15822)
- (29.07.1938) Title search by the Victorian Railways showed that the land had been sold. Interviews with the then current owners (local farmers) showed that they were not interested in using siding. Victorian Railways again proposed to recover rails. The Road Foreman noted that the rails outside the railway boundary were not worth recovering as they were 60lb Iron C rails and were covered in earth. Holden refused. He believed that the estate has rights regarding the retention of the siding and, as trustee, he could not dispose of the rights. He had, however, no objection to removal of the material and promised to confer with his solicitor. (File 16/15822)
- (19.04.1943) After request for supplies of serviceable rail, District Engineer reports that there is a turnout at Holden's Siding (File 16/15822)
- 10.08.1943 F.C.T. Holden agrees to removal of siding (File 16/15822)
- (16.12.1943) Road Foreman reports that the material was recovered in periods 3, 5, and 6. The 80lb points went to Bungaree. The rails went to Spotswood and Buangor for a temporary siding for WS cars. Some rails in siding left. (File 16/15822)

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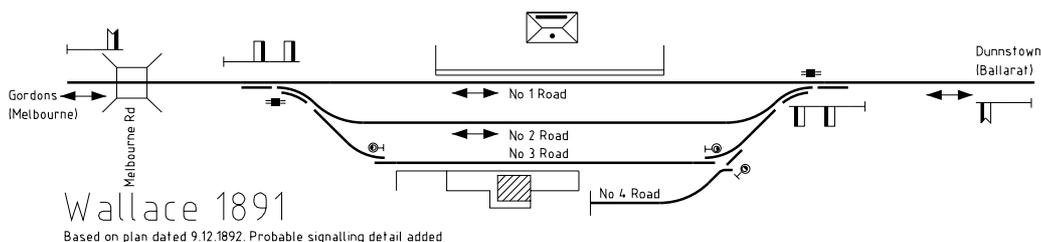
### WALLACE (61 MILES 35 CHAINS 89 LINKS)

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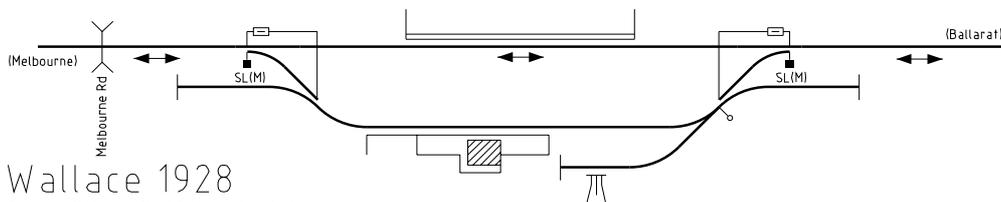
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- 07.05.1879 Line opened. (Chronological Index)
- (31.12.1879) By this date, Wallace opened for passenger traffic (Commissioners' Report)
- 24.02.1882 Pritchard & Blackwood granted contract to erect Station Buildings, Lamp Room, Closets, etc for £776/18/3 (Government Gazette)
- (31.12.1882) By this date opened for goods traffic as well (CR)
- 10.10.1884 McAllister & Stansmore granted contract for erection of goods sheds and platforms at Wallace and Dunnstown for £605/18/6 (GG)
- (31.12.1885) By this date open as Staff station. Staff and Ticket sections Gordons - Wallace - Dunnstown. Note from 1879 to the 1.12.82 WTT did not show line being working by Staff (Working Timetable)
- 15.10.1888 Tenders called for erection of goods platform and the widening of existing platform (GG)
- c1890 By this date, staffs were: Dunnstown - Wallace (No 3 Pattern, Blue staff boxes) and Wallace - Gordons (No 4 Pattern, Red staff boxes). (Staff Register)
- 05.12.1890 J. Pickett awarded contract to erect cattle & pig yards for £166/15/6 (GG)
- (24.03.1891) By this date (since 11.8.90), Single Line Block working provided on the sections Gordons - Wallace - Dunnstown (WTT)
- 07.04.1891 Interlocked with 22 lever (6 spare) No 6 pattern frame (Interlocking Register)



- (?.01.1896) Annett lock provided (IR)
- 04.05.1896 Tenders called for purchase and removal of Gatehouse No 45 near Wallace. (GG)
- 22.07.1898 Closed as a Train Staff and Ticket/Single Line Block station (sections Gordons - Wallace - Dunnstown) due to installation of Electric Staff system. New section Gordon - Bungaree Jn (Weekly Notice 4)

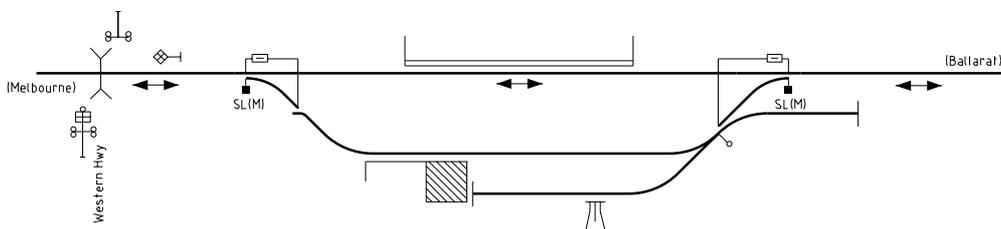
- 11.11.1898 Interlocking and signals abolished. Points secured by two staff locks rodded to catch blades. No 2 Road probably removed or spiked out of use. (WN 19, Special Locks Register I, IR)
- (1902) By this date there were gates at No 46 Crossing (60 miles 77 chains 0 links) which may be closed after passage of last train at night. Note that 1909 PCR book does not list a crossing at this location. (General Appendix)
- (14.12.1903) No 45 gates replaced by Cattle Grids. (WN 5)



## Wallace 1928

Based on W&amp;W Track Chart &amp; Weston Langford diagram

- 09.01.1938 SM removed (WN 37/38 extracts)
- 23.09.1941 Dead end extension of siding at Up end abolished. Catch provided. (WN 39, AGST 14/338/2)
- (19.12.1950) Portion of goods platform on Down side of Goods Shed has been removed. Livestock siding extended 135 feet (WN 51, 49/3876)
- 26.11.1953 Flashing lights provided at Western Highway (61 miles 13 chains). Approach section indicator provided between points at Up end. Trains standing beyond board will operate flashing lights (WN 48)



## Wallace 1958

Based on Weston Langford diagram dated 19.4.58

- 05.08.1959 Dead end extension at Down end abolished. Catch provided. Staff locks at both ends renewed. (WN 34, CI, ACTM 20/329/6)
- 08.01.1972 No-one-in-charge (WN 10, WTT 7/72, 72/596)
- (12.09.1972) Closed to passengers (WN 37)
- (17/06/1975) Passenger platform, 10 ton weighbridge and ramped goods platform abolished (WN 24)
- 14.02.1977 Closed to all traffic (WN 7, 72/3281)
- 16.02.1977 Control circuits for Western Hwy crossing upgraded (CI)
- 25.05.1977 Both SL removed (SLR III)