

Clarkefield

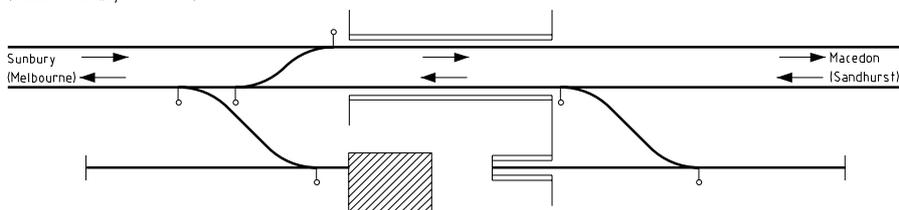
CLARKEFIELD (23 3/4 MILES)

Clarkefield was opened around 1862 as 'Lancefield Road'. In 1881 the station became a junction when a branch was opened to Lancefield and the station was renamed 'Lancefield Junction'. The station was not interlocked until 1894, but the layout was eccentric in the extreme. The interlocking frame only worked the signals. There was no facing connection to the branch line (even though through trains to Lancefield were run from Melbourne on occasion) and the trailing connection was worked from a small ground frame. The station was renamed Clarkefield in 1926. The Lancefield line closed in 1956, but the remnant of the branch line became a refuge and the layout remained essentially unchanged until 1977 when the Auxiliary frame was abolished. The remaining connections were then slowly removed until, today, only a trailing main line crossover remains.

- 03.05.1861 Contract let for erection 2 passenger platforms at Lancefield Road to Samuel Amess for £1234/19/1 (GG)
- 03.09.1861 Contract let for removal of buildings from Diggers Rest and Sunbury to Lancefield to Wm Murray for £2690/17/7 (GG)
- 18.07.1862 Contract let for forming & metalling of road & construction of culverts for approach to station to J.S. White & Co for £754/4/8 (GG)
- (??).12.1862 By this date open as 'Lancefield Road' (WTT)

Lancefield Road 1861

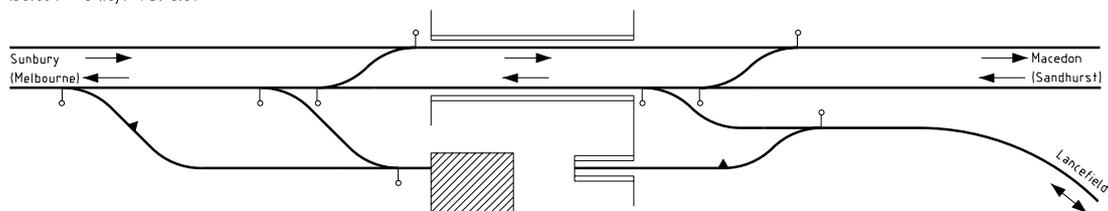
(Based on 'Railways to Echuca')



- (01.12.1879) Block (worked by telegraph) on Up line. Section Riddell's Creek - Lancefield Road - Sunbury (WTT)
- 07.06.1881 Line opened from Lancefield Junction - Lancefield. Station probably renamed Lancefield Junction (this had occurred by 1.2.82). Branch line worked by Train Staff & Ticket with the sections Lancefield Junction - Romsey (by 1.2.82) (VR62, WTT)

Lancefield Junction 1881

(Based on 'Railways to Echuca')



- (03.12.1885) By this date, Telegraph Block in force in both Up and Down direction with sections Sunbury - Lancefield Road - Riddell's Creek (since 1.12.82) (WTT)
- 24.08.1888 Contract let for sheep and cattle yards to W Gilmour for £263/1/10 (GG)
- (01.10.1888) By this date Block Instruments provided with sections Sunbury - Lancefield Junction - Riddell's Creek (since 19.12.87) (WTT)
- c1890 Staff sections on Lancefield line are: Lancefield Jn (1, Blue, White) Romsey (SB)
- 20.02.1894 Interlocked with 12 lever No 6 Pattern Rocker frame (2 spare). Two lever Auxiliary frame provided, crosslocked with main frame (IR)
- 04.11.1898? Now only 8 levers working in frame. (IR)
- b01.07.1899 Frame now contains 7 signal levers, 1 crosslock, and 4 spare levers. Auxiliary frame contains 1 point lever and 1 fpl lever (IR)
- 02.11.1900 Contract let for removal of turntable at Dimboola and re-erection at Lancefield Junction to Sly & Kett for £338/8/8 (GG)
- (19.02.1906) Down Distant relocated 100 yards further out (WN 8)
- 27.11.1908 Control of Lancefield junction re-arranged. Auxiliary frame now works Up Home from Lancefield. Other lever in auxiliary frame works points and facing point lockbar. Crosslock between main frame and auxiliary frame replaced by Annett Lock. Crosslock lever removed from main frame (now 5 spare). (IR, SLR I)

