

Craigieburn

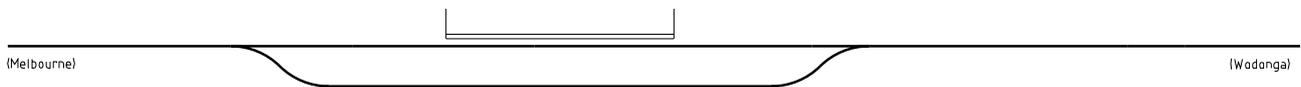
CRAIGIEBURN (16 MILES 17 CHAINS)

The township of Craigieburn is located where the railway crosses the Hume Highway. The small town was the centre of an agricultural district but it is now just on the edge of the suburban sprawl. The station was opened with the line - the first station north of Essendon - but it was not a regular crossing location until opened as a Staff station in 1874. It was open as a telegraph block post by 1880. The line was duplicated in 1886 and Winter's block was introduced in 1888. Interlocking was provided in 1899 worked from a frame on the Down platform. This was replaced by a new combined signalbox and booking office adjacent to the level crossing in 1922. The level crossing was abolished as part of the standard gauge works in 1961. Craigieburn remained a block post until 1988 when the box and all signals was abolished. Medium term plans call for the extension of the suburban electrification from Broadmeadows.

- 18.04.1872 Line opened (Victorian Railways to 62, Leo J. Harigan)
- 22.07.1872 Opened for passengers. Had 200' platform and crossing loop (CI, 'The Centenary of the Opening of the Railway to Seymour, K.W. Turton, ARHS Bulletin April 1972)

Craigieburn 1872

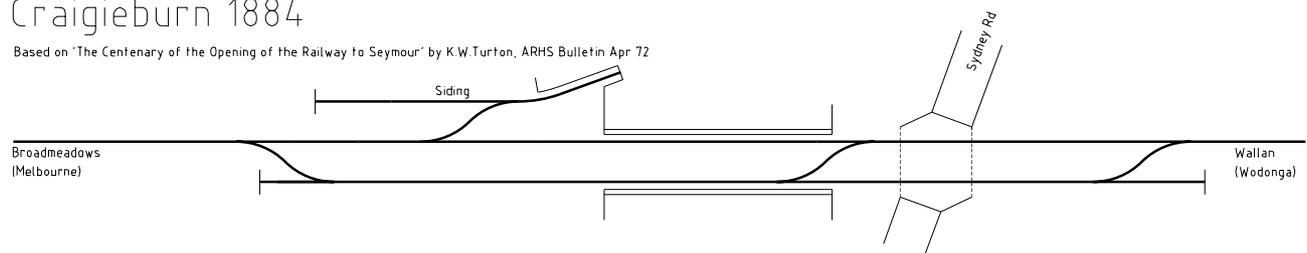
Based on 'The Centenary of the Opening of the Railway to Seymour' by K.W. Turton, ARHS Bulletin Apr 72



- ??.08.1872 Telegraph instrument provided (Somersault 22/2 p7)
- 18.11.1873 Telegraph instrument withdrawn (S 22/2 p7)
- b30.06.1874 Open for goods (Commissioners Report)
- 01.12.1874 Opened as a staff station. Sections Broadmeadows? - Craigieburn - Wallan (S 1/3-4)
- ??.11.1877 Telegraph instrument provided (S 22/2 p7)
- 22.02.1878 Contract let for construction of Passenger station etc for £1111.13.1 to J. Stewart & Co (CR)
- (01.12.1879) By this date, staff sections were Broadmeadows - Craigieburn - Wallan. Block telegraph in use for both Up and Down trains Craigieburn - Wallan. Trains worked under 15 minute time interval Broadmeadows - Craigieburn (WTT)
- (31.05.1880) By this date Telegraph Block in use for Up trains Broadmeadows - Craigieburn, but all other trains worked under time interval (WTT)
- 1884 Platform extended and goods sgd and shed provided (KWT)
- (03.12.1885) By this date (since 1.12.82) Telegraph Block in use for all trains Broadmeadows - Craigieburn - Donnybrook (WTT)
- 1885 Crossing loop extended over level crossing (KWT)

