

# Broadford

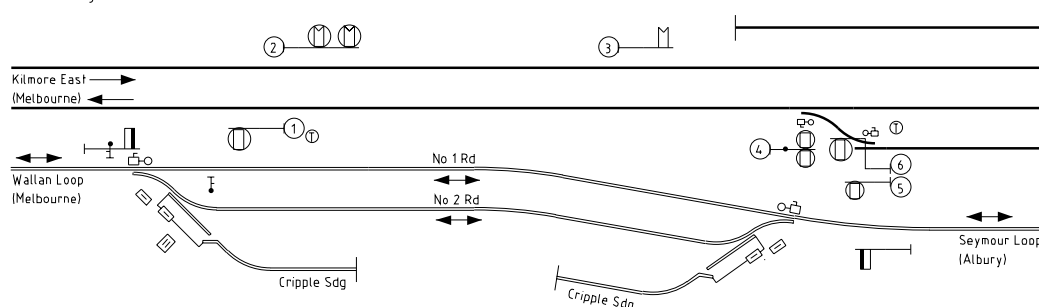
## BROADFORD LOOP

*Broadford Loop is located immediately on the Up side of Broadford station. It was opened with the standard gauge line and initially was equipped with mechanical Home signals and worked Electric Staff with Wallan Loop and Seymour Loop. Power signalling was provided three months later in preparation for the commencement of passenger services. The section to Seymour Loop was equipped with ATC, probably due to the Gauge crossing at Tallarook, but Electric Staff was retained south. The Electric Staff working was abolished in May 1962 when ATC was introduced to Wallan Loop, but local control was not removed until CTC was introduced in March 1963.*

- 03.01.1962 Standard Gauge line opened for goods traffic. Loop open as Electric Staff station with sections Donnybrook Loop - Broadford Loop - Seymour Loop. Loop points worked by dual control point machines operated by hand. Up and Down mechanical Home signals provided, worked from levers near cabin or from quadrants at points for moves into No 2 Road. Miniature Staff Exchange apparatus provided. Diagram 24/61 provided (CI, WTT)

### Broadford Loop 1962a

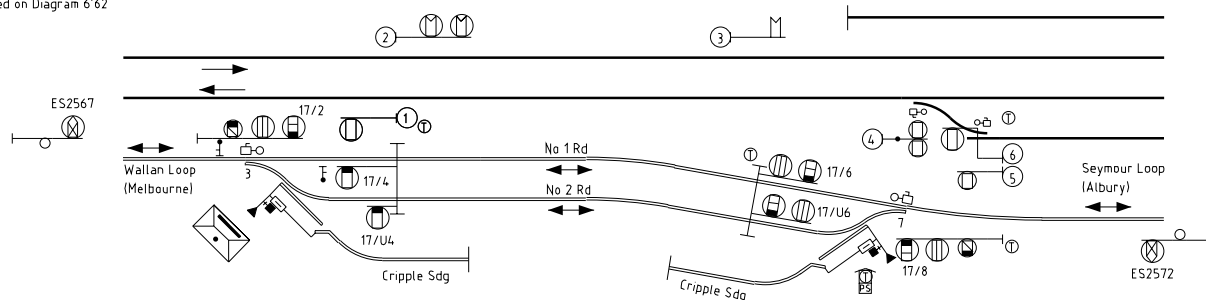
Based on Diagram 5'61



- 08.04.1962 Electric Staff working replaced by ATC working between Broadford Loop and Seymour Loop in preparation for commencement of Standard Gauge passenger services. Wallan Loop opened as Electric Staff station dividing Donnybrook Loop - Broadford Loop section. Full signalling provided worked from local panel in cabin at Up end. Up Departure Homes temporarily dressed as two position Home signals, but note that Down Automatic ES2367 is not a Repeating signal. Miniature Staff Exchange apparatus retained for Up trains. Diagram 6'62 replaced 24'61. (CI, WTT, Diagram)