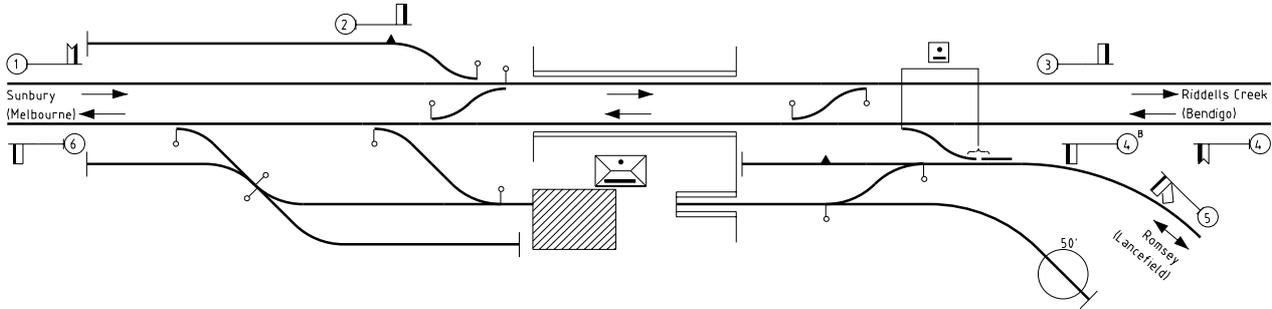
Victorian Signalling Histories No 10, Version 1.1 (Sept 2001)

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- (01.02.1908) Special instruction: When a Down Goods has trucks on for Lancefield Junction the Guard is to inform SM Sunbury of their number and position in train. The SM will inform the Signaller at Lancefield Junction. Train is to be brought to a stand at the Down Home, but before Shunter uncouples locomotive he must get a hand signal from the Guard that the rear of the train is secure. By 1913 GA this had been extended: the Guard had to apply van brake and sufficient hand brakes to hold train. If the continuous brake is in operation it must also be applied. (GA)
- 25.06.1913 Lock staff (No 1 pattern) provided on Romsey section (SB)
- (25.11.1918) Main line Up Home signal removed from Post 3 and placed on new Post 4B located 85 yards further out. Up Home signal, Lancefield line moved to the left hand side of line (WN 47)

Lancefield Junction 1918

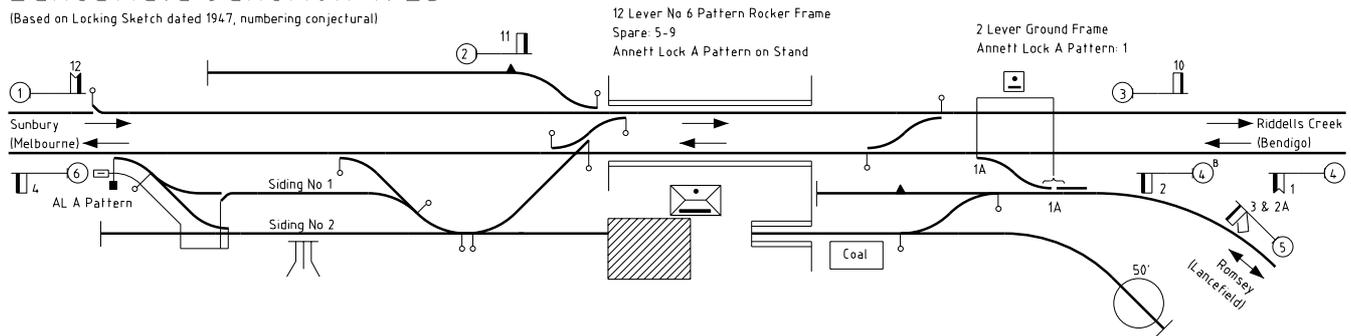
(Based on Diagram 13'18)