Craigieburn 1884

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

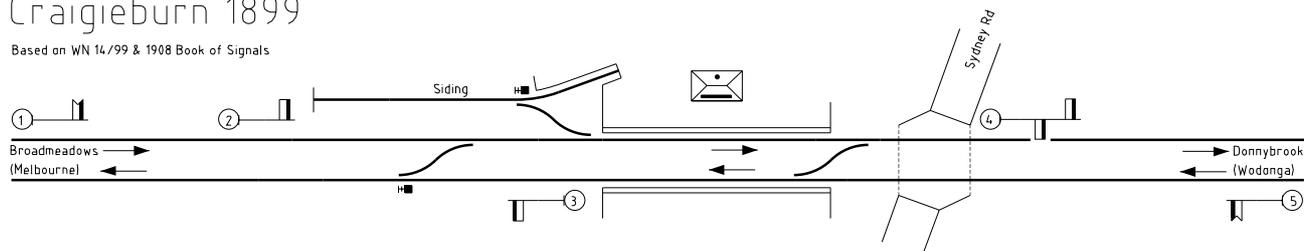


- 22.03.1886 Duplication provided between Broadmeadows and Donnybrook (CI)
- 15.06.1886 Block Telegraph (Winters instruments) provided Broadmeadows - Craigieburn - Donnybrook (CI)
- 27.10.1898 Green light provided in signals (WN 16)
- (01.07.1899) By this date Home, Distant & Starting signals provided in each direction (SANP)

03.10.1899 Interlocking provided with 12 lever frame provided in signal box. Contains 6 signal levers, 3 point levers, and 3 spare. Diagram 1001/99 provided. (WN 14, IR, SNAP)

Craigieburn 1899

Based on WN 14/99 & 1908 Book of Signals



(02.11.1903) Main line catch points removed (WN 44)

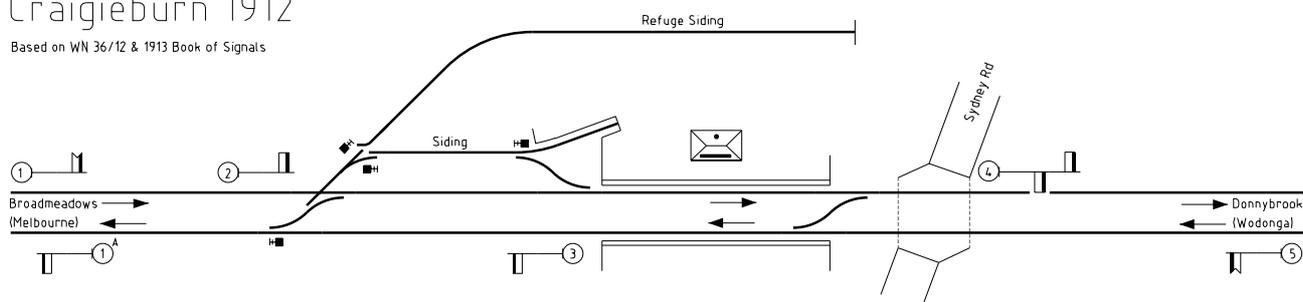
28.05.1909 May continue to use Block Rule VI (use generally cancelled elsewhere). (WN 28)

(13.05.1912) Post 2 moved 88 yds further out (WN 20)

29.08.1912 New siding provided behind Down platform. Up end crossover abolished and new trailing crossover proved 140 yds further out. New trailing crossover provides access to the new siding and the existing goods siding. Catch points and point indicators provided at Up end exits of both sidings. Up advanced starting signal (Post 1A) provided 200 yards beyond trailing points in Up line. Diagram 1001/99 amended. Now 7 signal levers and 4 point levers. (WN 36, IR)

