

Broadmeadows

BROADMEADOWS (10 1/2 MILES)

Broadmeadows is situated at the top of the long climb out of the Moonee Ponds Creek valley. It served the established communities of Keilor (to the west) and Campbellfield (to the east) when it was opened in 1873. By 1879 it was a Staff station and became a telegraph block post in 1880. Duplication was provided between Essendon and Broadmeadows in 1885 and this was extended to Donnybrook in 1886. Winters Block was introduced later that year. A limited suburban service was provided from Essendon in 1887 and Broadmeadows has remained the limit of the suburban trains ever since except for a brief period around 1900 when a few suburban services were extended to Somerton. A small interlocking frame was provided in 1889 to assist in terminating the suburban trains, but full interlocking had to wait until 1899 when a 14 lever frame was provided in a signalbay. Electrification of the suburban service was introduced in 1921. Goods lines were constructed between Albion (on the Bendigo line) to Broadmeadows and opened in 1929. Broadmeadows gained a new 30 lever frame in conjunction with this work. The provision of the standard gauge in 1962 brought few changes to Broadmeadows, but the double line to Albion was singled and the former Up line was used for the standard gauge. In 1965 the Double Line Block working from Essendon was replaced by automatic signalling. The mechanical frame was replaced by an SSI in 2000. Broadmeadows remains the limit of suburban working, but long term plans call for its extension to Craigieburn.

- 18.04.1872 Line opened Essendon - Schoolhouse Lane. (Chronological Index, Victorian Railways to '62, Leo. J. Harrigan)
01.02.1873 Opened. Had 150' platform on down side of line with goods sdg behind it serving a goods shed and crossing loop (note - this is contradicted by the diagram) (CI, 'The Centenary of the Railway to Seymour', K.W. Turton, ARHS Bulletin April 1972)

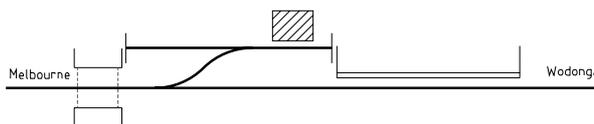
Broadmeadows 1873

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



Broadmeadows 1881

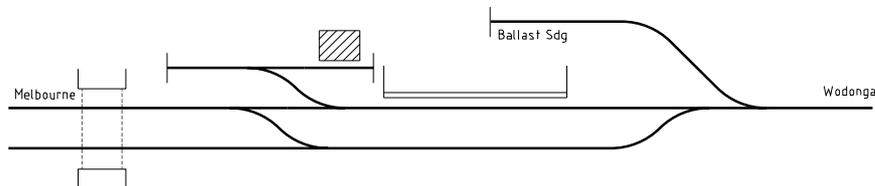
Based on 'The Centenary of the Railway to Seymour' by K.W. Turton, ARHS Bulletin, April 72



- (31.12.1876) By this date open for goods traffic (Commissioner's Report)
??.09.1877 Opened as a telegraph station (Somersault 22/2 p7)
??.11.1877 Closed as a telegraph station (S22/2)
26.07.1878 Contract let for construction of station building £553.17.10 D. Spence (CR)
(01.12.1879) By this date open as a Staff station with sections Essendon - Broadmeadows - Craigieburn. The Telegraph Block section, however, was Essendon - Craigieburn (Working Timetable)
??.03.1880 Opened as a telegraph station (S22/2)
(31.05.1880) By this date open as a Telegraph Block post for all trains between Essendon and Broadmeadows and Up trains between Broadmeadows and Craigieburn. Down trains between Broadmeadows and Craigieburn worked under 15 minute Time Interval (WTT)
16.11.1885 Duplication brought into use between Essendon - Broadmeadows. Crossover at Up end removed and timber platform for Up line provided. (CI, KWT)
(03.12.1885) By this date open as a Telegraph Block post for all trains Essendon - Broadmeadows - Craigieburn (WTT)