- (08.12.1925) By this date established as a Block Terminal on the Down (probably since 1922) (WN 49)
- 05.11.1925 Post 6 relocated 258 yards further out. (WN 45*)
- 20.11.1925 Sidings at Up end of yard extended and main line connections rearranged. New connection at extreme Up end secured by A Pattern Annett lock (LS, IR)

Lancefield Junction 1925

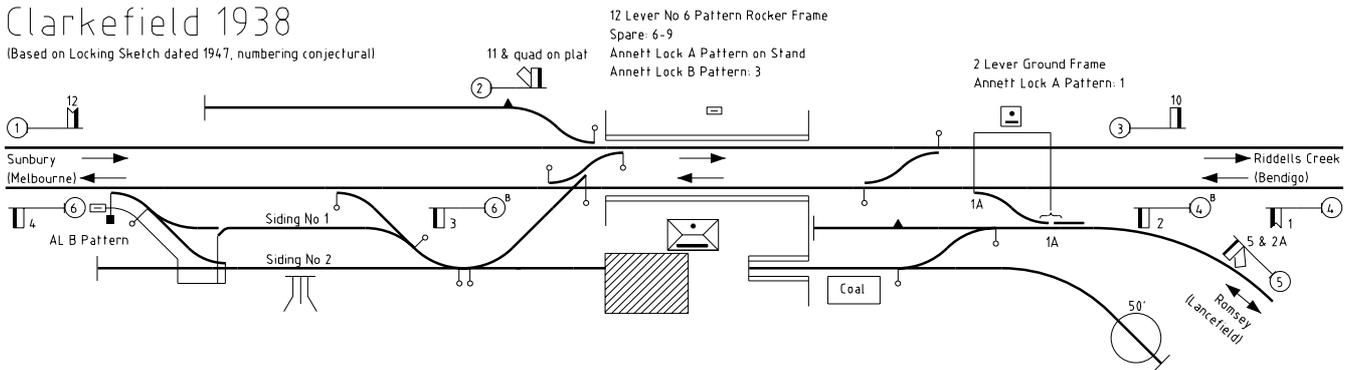
(Based on Locking Sketch dated 1947, numbering conjectural)



- 11.01.1926 Renamed Clarkefield (WN 1* - originally Clarkfield, then on (23.02.1926), Clarkefield, WN 8*)
- 25.05.1926 Additional Up Home signal (Post 6B) provided. A Pattern Annett Lock on extreme Up end points replaced by B Pattern lock with duplicate lock on lever 3 (which works Home on Post 6B) (WN 21*, LS & IR)
- 06.03.1935 Catch points in Down line at 30-73-32 removed (WN 13)
- (01.12.1936) By this date special instruction had been simplified. A Down Goods with trucks on for Clarkefield had to be brought to a stand at the Down Home and the Guard had to apply the van brake and sufficient hand brakes to hold the train. Loco not to be uncoupled until the Guard signals. Instruction retained up to and including 1979 GA (GA)
- 11.03.1938 Quadrant provided on Down platform to control Down Home on Post 2 (WN 12, LS)