Craigieburn 1912

Based on WN 36/12 & 1913 Book of Signals



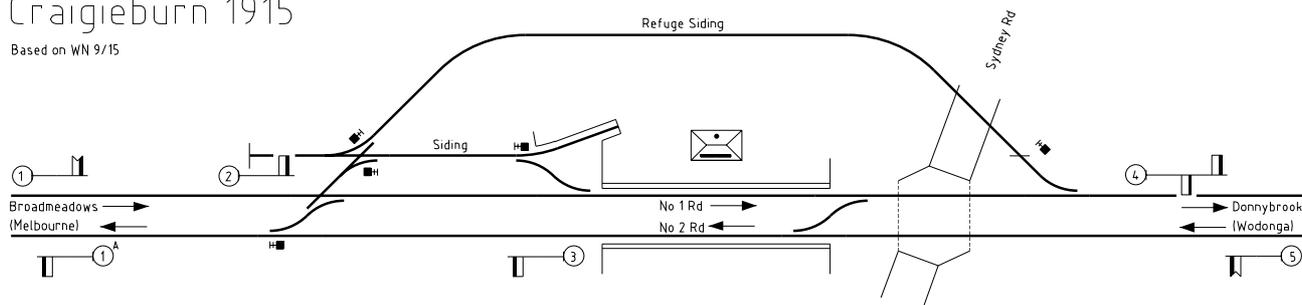
(01.10.1912) Sydney Road gates were worked by a Class 2 male gatekeeper and Class 4 Assistant female gatekeeper (Reg)

(12.10.1914) Block rule VI prohibited for down trains. (WN 41)

26.02.1915 Refuge siding behind the station buildings extended to connect to Down line. May be used to refuge Down trains. Points in main line rodded to a Derail and a Point Indicator works with Derail. At the Up end the Catch points in the Refuge Siding and Dock Road have been replaced by short safety sidings; the Point Indicators were retained. Post 2 moved 16 yds further out. Amend Diagram 36/12. Now 4 point levers with no spares. (WN 9, IR)

Craigieburn 1915

Based on WN 9/15

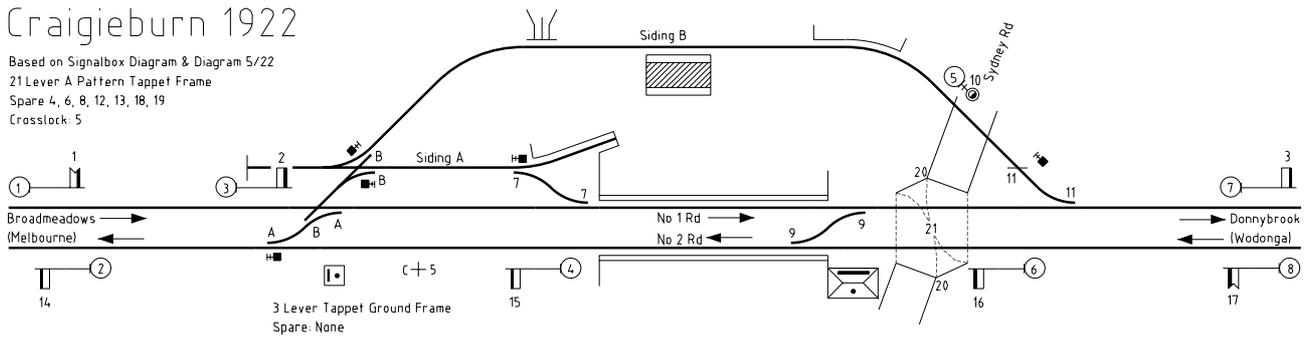


c1919 Special Instruction: Due to gradient, up goods trains with heavy loads are not to be refuged at Craigieburn. The hand gates do not close across siding. When being shunted, gatekeeper must close gates and exhibit red hand signal on west side of gates (GA)