### Broadford Loop 1962b

Based on Diagram 6'62

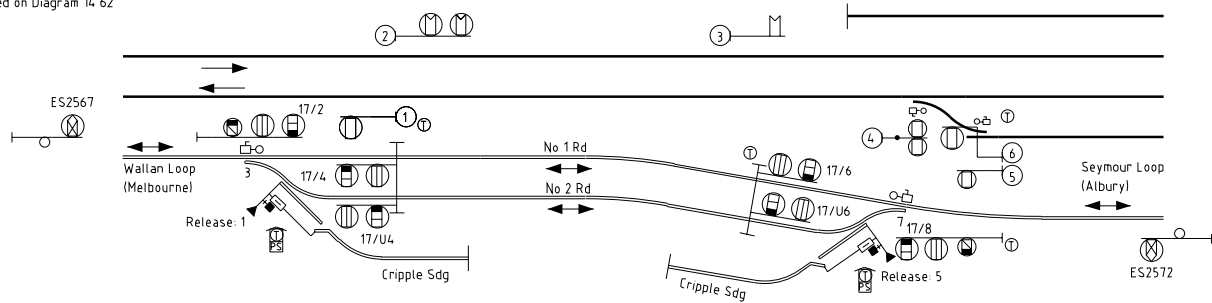


- 28.05.1962 Electric Staff working Wallan Loop - Broadford Loop replaced by ATC. Loop still worked from local panel. Diagram 14'62 replaced 6'62. Homes 17/4 and 17/U4 redressed as three position Home signals. (CI)

04.03.1963 CTC provided between West Footscray and Tallarook. Local control of loop removed. (CI)

## Broadford Loop 1963

Based on Diagram 14 '62



23.03.1987 Signals renumbered from '17' to 'BRF' (WN 29)

(11.09.1990) Homes BRF/6 and BRF/U6 relocated to ground masts due to signal bridge being destroyed in a derailment of 9665 Goods on 30.8.90. (WN 35)

(01.10.1996) Diagram 48/96 replaced 26/91 (WN 39)

29.07.1999 Control of CTC relocated to ARTC Control Room at Mile End (WN 31)

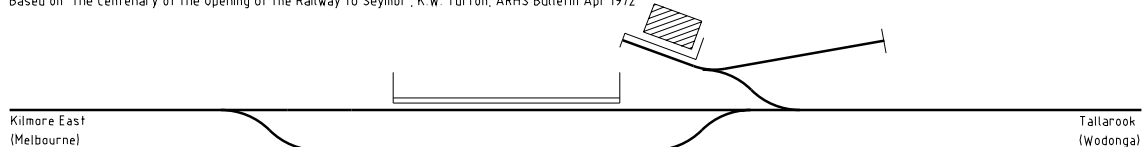
## BROADFORD (46 MILES 56 CHAINS)

*Broadford is a large town located where the old Sydney Road crosses Sunday Creek. The station, unusually for the NE line, is located in the town and was opened with the line in 1872. It has always been a safeworking location: a crossing loop in single line days and a block post even before the line was duplicated. Duplication was in two phases: north to Tallarook in 1883 and south to Wandong Ballast Pits in 1886. The station was not interlocked until 1900 at which time it had a layout very similar to the adjacent Kilmore East. Broadford changed remarkably little until the advent of the Standard Gauge in 1962. In preparation for the new line the goods sidings on the Up side of the station were lifted, their place being taken by the standard gauge line and a lengthy Up Loop. The station was entirely resignalled and was worked from a new 40 lever frame located in a new station building on the Down platform. Since that time all of the sidings on the Down side of the line have been removed, but Broadford continues to be a block post.*

18.04.1872 Opened with line. Originally platform on down side, crossing loop, and goods sgd ('The Centenary of the Opening of the Railway to Seymour', K.W. Turton, ARHS Bulletin, April 1972)

## Broadford 1872

Based on 'The Centenary of the Opening of the Railway to Seymour', K.W. Turton, ARHS Bulletin Apr 1972



06.09.1872 Contract let for erection of goods shed etc for £1284.16.0 to R. McColl (GG)

26.06.1873 Contract let for erection of goods platform for £191.1.1 to John Foot (GG)

17.12.1873 Train Staff & Ticket System instituted. Sections Wallan - Broadford (Black staff) & Broadford - Seymour (Blue staff) (S5.1-3)

??.09.1876 Block system Essendon - Seymour established (CI)

22.02.1878 Contract let for erection of passenger station etc for £516.15.11 to James Richardson (GG)

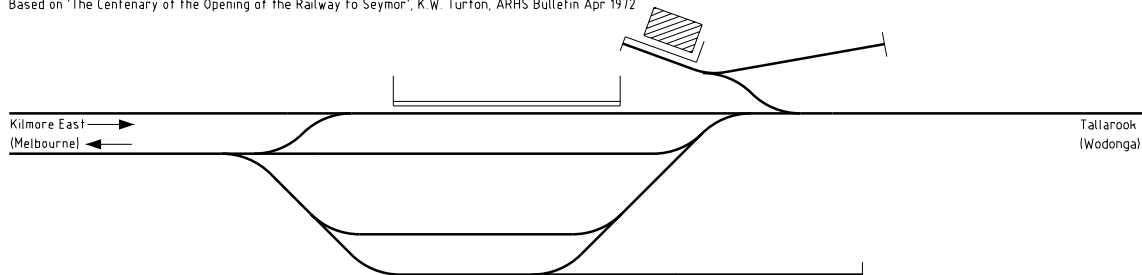
(01.12.1879) By this date, Telegraph Block in use for Down trains Kilmore - Broadford - Tallarook. Up trains worked under 15 minute time interval (WTT)