Broadmeadows 1885

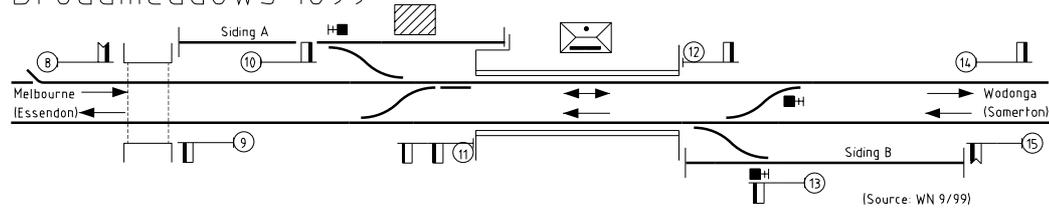
Based on 'The Centenary of the Railway to Seymour' by K.W. Turton, ARHS Bulletin, April 72



- 22.03.1886 Duplication extended to Donnybrook (CI)
15.06.1886 Winters Block introduced with sections Essendon - Broadmeadows - Craigieburn. (CI)
15.02.1889 Eight lever ground frame (no spares) provided. (IR)
(05.09.1898) All Up NE goods must stop for brake test instead of at Somerton (WN 10)
26.10.1898 Green light provided in signals (WN 16)
(01.07.1899) By this date, frame contained 6 signal levers, 1 point lever, and 1 lockbar lever (IR)

01.09.1899 New 14 lever frame provided for complete interlocking of station. Frame contains 9 signal levers, 4 point levers, 1 lockbar, and no spares. (WN 9, IR)

Broadmeadows 1899



(28.09.1903) Catch points removed from Down line outside Distant signal. (WN 39)

03.03.1905 Up Distant relocated 150 yards further out (WN 9)

(16.04.1906) No 11 Gates (10 miles 24 chains) - later Camp Road - replaced by cattle pits (WN 16)

c1908 Special instruction: All Up goods exceeding 259 tons must stop at Broadmeadows and perform a brake test. If test fails, and cannot be fixed, load must be reduced to 300 tons (General Appendix)

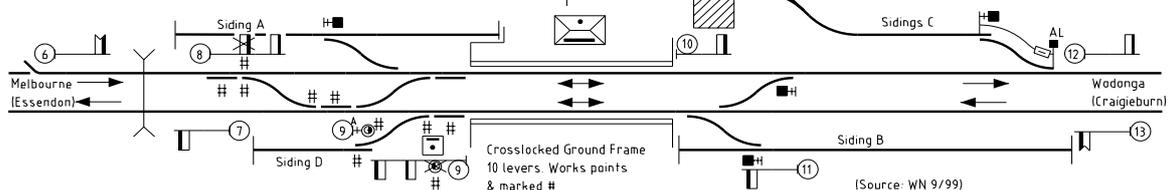
01.06.1909 Block Rule VI continued to be authorised for Down trains. (WN 28)

01.06.1911 Now classified as Stationmaster class 8 (Reg)

24.08.1911 Down Refuge siding provided on Down side of station. Down Starting signal, Post 14, moved 165 yards further out. Frame extended by one lever to work the crosslock that releases the siding points (WN 35, IR)

06.09.1914 Special arrangements for Military traffic provided; only brought into use for special traffic when authorised by General Superintendent of Transportation. New facing crossover located between level crossing and existing crossover at Up end, allows access direct from Down main line to Up platform. Short engine road 'D' provided leading off Up line. Additional arm provided on Post 8 and additional disc on Post 9. New ground disc 9A provided at exit from Siding 'D'. New points and signals worked from crosslocked 10 lever auxiliary frame. Ground frame points normally spiked and signals on Posts 8 & 9 crossed. None of the signals need be lit. Lockbar on crossover from Down platform now worked by an escapement crank to free a lever to work one of the crosslocks for new auxiliary frame. Second crosslock worked by existing crosslock lever; Down refuge now secured by Annett lock. Auxiliary frame has 10 levers: 3 signal levers, 2 point levers, 3 lockbars, and 2 crosslocks (none spare). (WN 39 & 32/15, IR, 1919 GA)