30.03.1922 Hand gates replaced by interlocked gates. New combined station building and signal box provided at Down end of Up platform with 21 lever frame. Auxiliary frame, 3 levers, provided at up end to work connections to sidings. (WN 22*, IR, IS)

Craigieburn 1922

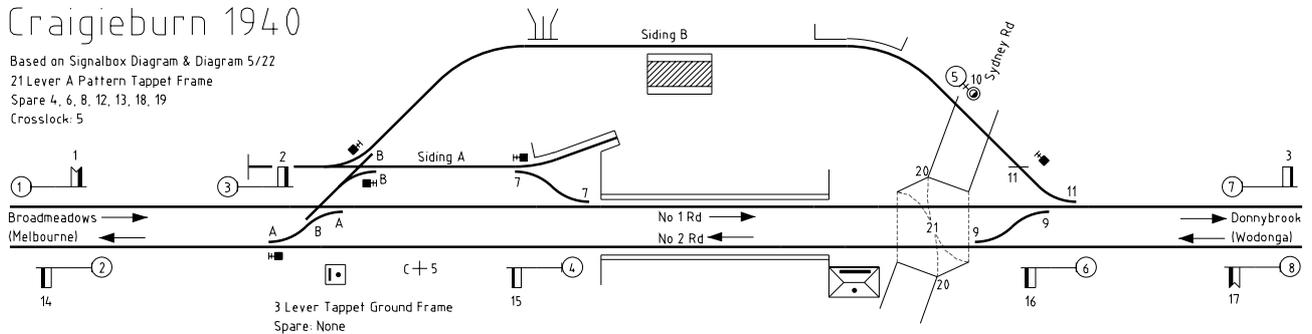
Based on Signalbox Diagram & Diagram 5/22
 21 Lever A Pattern Tappet Frame
 Spare 4, 6, 8, 12, 13, 18, 19
 Crosslock: 5



- b1928 Block terminal for Down trains (GA)
- (31.10.1939) By this date (since 1.1.38) the SM was withdrawn and replaced by Porters or Porters-in-Charge (WN 44)
- 21.08.1940 Post 8 moved 115 yards further out Amend Diagram 5/22. (WN 35)
- 22.08.1940 Post 6 moved 20 yds further out (WN 35)
- 30.08.1940 Crossover 9 relocated to Down side of level crossing (WN 37)

Craigieburn 1940

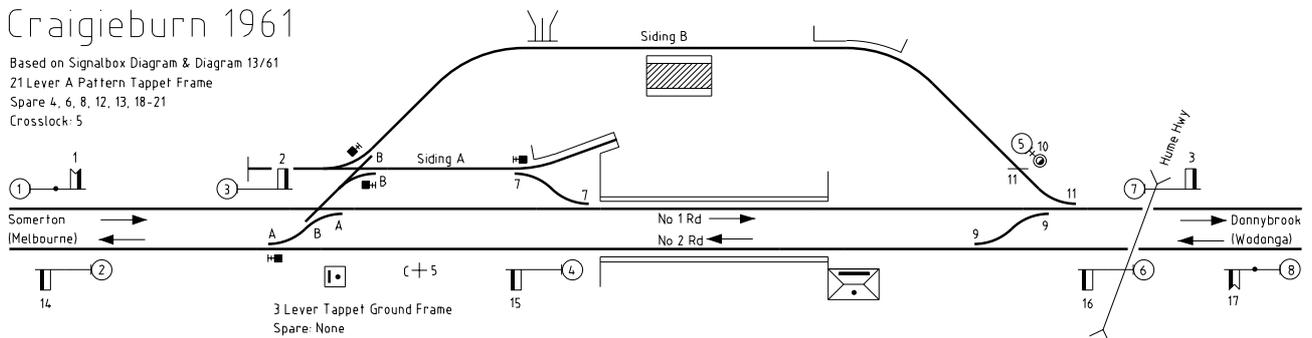
Based on Signalbox Diagram & Diagram 5/22
 21 Lever A Pattern Tappet Frame
 Spare 4, 6, 8, 12, 13, 18, 19
 Crosslock: 5