(11.01.1882) By this date (since 31.5.80), Telegraph Block in use for both Up and Down trains Kilmore - Broadford - Tallarook (WTT)

12.12.1883 Line duplicated Broadford to Tallarook. (CI)

## Broadford 1885

Based on 'The Centenary of the Opening of the Railway to Seymour', K.W. Turton, ARHS Bulletin Apr 1972



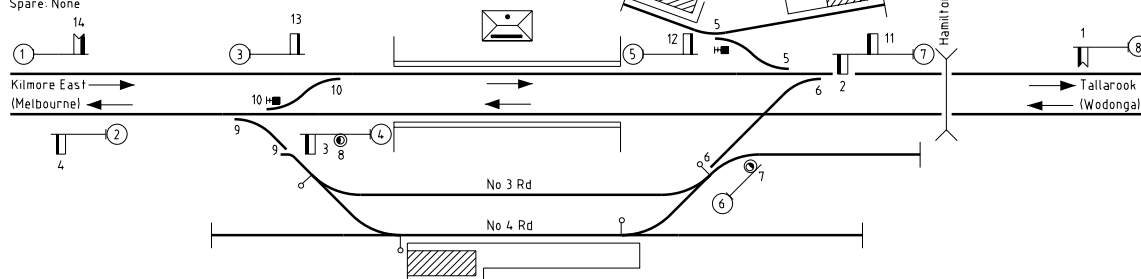
- (03.12.1885) By this date, Telegraph Block still in use for both Up and Down trains Kilmore - Broadford - Tallarook (double track section) (WTT)
- 12.07.1886 Line duplicated from (Wandong) Ballast Pits. Winter's Block instruments provided with sections Kilmore - Broadford - Tallarook (CI)
- 30.07.1886 Contract let for erection of goods shed for £238.2.5 to W. Bennett (GG)
- 18.04.1888 Contract let for erection of dairy produce shed for £477.15.11 to G.R. Beer (GG)
- 01.07.1895 Annett lock provided on quadrant working Down starting signal. Key used to unlock M'Dougall's Sdg. No Down train to leave Broadford until Annett Key has been returned. (WN 1, SLR 1)
- 06.03.1896 Contract let for construction of over line bridge at Hamilton St for £335.10.0 to Ford & Nolan (GG)
- (30.08.1897) Drivers of down trains which shunt M'Dougall may pass the down starting signal at danger if the shunting porter (from Broadford) is on the engine with the Annett Key. SM not to authorise Driver to pass home signal at danger until line clear is obtained from Tallarook. (WN 5)
- 07.12.1898 Green light provided in signals (WN 22)
- (01.07.1899) By this date Home, Distant and Starting signals in each direction (SANP)
- 11.01.1900 Interlocked. Worked from 14 lever frame (10 signal levers, 4 point levers, no spares). Diagram 1286/99 provided. M'Dougall's Sdg to be worked as present. (WN 28, IR, SANP)

### Broadford 1900

Based on WN 28/00 and Diagram 24'19

14 Lever Rocker Frame

Spare: None



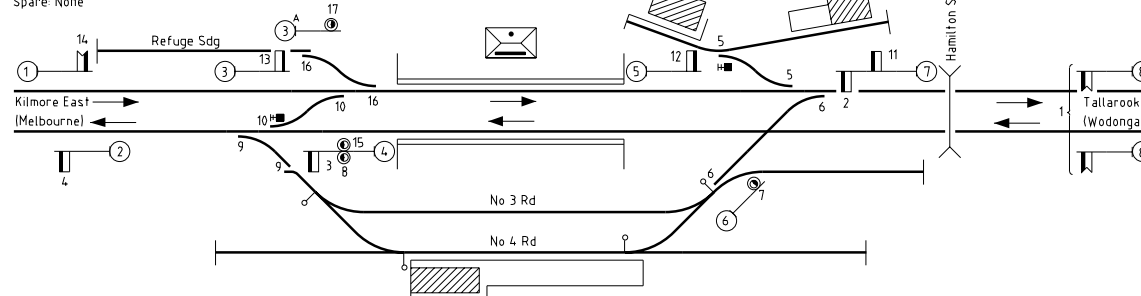
- (24.01.1910) Coacting arm provided on Down Home signal, Post 5 (WN 4)
- 04.12.1910 Switched out as block post from 0400 Sunday until first Down train Monday (WN 49)
- (01.06.1911) Classified as SM class 7 (Reg)
- (02.10.1911) Co-acting signal provided for Up Distant on Post 8. Arm is on new Post 8A on left hand side of line opposite Post 8. (WN 40)
- (08.06.1914) Post 3 relocated 60 yds further out. Amend Diagram 25/11. (WN 23)
- (15.06.1914) Arm on Post 5 lowered 3 feet and co-acting arm removed. Post 7 moved 17 yds further out (WN 24)
- 19.06.1914 Refuge Sdg provided off Down line at Up end. New Post 3A provided (Refuge to Down line), and new disc on Post 4 (Down line to Refuge). Frame extended by 3 levers at right hand end. (IR, WN 25)