Broadmeadows 1914



(07.02.1916) Post 10 moved 10 yards further out (WN 6)

(01.07.1916) By this date Cambellfield Rd had a Class 3 assistant female gatekeeper (Reg)

04.09.1916 Hand gates provided at Camp Road (WN 36)

b1919 Special Instructions: 1) All up goods trains must stop at Broadmeadows and perform a brake test. 2) May use 'Section clear but station or junction blocked' for all ordinary down trains. (GA)

30.01.1919 Special facilities for defence traffic removed. Auxiliary frame removed. Annett lock on Down Refuge removed and points once again crosslocked. Grain Sidings provided at Down end leading from Siding B and new Post 11B provided for moves from Grain Sidings. 15 locks 6 taken off at urgent request of Mr Cook. (IR, WN 5)

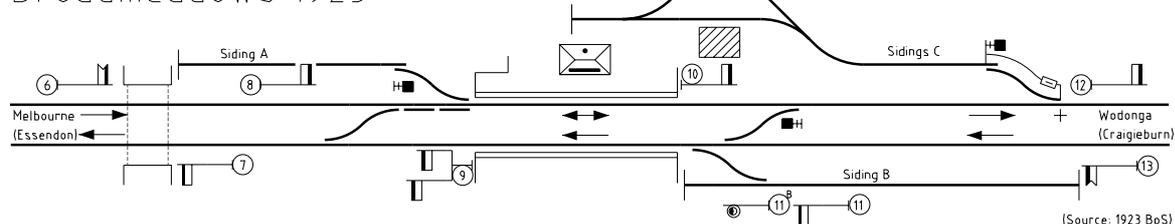
(21.12.1920) Block Rule VI permitted for Up goods shunting at Somerton (WN 25)

(28.12.1920) Grain Sidings abolished. Disc on Post 11B now applies to moves from Siding B. (WN 52)

04.09.1921 Electrification from Essendon brought into use (VR62)

15.05.1923 Post 10 moved 10 yards further out (WN 20)

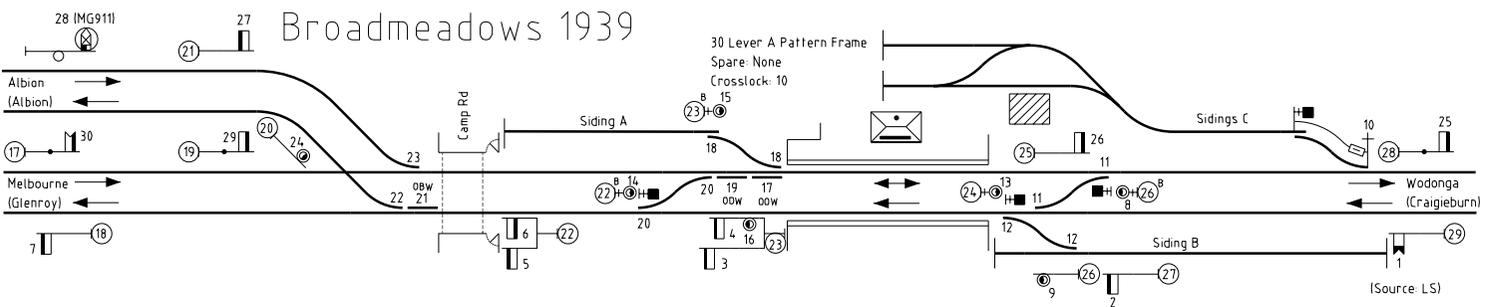
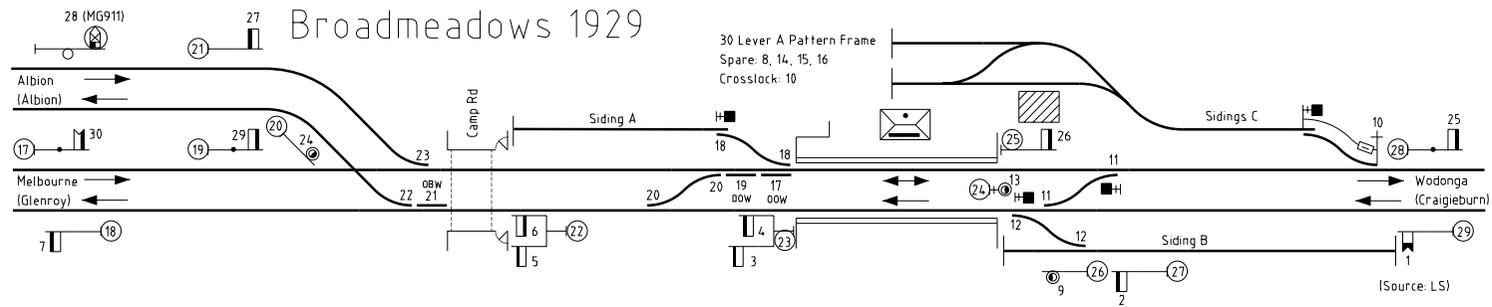
Broadmeadows 1923