Clarkefield 1938

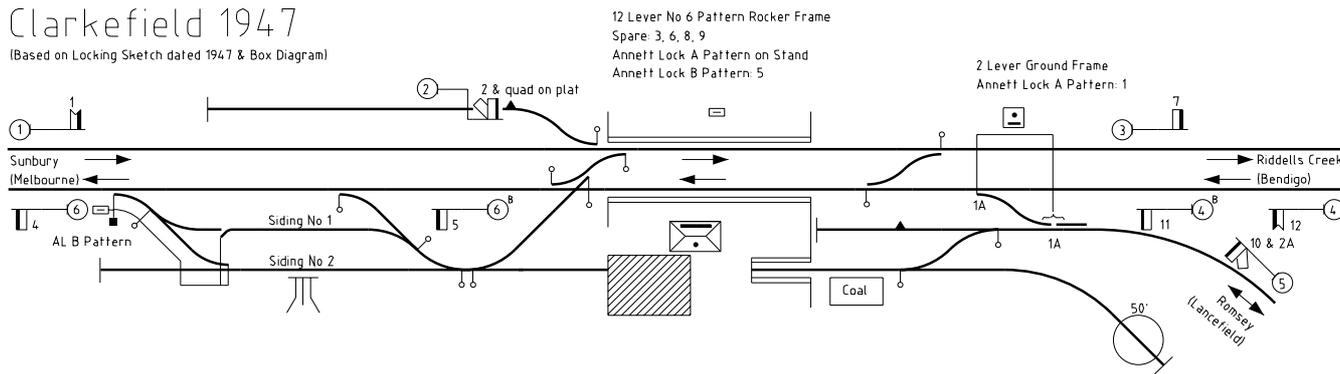
(Based on Locking Sketch dated 1947, numbering conjectural)



20.07.1947 Signalbox with frame facing away from line replaced by signalbay. Frame relocked (LS, IR, CR has 22.6)
 30.07.1947 Post 2 replaced by lop bracket post (WN 31)

Clarkefield 1947

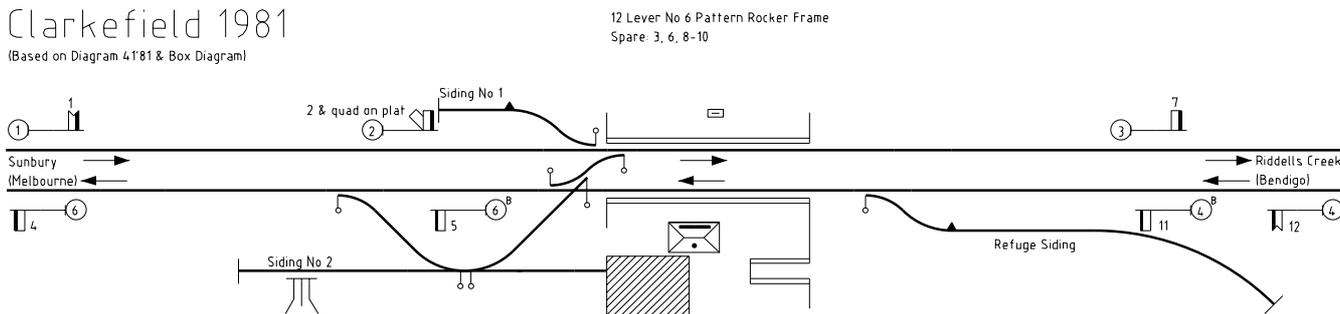
(Based on Locking Sketch dated 1947 & Box Diagram)



- (16.06.1953) Will switch in for Sunday excursion trains (WN 24*)
- 11.08.1956 Last Lancefield line train ran (WTT)
- 13.08.1956 Lancefield line closed. Remnant of Lancefield line became Refuge, but signalling not officially abolished. Dead end siding between Up line and Dock removed late 1958/1959. Turntable siding removed 1959. (WN 36*, Weston Langford diagrams)
- 16.05.1962 Post 4B renewed (CR)
- 16.05.1962 Post 6 renewed (CR)
- 12.11.1973 SM removed (WN 46*)
- 29.06.1977 Connection between Lancefield Siding and Up line spiked out of use. Auxiliary frame removed. Annett locked connections at Up end of Sidings 1 and 2 spiked out of use. Annett locks removed from frame. (WN 27*, LS, IR)
- 27.06.1978 Repeater added to Distant 12 and electrically lit. (WN 27, LS)
- 19.07.1979 Post 2 relocated 60 feet further out and converted to a straight mast (WN 31, LS)
- 02.08.1979 Post 3 renewed (CI)

Clarkefield 1981

(Based on Diagram 4181 & Box Diagram)



- 21.06.1983 Homes 2, 4, 5, 7, & 11 electrically lit (CI)
- (29.03.1998) By this date the control on the Down Home had been removed (although the slot on the signal and the quadrant on the Up Home remains) (Pers. Obs)

Clarkefield 2001

(Based on Diagram 4181 & undated Box Diagram)