### Broadford 1914

Based on WN 25/14, Diagram 24'19, and Box Diagram dated 1940

17 Lever Rocker Frame

Spare: None



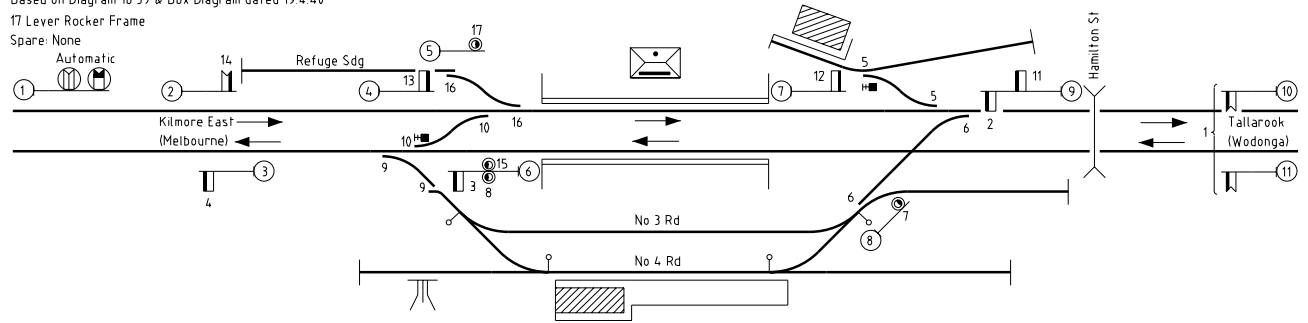
- b1919 Any down trains with trucks for Tallarook must sound '2-2' when passing Broadford. Broadford to advise Tallarook (GA)
- (24.08.1926) Special instructions re McDougall. (WN 34\*)
- (07.06.1927) Created a block terminal for Down trains. Formerly only a block terminal on the Up only in clear weather. (WN 23\*)
- (01.02.1928) Block terminal for all trains. McDougall may be worked by switch trip from Broadford provided Line Clear has not been granted to Kilmore East. Train to be signalled normally with Tallarook & train on line cancelled when engine returns. Wrong line order to be issued to Driver before departure from Broadford. Driver to come to a stand at Post 7 on return. Down trains may not be accepted from Kilmore East during time engine is away. Up to 20 vehicles may be pushed from McDougall to Broadford, but down movements must have brakevan in rear. (GA)

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- (17.02.1931) Special instruction re working of McDougal by train returning to Broadford altered. Switch trip may now run even if Line Clear has been granted to Kilmore East. Signaller must now inform Driver not to pass Post 7 on return. Homes on Posts 3 & 5 to be kept at Stop until train returns, but Regulation 244 not referenced. (WN 7)
- 08.11.1939 Down distant, Post 1, relocated 196 yds further out. (WN 46)
- 14.12.1939 Down Repeating signal provided. Posts renumbered and Diagram 18/39 replaced 24/19. (WN 1, IR)
- (22.01.1946) Switched in from 0700 Mondays to clearance of No 74 on Saturdays (WN 4)
- (01.04.1947) Telegraph instrument removed (WN 13)
- 23.05.1955 Post 8 renewed with 18' steel mast (CI)
- 31.07.1955 SM now supervises Wandong & Kilmore East (WN 32)
- c1957 Open for passengers and goods. Has 2 390 foot platforms, 4 ton crane, carriage dock, and sheep and cattle race (DS)
- 18.12.1960 Up Distant Post 11 renewed with a 20' mast. (WN 1)
- 22.01.1961 Post 7 moved 45 yds further in. Post 9 abolished. New Post 9 with Down Starting signal provided 87 yds further out. Up Distant signals