- (02.10.1923) By this date Campbellfield Road gates worked by Class 3 female gatekeeper and Class 6 female gatekeeper (asst) (Reg)
- (24.03.1925) Line clear may be given for Up trains provided the line is clear to Post 9. (WN 12)
- 01.04.1927 Post 7 moved 45 yards further in (WN 15)
- 20.09.1927 Post 6 moved 190 yards further out and Post 8 moved 194 yards further out (WN 39)
- (06.12.1927) Connection provided trailing into Down line from new Works siding (new Goods lines) at Down end. Points secured by Annett Lock (WN 49)
- c1928 Block terminal in both directions. Use of Rule VI and special acceptance conditions prohibited. Sdgs A electrified as is Sdg B (to stop board) and both crossovers. (GA)
- (21.02.1928) Works Siding open for traffic account Construction Branch. Only one engine in steam allowed at one time. (WN 8)
- 05.06.1929 New 30 lever A pattern interlocking frame

- 30.06.1929 Albion - Broadmeadows goods line opened for traffic. Line worked by three position automatic signalling (WN 28, IS)
- (19.04.1932) Bell communication provided to Glenroy Road to announce Up trains when Glenroy switched out (WN 16)
- 08.11.1937 Home and distant locking altered. Distant 1 formerly released by signals to either Albion or Essendon lines. Now only to Essendon line (IS)
- 20.01.1939 Ground discs Posts 22B, 23B, and 26B provided. Disc 16 on Post 23 provided. Point indicator on Catch 18 removed and point indicator provided on Up end of Crossover 20. Lockbars 17 formerly OOW, now OBW. Levers 8, 14, 15 & 16 now work discs. Since 1929, Post 19 has been moved out 66 yds. (WN 5, IR, LS, SD)

