

Beveridge

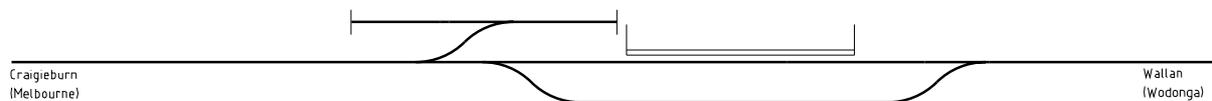
BEVERIDGE (25 MILES 74 CHAINS)

Beveridge is a small town situated on the old Hume Highway at the foot of Mount Fraser some 1 1/2 kilometres west of the railway line. The station was opened with the line in 1872 and became a Staff station in 1883, just before the section southwards to Donnybrook was duplicated. Duplication was completed northwards in 1886. Beveridge had been a block post since 1883, but interlocking was not provided until 1900. Beveridge was abolished as a block post in 1978 (one of the last signalmen was Alan Jungewirth) and was closed for traffic in 1990. Acknowledgement is made to 'V.R. Signalling History, No 5, Beveridge', by J.D. McLean, Somersault Vol 1 No 3, page 27.

- 18.04.1872 Line opened (Victorian Railways to 62, Leo J. Harigan)
- 14.10.1872 Opened for passengers. Had 150' platform on Down side of line and crossing loop on Up. (Chronological Index, 'The Centenary of the Opening of the Railway to Seymour', by K.W. Turton, ARHS Bulletin Apr 72)

Beveridge 1872

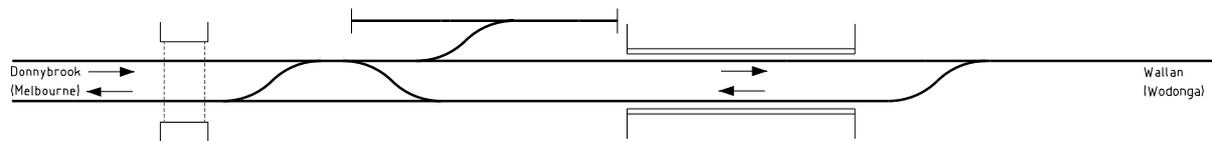
Based on 'The Centenary of the Railway to Seymour' by K.W. Turton, ARHS Bulletin Apr 72



- (31.12.1877) Within previous year opened for goods (Commissioners Report)
- 1883 Platform extended to 300' and up platform provided (KWT)
- 01.08.1883 Opened as a Staff (and probably Telegraph Block) station with sections Craigieburn - Beveridge - Wallan. Opened during this month as a Telegraph Station. (S1/3-27, S22/2-27, CI)
- 20.08.1883 Line duplicated from Donnybrook. Up and Down semaphores provided. (CI)

Beveridge 1883

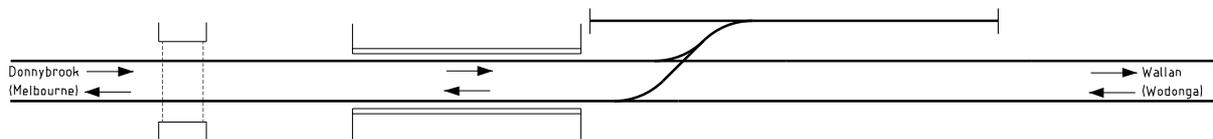
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- 1885 Goods shed relocated to final site (KWT)
- 03.03.1885 Interlocked with 6 lever frame (no spares) which probably worked the points at the end of the double line and the signals. (IR)
- (03.12.1885) By this date (since 1.12.82), all trains worked under Telegraph Block with sections Donnybrook - Beveridge (double track) and Beveridge - Wallan (with Staff and Ticket) (WTT)
- 18.01.1886 Duplication extended to Wandong Ballast Pits. Six lever frame removed. (CI, IR)

Beveridge 1886

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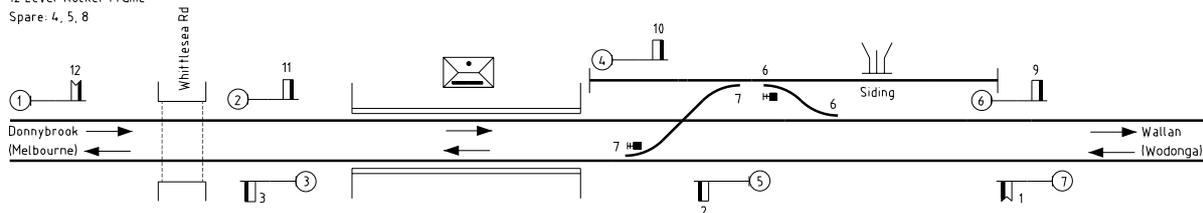