### Broadford 1939

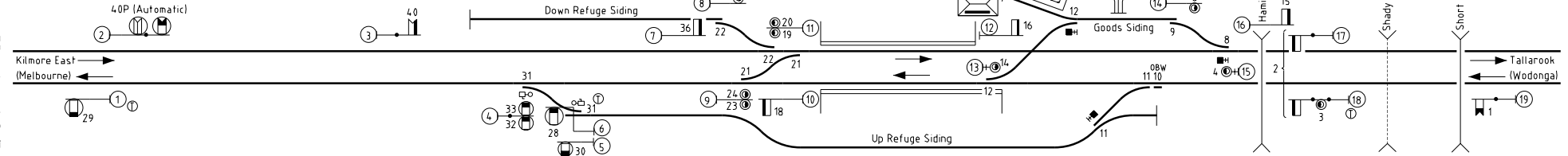
Based on Diagram 18'39 & Box Diagram dated 19.4.40  
17 Lever Rocker Frame  
Spare: None



- 14.04.1961 No 9 points (up end of goods siding) out of service (CI)
- 15.04.1961 No 6 points (down end of goods sdg) out of service (CI)
- 16.04.1961 New Up Loop Road replaced the Up side sidings. Connection provided from Up line to Goods siding. Full signalling provided for posts 10 and 11 converted to Up Home signals. New Up Distant (Post 12, motor operated and electrically lit) provided 1290 yds in rear of up home signals. (WN 5)
- 26.07.1962 Repeater provided for home on Post 17 and home and disc on Post 18. Telephone provided at Post 18 (CI)
- moves to and from sidings. New 40 lever A Pattern frame provided. Diagram 5/61 replaced 18/39. (WN 17, IR, IS)

### Broadford 1961

Based on Interlocking Sketch, Diagrams 5'61 & 24'61 & Box Diagram dated 5.4.61  
40 Lever A Pattern Frame  
Spare: 5, 7, 13, 26, 27, 34, 35, 37 - 39  
Annett Lock: 15 (for McDougal's Sdg)  
Closing: 17



Version 1.0 (July 2002)

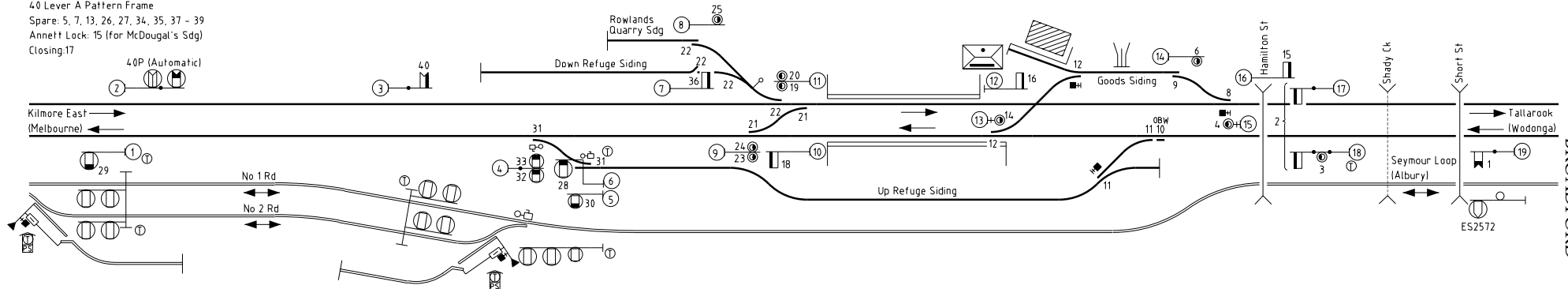
- 12.03.1964 Alterations to signalling account provision of sgd for Rowland Quarries Ltd (CI, IS)
- 01.07.1965 SM reclassified from class 7 to class 6 (WN 46)
- 03.11.1968 Class 4 ASM position abolished (WN 2)
- 01.12.1970 Crossover 21 renewed (CI)
- 24.03.1975 SM reclassified from class 3 to class 2 (WN 10)
- 22.01.1981 Rowland Quarries Sdg removed from service (CI, IS)
- 07.04.1981 Trailing connection from Up line to Goods siding replaced by facing connection from

- 01.06.1984 Disc 14 & Home 16 electrically lit (WN 24)
- 17.07.1984 Signals on Posts 17 & 18 (Homes 2 and Disc 3) electrically lit (WN 29)
- 13.01.1987 Annett lock removed from lever 15 due to abolition of McDougall's Sdg. Special instruction re McDougall's Sdg withdrawn.