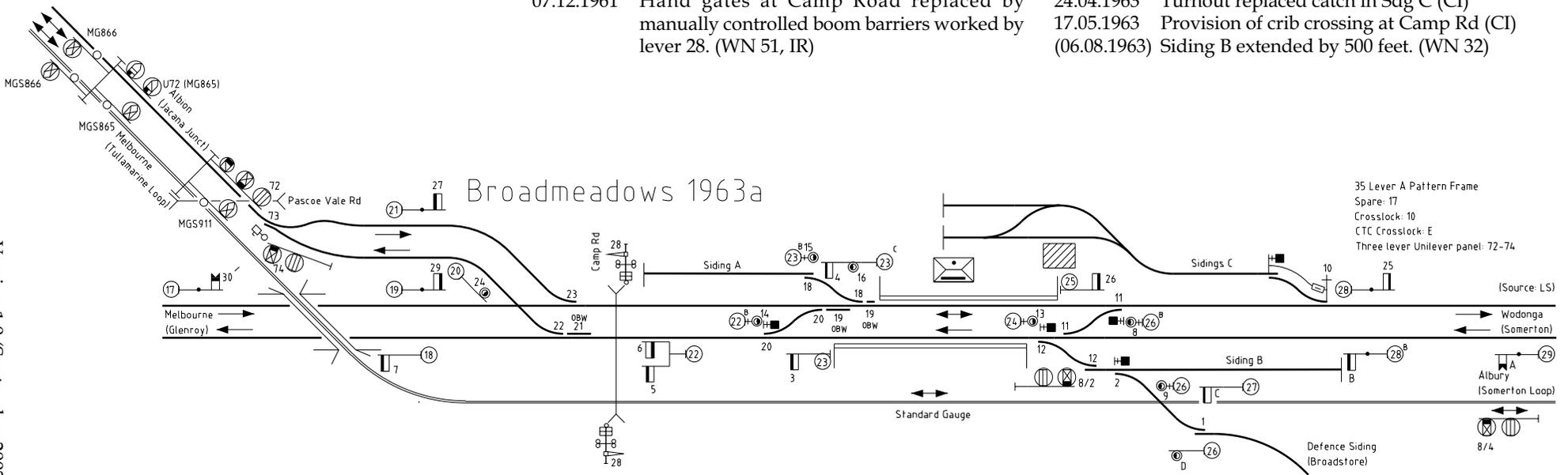
- 23.03.1942 Post 27 moved 58 yards further out. (WN 13)
- 10.07.1942 Defence Siding connected to signalbox. Leads off Siding B. Post 26 moved 35 yards further out and additional disc provided. Lockbar 17 removed. Plunger 17 now worked by lever 19. Lever 17 now works points to Defence Sdg. Discs on Post 26 both worked by lever 9, selected by position of points 17. (WN 29, IR, LS)
- 12.10.1942 Broadstore Sdgs completed and available for use (WN 42)
- 27.11.1942 Gatekeeper at Camp Road provided with controls on signals on Posts 19, 21, and 22. Bell communication provided to gatekeeper from signal bay. Up trains signalled by two rings, Down Albion trains signal is a short ring and a long ring. Down main line trains, one long ring. Signalmen especially instructed not to operate up distant until the home on Post 22 is at proceed. (WN 36, IS, SB)



- 19.10.1943 Telephone provided on Post 21 (WN 42)
- 05.07.1946 SM reclassified from class 6 to class 7 (WN 30)
- 23.04.1948 Alterations to locking on levers 27 & 29 account the down end of Crossover 18 being run through on 21.01.1948 due to Signaller operating the lever before a down suburban had cleared the points. Plunger 19 (held by track circuits) now holds the points whilst down moves are in progress. Estimated locking cost: £5 (CI, IS, SB)
- b1953 Special Instructions: 1) cancelled. (GA)
- b1957 Open for goods, had cattle race and ramped platform (DS)
- 07.09.1958 Bracket Post 23 replaced by new posts 23 and 23C. Up platform extended by 27 yds at up end. (WN extracts, IS, SD)
- 21.09.1958 One class 5 ASM position abolished (WN 37.58)
- 24.09.1958 Overhead over Sdg B extended 340 feet & fixed train stop removed (WN 40.58)
- 07.12.1958 Post 23 moved 5 yds further out from platform (WN 50.58)
- 01.07.1959 SM from class 7 to class 6 (WN 46.59)

