

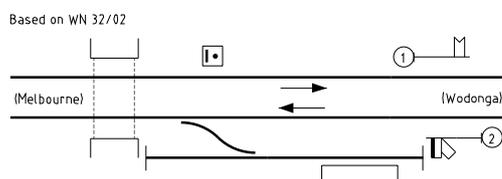
# Dysart

## SCHOOL HOUSE LANE (58 3/4 MILES)

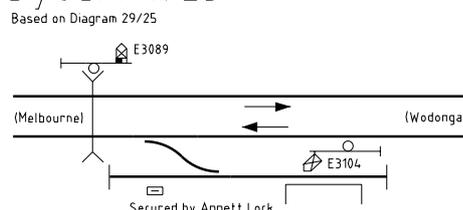
*Schoolhouse Lane was briefly the terminus of the North Eastern line from April to October 1872 while the bridge across the Goulburn River was completed. In 1889 a siding was provided at School House Lane for outwards goods traffic, probably mainly firewood. The siding eventually closed in 1943.*

- 18.04.1872 Line opened between Essendon and Schoolhouse Lane. (Chronological Index)
- 22.04.1872 Line opened for goods (CI)
- 20.08.1872 Line extended to Seymour and temporary station closed. (CI)
- 01.06.1889 Siding at Schoolhouse Lane opened for goods outwards. (Chronological Index)
- (30.03.1896) Down trains must not work at siding. One daylight Up Goods will stop as required; normally the 1315 from Seymour unless SM Seymour specially arranges for 1500 to work the siding instead. Train to be protected by Signalman at Goulburn Junction and trains not to stop in foggy or thick weather. (WN 40)
- 01.09.1896 Two lever ground frame provided. Frame works points and controls Goulburn Junction's Up Starting signal. Guard to work frame to protect train when shunting. Diagram 598/96 issued. (WN 9, IR)
- (13.05.1901) Signal levers are secured by chain and padlock; the key of which is held by the woman in charge (i.e. gatekeeper). (WN 46)

### School House Lane 1902



### Dysart 1925



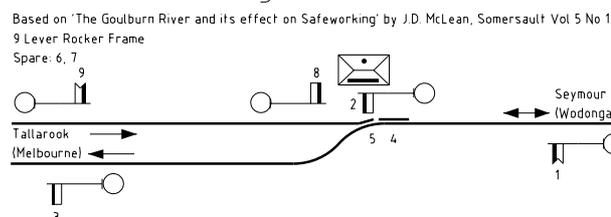
- (21.11.1904) Renamed Dysart (WN 47)
- (11.02.1907) Gates at No 40 Crossing (Schoolhouse Lane) replaced by cattle grids (WN 6)
- 06.03.1907 Caretaker (gatekeeper) withdrawn. Now no-one-in-charge supervised by SM Tallarook (WN 9)
- 16.08.1925 Ground frame removed. Points secured by Annett Lock with key held by SM Seymour. (IR, SLR III)
- 06.07.1943 Wood Siding abolished (WN 28, SLR III)

## GOULBURN JUNCTION (59 1/4 MILES)

*When the line was duplicated between Melbourne and Mangalore in the middle 1880s the bridge across the Goulburn River was not widened. Instead, the double line ended at a small signalbox on the southern side of the Goulburn River. The box was opened in 1886 and, like many Victorian boxes, had a number of names. Based on the Working Timetable, its initial name was 'Lagoon Bridge', but this had been changed to 'Goulburn Bridge' by 1887. By 1896, the Weekly Notice referred to the box as 'Goulburn Junction'; and the GA used this name from 1898, but the worker continued to refer to 'Goulburn Bridge' until at least 1913. The box was also referred to as 'Seymour A'. Whatever its name, almost no changes were made to the place until it was abolished in 1925 when the junction was brought under the control of the box at the Up end of Seymour. Acknowledgement is made of information used from 'The Goulburn River and its Effect on Safeworking', Jack McLean, Somersault Vol 4 No 1.*

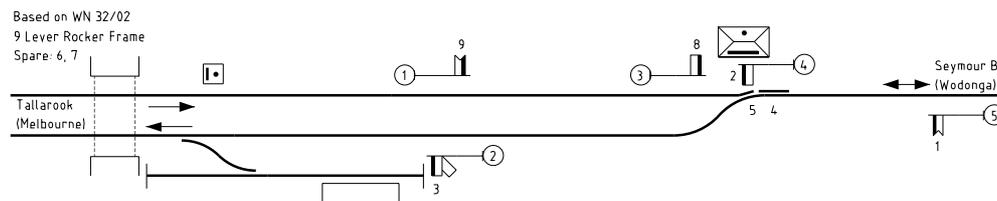
- 17.10.1886 Signalbox opened as 'Lagoon Bridge'. Box contained a 9 lever frame with 2 spare. (IR, 'The Goulburn River and its Effect on Safeworking, Jack McLean, Somersault Vol 4 No 1 p 7)
- 18.10.1886 Line duplicated from Tallarook. Signalbox was not a Staff station or block post; Tallarook - Seymour Staff was carried over double line. (IR, McLean)
- (08.06.1887) By this date (since 19.1.87) renamed 'Goulburn Bridge' and opened as a Staff station with the section Goulburn Bridge - Seymour. Not listed as a Block post, but note to timetable states that trains meet on double line between Tallarook and Goulburn Bridge, so box must have been a