- 28.03.1988 Goods siding abolished. Crossovers 12 and 8/9 and Plunger 13 removed. Signals on Posts 12 (Home 16 & Disc 14), 14 (Disc 6), & 15 (Disc 4) removed. Levers 13 and 16 now pilot levers. Levers 4, 6, 8, 9, 12, and 14 sleeved normal. (WN 13, IR)
- 05.05.1988 Down Starting signal on Post 16 now worked by lever 16. Levers 4, 6, 8, 9, 12, 14, & 15 removed. (WN 17, IS)
- 21.02.1989 All signals are now electrically lit (WN 8)

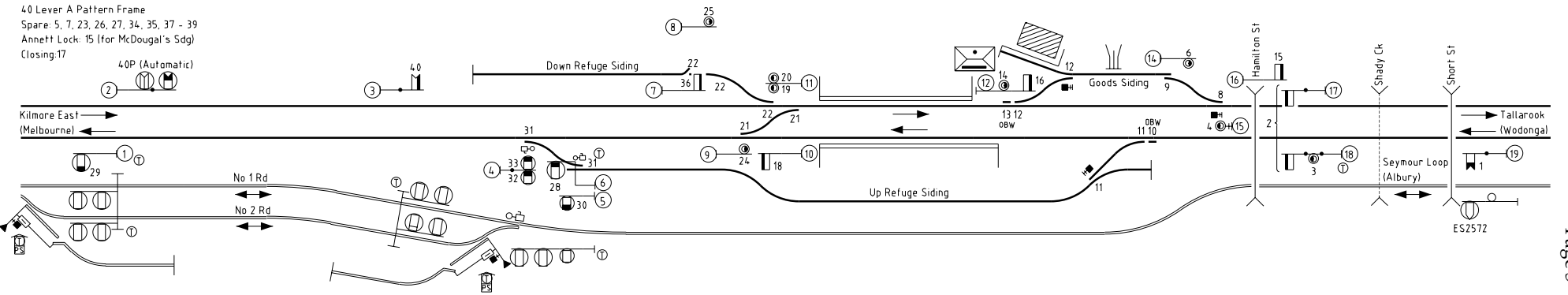
### Broadford 1964

Based on Interlocking Sketch, Diagrams 6'61 & 24'62 & Box Diagram dated 5.4.61  
 40 Lever A Pattern Frame  
 Spare: 5, 7, 13, 26, 27, 34, 35, 37 - 39  
 Annett Lock: 15 (for McDougall's Sdg)  
 Closing: 17



### Broadford 1981

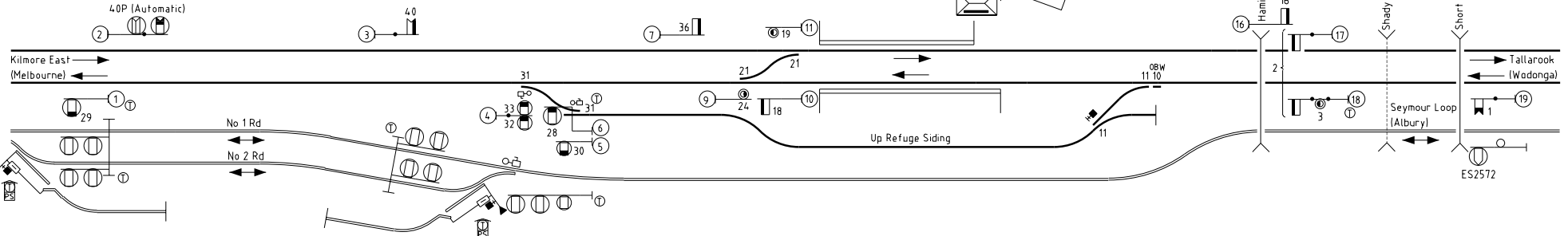
Based on Interlocking Sketch, Diagrams 6'61 & 24'62 & Box Diagram dated 16.2.82  
 40 Lever A Pattern Frame  
 Spare: 5, 7, 23, 26, 27, 34, 35, 37 - 39  
 Annett Lock: 15 (for McDougall's Sdg)  
 Closing: 17



- 10.11.1989 Down Refuge siding abolished. Points 22 spiked normal. Discs 20 and 25 removed. Levers 20, 22, & 25 sleeved normal (WN 46, IS)
- 24.10.1997 Crossover 21 disconnected from frame. Crossover is now worked by a small point lever and secured by an A Pattern Annett lock. The key is kept in a duplicate lock on Lever 21. Discs 19 (Post 11) and 24 (Post 9) abolished. (WN 43)
- (10.07.2000) Block terminal conditions apply in both directions during clear weather only (WN 29)