- 15.05.1960 Three class 5 ASM positions upgraded to class 4 (WN 50.60)
- 10.07.1960 SM from class 6 to class 5 (WN 46.60)
- 11.07.1960 Post 17 moved 267 yds further out and Distant 30 motor operated (WN 29, IS)
- 08.10.1960 Down goods line slewed on the Down side between 16 miles 32 chains and 16 miles 75 chains (WN 43)
- 30.07.1961 Points and crossings at Up end renewed (CI)
- 09.11.1961 Post 26 moved 87 yards further out and renumbered 26C, Righthand disc removed to new ground Post 26 provided 9 yds further out than former Post 26 (WN 47)
- 26.11.1961 Up goods line to Albion taken out of use for conversion to standard gauge. Two way running introduced on former Down goods line worked by Automatic and Track Control. Three lever Panel provided in box to work end of single line. Home signals 17 & B (posts 25B & 26B) provided on Standard Gauge. Standard gauge pilot lever 'E' brought into use. Broadstore Sdg spiked out of use. Frame extended by 5 levers. (WN 51, IR)
- 07.12.1961 Hand gates at Camp Road replaced by manually controlled boom barriers worked by lever 28. (WN 51, IR)

- 03.01.1962 Goods service introduced on Standard Gauge (CI)
- 04.04.1962 Post 29 replaced by a new post further out and new up outer home signal (Post 28B) provided. Up distant now worked by lever A and Up outer home worked by B. Standard gauge Home signals on Posts 25B and 26B replaced by automatic signals ES605 & ES632 controlled by lever 17. (WN 16)
- 04.03.1963 CTC provided between West Footscray and Tallarook (CI)
- 18.03.1963 Automatic signals ES605 and ES632 converted to home signals 8/2 and 8/4 to protect crossing to Broadstore Siding. Broadstore Siding restored to service. Points 1 & 2 previous spiked. Lever 17 out of use. (WN 13, IR, CI, IS)
- 17.03.1963 Post 19 renewed (CI)
- 25.03.1963 Control of single line to Albion transferred to CTC panel at Spencer Street. Automatic and Track Control System Albion - Broadmeadows now CTC. Panel abolished in box as end of single line worked from CTC panel. (WN 14, IR)
- 24.04.1963 Turnout replaced catch in Sdg C (CI)
- 17.05.1963 Provision of crib crossing at Camp Rd (CI)
- (06.08.1963) Siding B extended by 500 feet. (WN 32)