- 15.06.1886 Block Telegraph (Winter's instruments) provided with sections Donnybrook - Beveridge - Wallan (CI)
- 18.05.1888 Contract let for the erection of a house for the SM for £573/9/0 by T. Sutherland (GG)
- 27.10.1898 Green light provided in signals (WN 16)
- (01.07.1899) By this date had only home and starting signals in each direction (SANP)
- 09.03.1900 Contract let for erection of station offices for £169.9.4 to D. Barry (GG)

02.10.1900 Interlocking provided. Twelve lever rocker frame with 7 signal levers, 2 point levers, and 3 spares. Diagram 861/00 provided. (WN 13, SNAP, IR)

Beveridge 1900

Based on Interlocking Sketch
12 Lever Rocker Frame
Spare: 4, 5, 8



(08.05.1905) Woman in charge supervised by SM Donnybrook. Closed as block post. Down Starting, Down Advanced Starting and Up Starting signal are crossed. Crossover from Up line to siding disconnected and spiked. Normal position of Up/Down Home and Distant signals will normally be at proceed and lit at night. Guards to work frame. Only 9.45 am Down Goods to work. (WN 19)

(31.07.1905) No 17 gate (25 miles 58 chains - at station) replaced by cattle grids (WN 31)

(14.11.1910) Now block post for all trains from first Down Goods on Monday morning until the clearance of last Up Goods on Sunday morning. All signals in use and special instruction in GA cancelled. (WN 46)

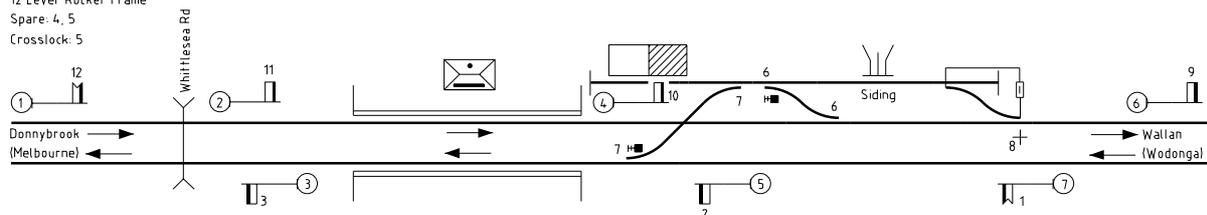
(23.10.1911) Man in charge (WN 43)

(05.07.1915) Post 6 moved 30 yards further out (WN 27)

12.07.1915 Crossover provided between Down end of Siding and Down line. Secured by crosslock with 1 additional pilot lever in frame. (WN 28, IR)

Beveridge 1915

Based on Interlocking Sketch
12 Lever Rocker Frame
Spare: 4, 5
Crosslock: 5



(24.11.1926) Post 3 moved 189 yards further out (WN 51)

b1928 Block terminal for Up and Down trains (GA)

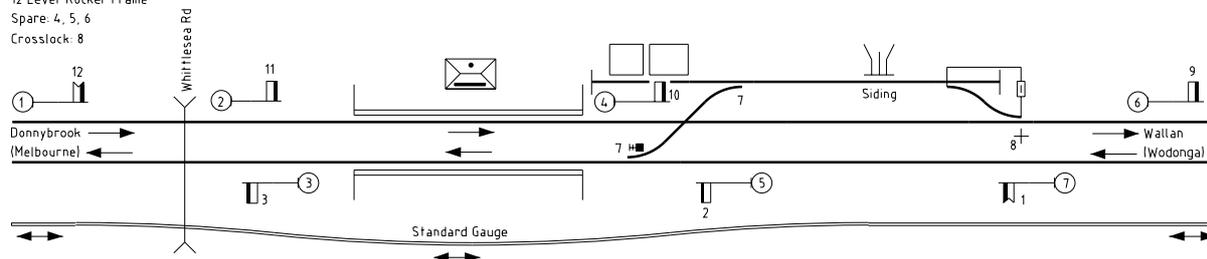
05.12.1929 SM withdrawn. Worked by Operating Porters supervised by SM Donnybrook. (WN 49)

14.08.1966 Class 5 ASM replaced by Sig Assistant. (WN 33)

04.04.1967 Intermediate Crossover 6 from siding to Down line abolished. No 6 lever removed. Amend Diagram 34/18. (WN 16)

Beveridge 1967

Based on Interlocking Sketch
12 Lever Rocker Frame
Spare: 4, 5, 6
Crosslock: 8



(15.05.1973) Up platform shortened to 195 feet (WN 20)

(04.11.1975) No one in charge. Beveridge will only be switched in as arranged by the Train Controller (WN 44)

01.07.1977 Connection between siding and Up line spiked out of use. Lever 7 sleeved normal (WN 28)

03.05.1978 Closed as block post post. All signals, points, and frame abolished. Amend Diagram 10/67. (WN 19, IR)

28.05.1980 Flashing lights provided at Whittlesea Road (CI)

02.04.1990 Closed (RNV 9-12)

14.02.1991 By this date platforms removed (RNV 19-17)