- (15.07.1941) Telegraph instrument removed (WN 29*)
- 30.07.1942 Dock at Down end of Siding A removed. Catch provided at Down end of Siding A. (WN 32)
- 04.04.1946 Post 1 replaced by new post 190 yds further out. Repeater provided (WN 15, CI)
- 07.04.1956 Cabin basement renewed (CI)
- 10.03.1960 Post 8 move 1'6" nearer track and Post 2 moved 6' nearer track (CI)
- 05.02.1961 Post 8 moved 500 yds further out. Post 6 replaced by a new post 156 yds further out and post phone provided. Post 7 replaced by new post 124 yds further in. (WN 7, CI)
- 22.07.1961 Overpass replaced the interlocked gates. Gate wheel 21 and gate stops 20 removed. (WN 31, IR)
- 23.07.1961 Post 5 moved 500 yds in down direction & point indicator removed from Derail 11. Double Line Block switchout facilities provided. Block hours now 0500 Monday to No 100 clears Saturday, and from 0735 Sunday till No 108 clears. (WN 31, CI, IS)

Craigieburn 1961

Based on Signalbox Diagram & Diagram 13/61
 21 Lever A Pattern Tappet Frame
 Spare 4, 6, 8, 12, 13, 18-21
 Crosslock: 5

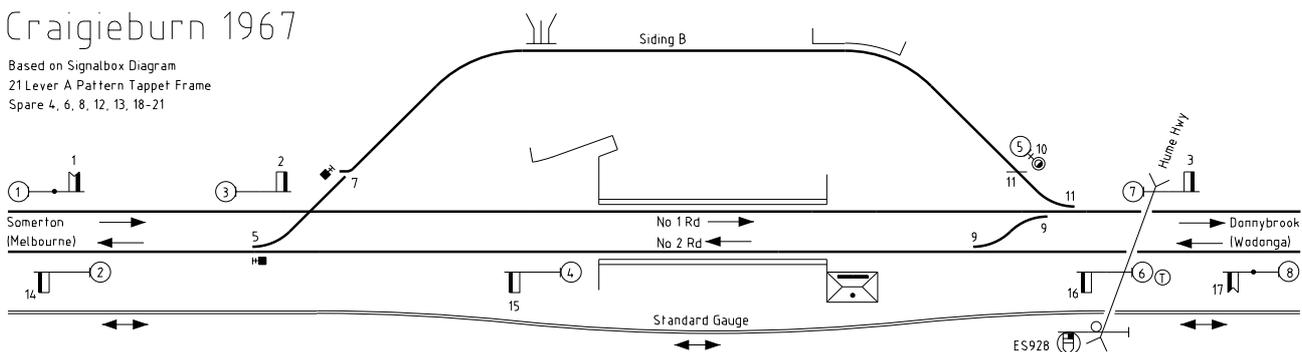


- 16.04.1962 One of three class 5 ASM positions abolished (WN 14)
- 29.08.1962 Post 6 electrically lit (CI)

19.03.1967 Siding 'A' abolished. Points 7 and Catch 7 abolished. Connections at Up end simplified. Trailing crossover and Safety sidings abolished. Auxiliary frame abolished. Crosslock 5 abolished. Points in Up main line now worked by lever 5 and Catch in Sdg B worked by lever 7. Amend Diagram 13/61. (WN 13, IR, IS)