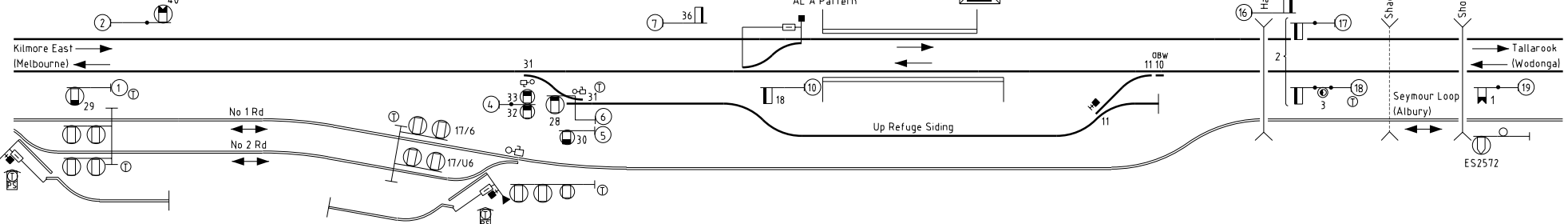
### Broadford 1989

Based on Interlocking Sketch  
 40 Lever A Pattern Frame  
 Spare: 4 - 9, 12-15, 23, 26, 27, 34, 35, 37 - 39  
 Closing: 17  
 Sleeved Normal: 20, 22, 25



### Broadford 1997

Based on Interlocking Sketch  
 40 Lever A Pattern Frame  
 Spare: 4 - 9, 12-15, 19, 20, 22, 23 - 27, 34, 35, 37 - 39  
 Closing: 17  
 Annett Lock A Pattern: 21



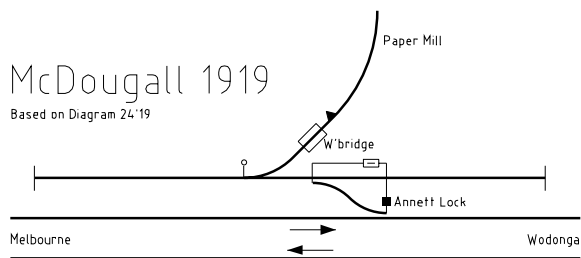
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**McDOUGALL'S SDG (48 MILES)**

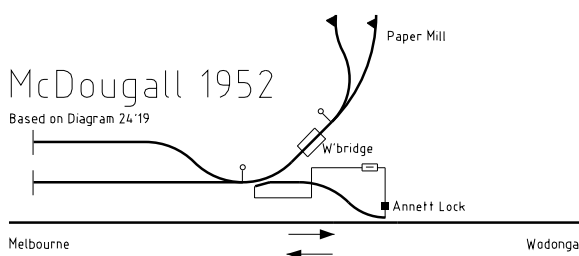

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*McDougall's Siding was located one and a half miles on the Down side of Broadford and served a paper mill opened by Sands and McDougall Ltd in 1890. The siding lasted nearly 100 years, being finally closed in 1987 (the plant was subsequently closed).*

- 26.03.1890 Trucks may be sent and received. Opened to serve paper making plant of Sands and McDougall Pty Ltd (CI, KWT)
- 01.07.1895 Down Home signal abolished. Points secured by Annett Lock. Annett key is kept in duplicate lock on quadrant of Down starting signal at Broadford (WN 1)
- (01.07.1899) Siding worked by Down train specified by the WTT. Drivers may pass Down Starting signal at Broadford at Danger provided a traffic employee from Broadford is on engine with Annett key. (GA)
- (21.11.1904) McDougall's Sdg renamed McDougall (WN 47)
- 05.12.1904 Renamed McDougall's Sdg (KWT)
- (01.12.1913) Siding must only be shunted during daylight by the authorised Down train. Cannot be shunted during foggy weather or when block instruments have failed. Drivers may pass Down Starting signal at Broadford at Danger provided Shunting Porter from Broadford is on engine with Annett key. (GA)



- (24.08.1926) Special instructions re McDougall. (WN 34\*)
- (01.02.1928) In addition to being shunted by Down train, it may be shunted by a switch trip from Broadford (see Broadford). (GA)
- 20.02.1952 Dead end siding abolished and connection to main line rodded to safety points in the lead to the Paper Mills. The exchange sidings now consist of two dead end sidings and each has capacity for 30 trucks with grades 1 in 60 rising to buffers. Engines not to enter Paper Mills siding. (WN 9)
- 04.03.1952 24 trucks standing in Sdg ran away to Mill. Instructions later issued that all hand brakes are to be secured hard on when trucks are left. (SB)