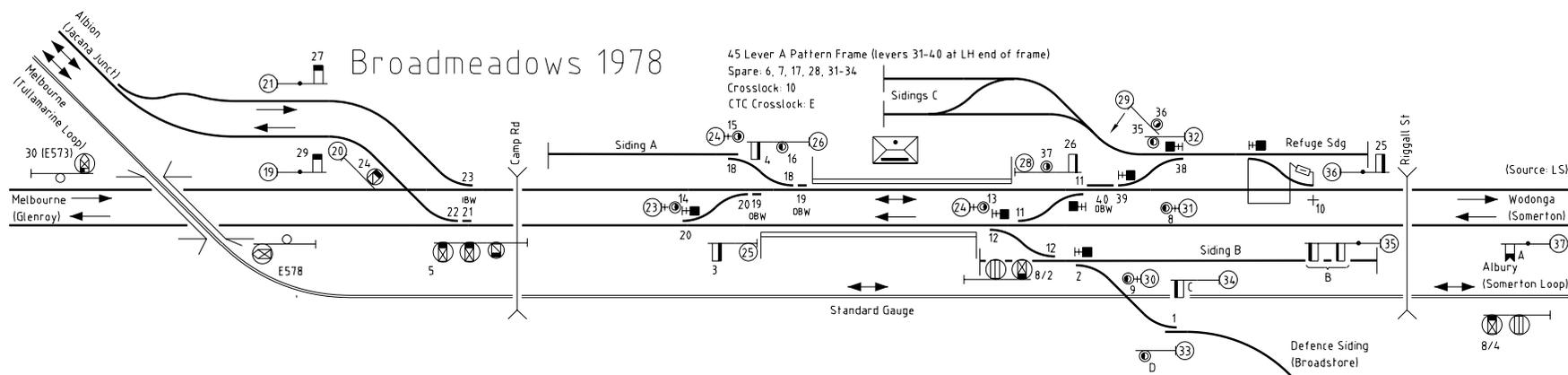
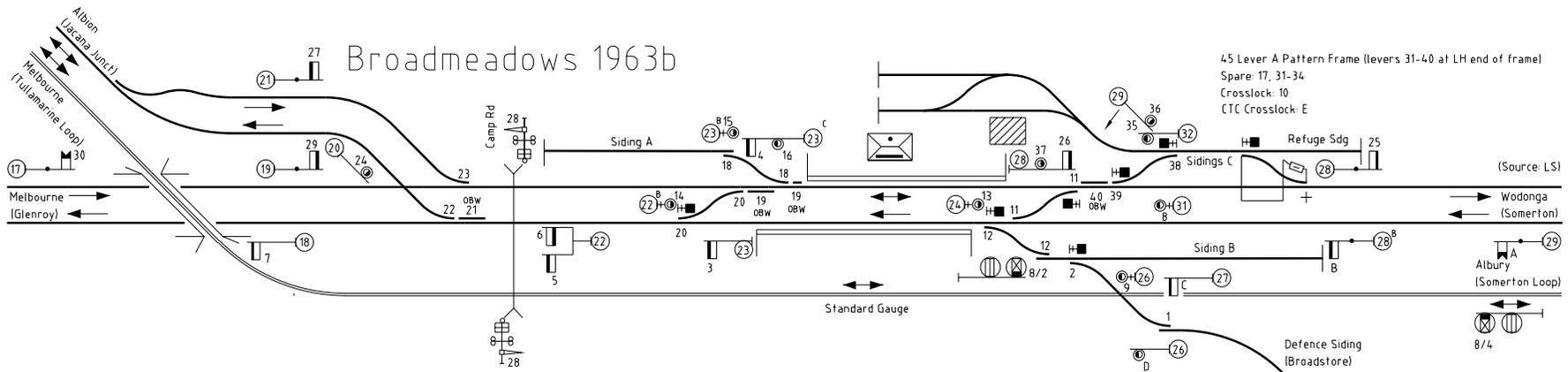


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- 13.10.1963 Additional stabling siding provided on Down side of station. Facing crossover from No 1 Road to Siding C provided. New posts 29 and 32 provided. Additional disc on Post 28 provided. Ground disc 26B moved 80 yds further out. Frame extended by 10 levers at left-hand end Posts renumbered. (WN 43, IR)
- 14.05.1964 Refuge siding off Siding 'C' extended 500 feet and Siding 'B' slewed (WN 22, CI)
- 27.09.1964 SM increased from class 5 to class 4 (WN 50)
- 18.07.1965 Two class 4 ASM positions abolished Remaining ASM class 4 positions to special class (WN 30, WN 48)
- 15.11.1965 Double line Block from Essendon replaced by three position automatic signalling. Posts 17 &

- 18 removed. Post 22 replaced by three position Home signal Post 5. Disc 24 replaced by light signal (but see 6.10.1966) Levers 6 & 7 now spare (WN 47, IS)
- 06.10.1966 Camp Road Boom Barriers converted to automatic operation Controlling lever removed. Post MG934 provided. Home signal 27 converted to motor operation. Disc 24 converted to a light signal. Lever 28 now spare (WN 42, IR, IS)
- 28.05.1967 Points 18 & 20 renewed. Disc 23 moved 18 feet in Up direction (CI)
- c1969 Up Home on Post 34 electrically lit (CI)
- 04.02.1972 Boom barrier control circuit modified (CI)
- 20.08.1972 SM class 4 to class 3 (WN 48)