### Goulburn Bridge 1886



- block post. (WTT)
- (19.12.1887) By this date opened as a block post with the sections Tallarook - Goulburn Bridge - Seymour (WTT)
- c1892 No 1 pattern Tablet instrument provided to work Goulburn Bridge - Seymour section (McLean)
- (30.03.1896) Referred to as 'Goulburn Junction' (WN 40)
- 01.09.1896 Diagram 598/96 issued (WN 9)
- c1898 Signalman must not accept trains from Tallarook and Seymour 'B' box at the same time. If a Down train has been accepted, it must be brought to a stand at the Home signal before an Up train can be accepted. Up trains must be clear of junction before a Down train can be accepted from Tallarook. Rule VI prohibited in both directions. (GA)
- 06.12.1898 Green light provided in signals (WN 22)
- (01.07.1899) By this date, frame contained 5 signal levers, 1 point lever, 1 fpl lever, and 2 spaces. (IR)
- 18.07.1899 No 5 pattern Tablet instrument replaced No 1 pattern instrument on Goulburn Junction - Seymour 'B' Box section (WN 3)
- 18.08.1902 Signal box, points, and Down Home, Up Home and Up Starting signals relocated 50 yards in the Up direction. Diagram 666/02 in service. (WN 32)

### Goulburn Junction 1902



- 15.07.1910 Up Starting signal (Post 2) moved to be 330 yards clear of fouling point (WN 29)
- (01.06.1911) By this date Signalman is classified as class 4 (Reg)
- (07.12.1913) Miniature electric staff instruments replaced the Tablet instruments on the section Goulburn Junction - Seymour 'B'. Special design with 100 staffs (WN 7)
- 17.04.1919 Post 2 moved 96 yards further out (WN 15)
- 19.06.1925 Post 3 moved 40 yards further out. Amend Diagram 19/19. (WN 25)
- 16.08.1925 Signalbox abolished and end of double line worked from Seymour B under instructions in C12/25. Three position signalling replaced Double Line Block between Tallarook - Goulburn Junction. Automatic and Track Control replaced Miniature Electric Staff between Goulburn Junction - Seymour 'B'. Junction relaid with high speed points; Up trains allowed 40 mph and Down trains 50 mph. Diagram 9/25 replaced 19/19 (WN 31, IR, McLean)

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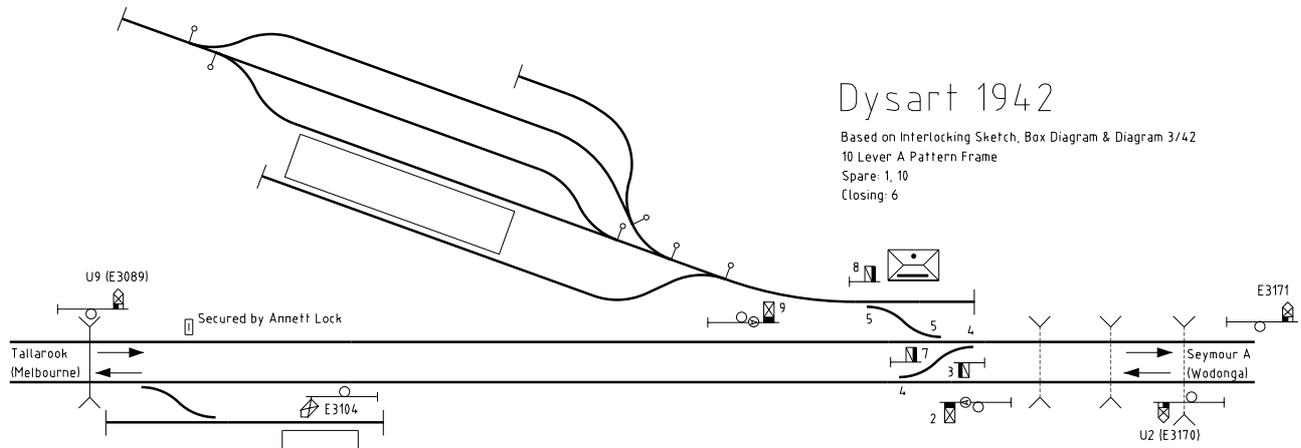
### DYSART (59 1/4 MILES)