- 1979 Special instructions re working McDougall's Siding unaltered (GA)
- 13.01.1987 McDougall's Sdg (APM Sdg) abolished (WN 2)

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**No 31 CROSSING (48 MILES 33 CHAINS) - SYDNEY ROAD**


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- b01.06.1911 Female gatekeeper class 3 and assistant female gatekeeper class 5 (Reg)
- b01.07.1916 Female gatekeeper class 4 and assistant female gatekeeper class 6 (Reg)
- 03.04.1925 Up and Down Home signals provided about 440 yards from crossing. (WN 15)
- (09.08.1932) Down approach bell provided (WN 32\*)
- 15.06.1934 Up Home moved out 50 yds further out. (WN 27)
- 29.04.1940 Overhead bridge provided. Handworked gates locked across roadway, signals secured at proceed (lit at night) and Gatekeepers withdrawn. Level crossing to remain at request of CRB in case of the embankment slipping (SB)
- 30.01.1941 Up and Down Home signals (which protected former crossing) abolished (WN 6)
- 08.01.1961 Provision of temporary level crossing for Hume Hwy at 48 miles 34 chains. Manually controlled boom barriers, up and down home signals, and gate cabin provided. (CI)
- 30.03.1961 Temporary level crossing at 48 miles 34 chains closed and equipment removed (WN 16, CI)

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**No 31 CROSSING (48 MILES 70 CHAINS)**


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- c1909 Had gates (PCR)
- b1927 Gates removed (GB)
- b1961 Closed (GB)

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**No 32 CROSSING (49 MILES 26 CHAINS)**


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- c1909 Had gates (PCR)
- b1927 Gates removed (GB)
- b1961 Closed (GB)

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**No 33 CROSSING (49 MILES 60 CHAINS)**


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- b1908 Pits (GA)

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**No 34 CROSSING (50 MILES 46 CHAINS)**


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- (27.11.1905) Replaced with cattle pits (WN 48)

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**No 35 CROSSING (52 MILES 25 CHAINS) - McMUCHANS RD**


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- b1908 Pits (GA)

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**No 36 CROSSING (53 MILES 7 CHAINS) - DOCKERTY'S LN**


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- (01.02.1904) Gates replaced by cattle pits (WN 5)
- 07.04.2001 Boom barriers provided at Dockerys Road (85.433 km). The boom barriers are controlled by a HXP level crossing predictor and will operate automatically for all moves (WN 14)

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**LOWRY'S SDG (53 1/4 MILES)**


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- 19.11.1888 Lowry Wood Siding opened for firewoods outward. Only train authorised to work is 0752 Down Goods. Signals will not be lit at night. (CI)
- (01.07.1899) By this date single Home signal provided (SANP)
- 11.01.1900 Two lever frame provided (1 signal lever and 1 point lever). Down Home signal numbered Post 9. Door to signal box secured by carriage key. (WN 28, IR)
- 11.03.1904 Caretaker withdrawn (formerly worked gates at No 36 Crossing). No no-one-in-charge supervised by SM Tallarook. Signal to be left at all right and will not be lit at night. Worked by 1105 Down Goods (No 14). Guard to collect key to cabin from SM Broadford and to return it on the Up. (WN 10)
- (31.05.1909) Rails taken up and siding permanently closed (WN 22)

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**NO 37 CROSSING (54 MILES 25 CHAINS) - SHARPS & TAYLORS RD**


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- b1908 Pits (GA)
- c1961 Known as 'Sharpe's Crossing' on Diagram 13'69 (Diagram)
- 07.04.2001 Boom barriers provided at Sharps and Taylors Road (87.397 km). The boom barriers are controlled by a HXP level crossing predictor and will operate automatically for all moves (WN 14)

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**BALLAST PITS SIDING ('NEAR TALLAROOK')**


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- Keith Turton in his history of the line in the May 1972 Bulletin notes this siding 'around 55 miles' was opened for the construction of the line in 1872, for duplication, and for ballast for the Yea line around 1885. The quarry (and hence tramway) was on the Up side of the line. Turton confuses it with Lowry's Siding which was closer to Melbourne and on the Down side of the line.*
- 17.08.1885 Opened (CI)
- 15.06.1886 Around this date reopened for Block working. Due to provision of Winter's Block? (CI)

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**NO 38 CROSSING (55 MILES 36 CHAINS)**


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- c1909 Gates (PCR)
- c1927 Still had gates (GB)
- b1961 Closed (GB)