- 10.09.1972 Post 28 relocated 45 feet in Down direction due to platform extension (CI)
- 25.11.1973 Crossover 11 renewed (CI)
- 06.06.1974 Track indicator provided over lever 25 to indicate when train has passed Post 36. Posts 28, 34, & 36 electrically lit (WN 25)
- 26.08.1975 Coacting arm provided on Post 35 account Riggall St overpass (WN 35, IS)
- 23.05.1976 Express push button provided for Up trains (WN 22)
- 10.06.1976 Camp Road level crossing moved 40 m in the Up direction due to erection of overpass (WN 24)
- 16.06.1977 Repeater for Home 25 provided (WN 26)
- 25.01.1978 Camp Road level crossing replaced by overpass (WN 5, IS)



Version 1.0 (September 2002)

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|------------|---|------------|---|--------------|--|
| c1979 | Special Instructions: 5) Before an up goods train may depart, permission of Train Control to be obtained to attempt to ensure that it has a clear run into Essendon. (GA) | 20.09.1989 | and ES650. (WN 15) Paper release added to lever locks on levers 19 & 40 (IS) | 17.08.1997 | office (WN 7) Post 26 replaced by three position Home signal Post 4. Train Stop provided and approach locking of 30 seconds provided on the signal. |
| 04.09.1980 | Temporary removal of mixed gauge diamond in Broadstore Siding (permanently removed by 1982) (CI) | 19.12.1989 | Home 27 converted to a light signal (WN 1) | | Point detection provided on Points 18 and 20 and a lever lock on lever 20 to prevent Points 20 being restored until train has cleared the points (WN 35) |
| 20.12.1983 | New pedestrian crossings provided on the Down side of Broadmeadows at Smeaton Ave (18.400km) and Almurta Ave (19.650 km). Both equipped with pedestrian boom barriers. (WN 2) | 10.04.1990 | Home 29 converted to a light signal (S13.3-46) | | |
| 21.07.1987 | Controlled signals on SG renumbered from 8 to BME (WN 28) | 15.05.1990 | Crosslocked connection to Sdgs C abolished. Lever 10 sleeved normal (WN 20) | | |
| 02.09.1987 | Lockbar 40 removed and lever lock provided on No 40 lockbar. Short dead end at up end of Siding B was removed. (LS) | 30.10.1991 | Post 34 (Home C) was abolished and Post 35 (Home B) was replaced by a new light signal 200 metres further out worked by lever C. Post 36 (Home 25) replaced by new light signal 600 metres further out. (WN 42) | (10.07.2000) | Terminal Block Post on Up line (WN 27) |
| 16.10.1987 | Posts BME.2 and BME.4 converted to automatic signals (WN 42) | 19.02.1992 | Flashing lights and alarms provided at pedestrian crossing at Dunkeld St (20.268 km). Indicator provided in signalbox to show when trains had passed the Down starting signal (WN 7) | 08.11.2000 | Post 37 replaced by new post 133 metres further out and converted to a LED signal. (WN 45) |
| 10.10.1988 | Hand points to Sdgs C spiked normal. Sidings C out of use (WN 41) | 04.03.1992 | Guard's Indicating light proficed on Up platform (WN 9) | 13.11.2000 | Crossover 11 was replaced by new high speed crossover (which was not brought into service). Crossover 38/39 was booked out of service and Sidings C and D were out of use. Plunger 40 was abolished. Points 39 were spiked normal. Disc 37 on Post 28 was abolished. Posts 29 (Disc 36), 31 (Disc 8) and 32 (Disc 35) were abolished. Levers 8, 11, 35, 36, 37, 38, and 39 were sleeved normal. Lever 40 became a pilot lever. (WN 45) |
| 04.04.1989 | Controls were removed from signals BME.2 and BME.4 and they were renumbered ES603 | 18.12.1993 | CCTV camera provided near Post 35 to allow Signaller to observe end of train marker (WN 1) | | |
| | | 13.02.1997 | Guards Indicator light relocated inside station | | |