Craigieburn 1967

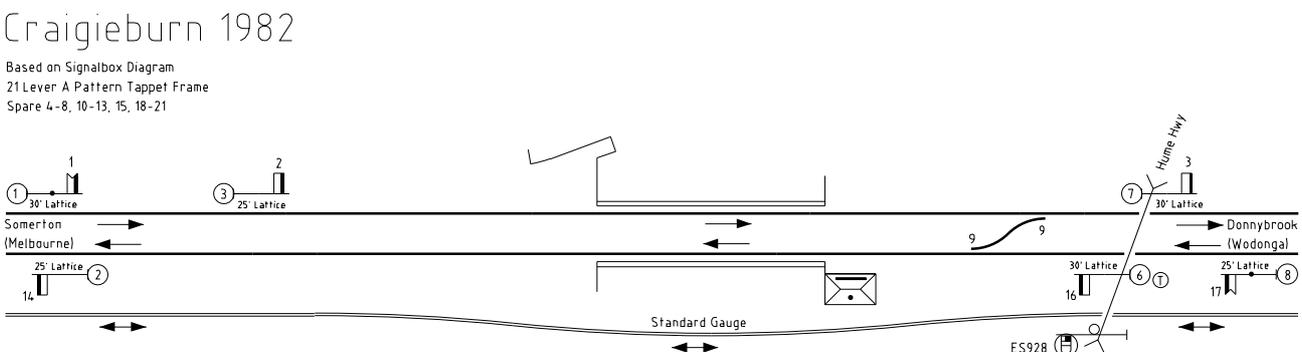
Based on Signalbox Diagram
21 Lever A Pattern Tappet Frame
Spare 4, 6, 8, 12, 13, 18-21



- 26.02.1974 Post 2 moved 100 feet further in to improve signal sighting (WN 10, CI)
- (06.05.1975) Sheep and cattle race abolished (WN 18)
- 11.02.1979 Frame 'lifted' (CI)
- 14.01.1980 Connection from Sdg B to Up line abolished. Points 5 and Catch 7 spiked normal. Levers 5 & 7 sleeved normal (CI, repeated on 18.2.80, IS and WN 20 has 1.5.80)
- (13.07.1982) By this date, Siding B removed. Points 11 and Ground Disc 10 removed. Levers 10 & 11 sleeved normal (IR, IS)
- 12.08.1982 Post 4 abolished. Home 15 removed. Levers 5, 7, 10 & 11 removed (IR, IS, CI)

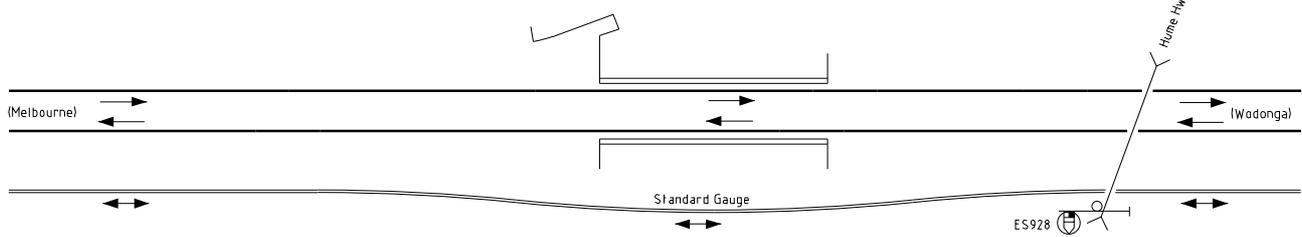
Craigieburn 1982

Based on Signalbox Diagram
21 Lever A Pattern Tappet Frame
Spare 4-8, 10-13, 15, 18-21



- 18.06.1986 Posts 1, 2, 3 & 7 electrically lit (WN 24)
- 29.02.1988 Closed as DLB post. New section Somerton - Donnybrook. All points, signals, and interlocking frame abolished. Amend Diagram 12/86. (WN 9)

Craigieburn 1988



SUMMERHILL RD (18 MILES 37 CHAINS)

- (07.03.1904) Gate replaced by cattle pits at No 15 Crossing (WN 10)
- 13.09.1998 Boom barriers provided. (WN 37)