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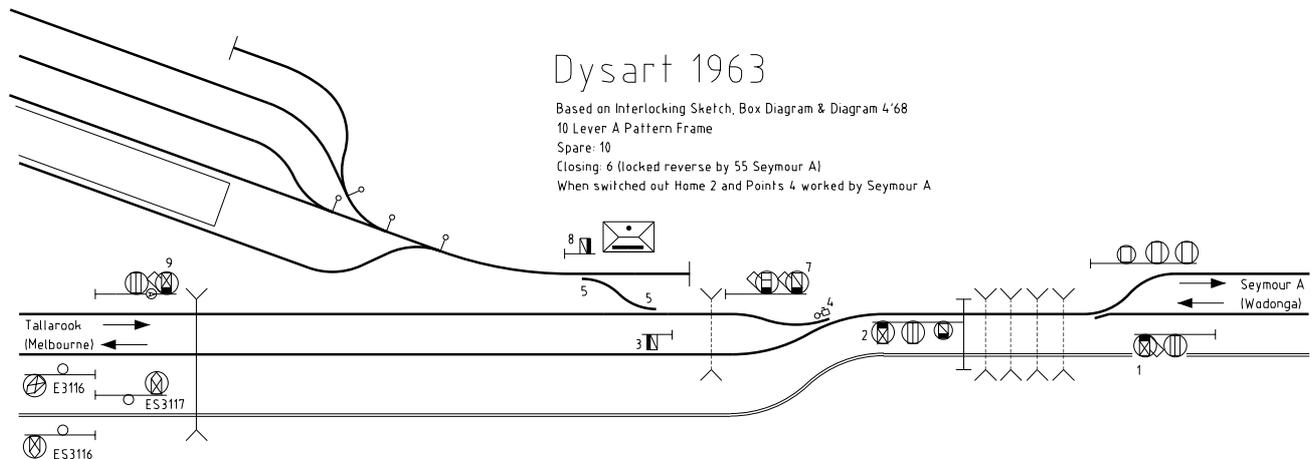
*In 1942 a new signalbox was opened on the south side of the Goulburn River to work the connections to the Defence Department sidings. These sidings had been opened in 1940 but the points had been secured by a switchlock until the line over the Goulburn River was finally duplicated in 1942. Duplication required a crossover at the sidings and consequently a signalbox. In 1961 the Up line over the Goulburn River was taken out of use and converted to Standard Gauge and the end of the double line became, once again, the southern side of the Goulburn River. Technically, Dysart worked the end of the double line, but Seymour A box worked the end of the double line and the main line signals when Dysart was switched out. The box, and sidings, were finally abolished in 1987.*

- 04.11.1939 Permission granted to propel truck containing sentry box Seymour to Goulburn River Bridge (SB)
- 20.02.1940 Selector telephone relocated to a telephone cabinet next to concrete hut near signal AL (SB)
- 14.03.1940 Switch locked lead to Defence Sdgs (under construction) to be brought into use. Points in single line section 130 feet on Down side of Post AL and are secured by a Switch Lock and rodded to safety points in the siding. Up or down trains may work the siding. Trains may be completely locked away. Trains may continue either in up or down direction after shunting. (A640/40, SB)
- (18.06.1940) Defence Sidings brought into use. The siding consists of a lead for 680 feet which then splits into No 1 Road which is a dead end siding situated on the Up side of the platform, and No 2 to 4 Roads on the Down side of the platform. Nos 3 and 4 Roads are loop sidings. There is a Van Road (180' long) at the entrance to No 4 Road. (WN 25)
- 02.09.1940 During the time that any trains or engines are working at Dysart Military Sdg, Seymour 'A' box is not to be unattended. (SB)
- 12.10.1941 Relays & other equipment (including selector telephone) transferred from concrete relay hut to new signal box. (SB)

- 17.05.1942 Line duplicated from Goulbourn Junction to Seymour. Remote control of junction from Seymour 'A' Box abolished. Automatic and Track Control system Goulbourn Junction - Seymour 'A' replaced with automatic signalling. Dysart signalbox provided to control access to Defence Sdgs. Box contains a 10 lever A pattern Tappet frame and may switch out (WN 21, IR, IS)



- (20.02.1945) Dysart may be shunted after dark (probably cleaning up the book-keeping as the Defence Sdg had signals) (WN 8)
- (10.04.1945) Telephones provided on Posts 2 & 9 (WN 15)
- 26.06.1960 Post 2 moved 10 feet nearer signalbox (CI)
- 26.11.1961 Up line over Goulburn River taken out of use to be converted to Standard Gauge. All upper quadrant semaphores replaced by light signals. Trailing crossover abolished. End of double line and main line signals nominally worked from Dysart, but normally worked from Seymour A Box. Pilot Staff provided at Down Home 7. Dysart signalbox released by Seymour A and when switched in will work junction and main line signals. (WN 51, IR, IS)



- 04.09.1984 Pilot staffs removed from single line section (WN 36)
- 03.05.1987 Siding abolished in conjunction with abolition of Tallarook and removal of Automatic signals between Tallarook and Dysart. Box closed. Crossover 5 was spiked normal and Dwarfs 5 and 8 were abolished. Homes 2, 7, and 9 were renumbered (WN 18)