

Footscray

FOOTSCRAY A

This signalbox was worked the junction of the lines to Williamstown and Bendigo and was also known as 'Footscray Junction' and 'Footscray Junction A' Signalbox. The original box was provided in 1879. In 1901 the original passenger stations at Napier Street (Footscray) and Nicholson Street (Middle Footscray) were replaced by a new station situated at the junction (the current station). A new signalbox was provided in 1901 situated in the V of the junction; this box is still extant though out of use since 1976. From 1930 it had been equipped with a power frame.

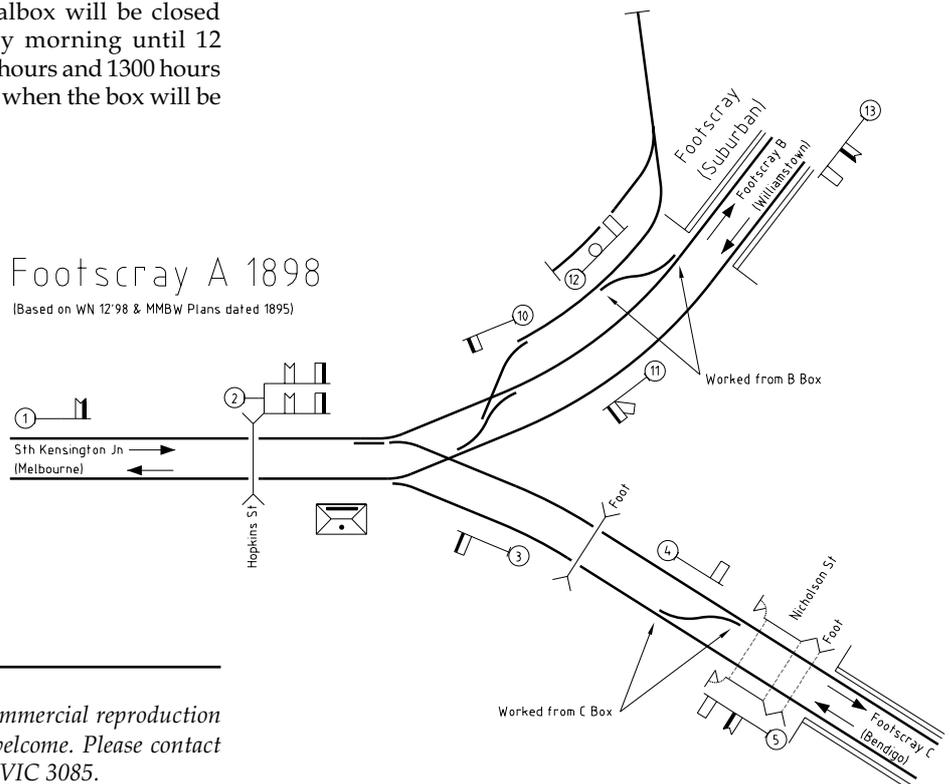
- 10.02.1859 Lines opened from Spencer Street to Sunbury and Williamstown. Junction provided. (VR62)
- 08.07.1879 Junction interlocked with 17 lever frame (11 working) (IR)
- 09.08.1884 No 10 lever made to lock levers 7 & 14 account slip points. Now 12 working. (IR)
- 04.04.1886 Down Williamstown starter provided. Additional lever working (IR)
- 03.07.1886 New siding and crossover provided. Now 15 levers working (IR)
- b19.01.1887 Winters Double Line Block in use Saltwater River Box - Footscray Junction - Yarraville on weekdays. No block working on Bendigo line at Footscray. Had been introduced since December 1885. (WTT)
- 13.06.1889 Frame altered account alterations to Footscray Station (Footscray B) frame. All levers now working. (IR)
- b11.08.1890 Winters Double Line Block in use Footscray Junction - Middle Footscray (Footscray C). Had been introduced since October 1888. (WTT)
- 06.05.1895 Signalman at Footscray Junction not required to come on duty before 0400 hours Monday. Milk train to be 'attended to as present' (WN 44/95)
- (28.09.1896) Footscray Junction Signalbox will be closed after last Up train on Sunday morning until 12 midnight, except between 1100 hours and 1300 hours and 1830 hours and 2030 hours when the box will be switched in for the passage of the Up and Down Bacchus Marsh Milk train. Signalman not to go off duty until Bacchus Marsh notifies (via Spencer Street) that train has arrived. Section will be Coburg Junction to Yarraville until 0930 hours when Footscray Gate Box [Footscray B] will switch in. On weekdays the controlling lever in the Gate Box will be locked and key kept in Junction box. Cancels circular issued in 1894. Note that normal section (in December 1896 WTT) is Footscray

Junction - Yarraville; Footscray Gate Box is only switched in on Mondays. (WN 13/96)

- 01.05.1897 On Sundays, Footscray Junction Signalbox will be switched in all day, but Footscray Gate Box [Footscray B] will not be switched in (WN 43/97)
- b01.07.1898 Block Rule VI prohibited for Up trains from Footscray C (Bendigo line). Block sections South Kensington - Footscray Junction A - Yarraville, and Footscray Junction A - Middle Footscray (Footscray C). Electric bell provided from box to Footscray B (Napier St) and Nicholson Street gate cabin. Three ground bells provided: opposite Down Distant, Down Advance Starter, and Up Distant Bendigo line. (GA)
- 10.10.1898 Green 'all clear' lights provided. (WN 15/98)
- (20.02.1899) Footscray B mentioned as block post dividing section Footscray A - Yarraville. (WN 34/99)
- 23.02.1899 Crosslock with Station box (Footscray B) removed from No 11 (IR)
- b01.07.1899 Frame contains 8 signal levers, 5 point levers, 1 facing point lock lever, 1 crosslock lever, and 2 spare (IR)
- 10.07.1899 Siding abolished to make room for new station. Post 10, crossover, and connection to siding abolished. One signal lever, two point levers, and crosslock lever removed from frame. (IR)
- 16.09.1900 New (current) station opened at junction replacing former Footscray (Suburban) station at Napier Street and Middle Footscray station at Nicholson Street. All levers are now working (has 2 clearance bars). Block Rule VI prohibited for Up trains. (WN 13/00 has 23.9, IR)

Footscray A 1898

(Based on WN 12'98 & MMBW Plans dated 1895)



28.01.1901 Platform indicators on footbridge brought into use. Frame extended to 18 levers (IR)

27.10.1901 Junction signal box replaced by new box situated on island platform with 36 lever frame. Two new sidings provided, one off Up Williamstown line, and one off Down Williamstown line. Additional crossover provided between Up and Down Williamstown line. (WN 18/01, IR)

c1902 Block Rule VI still prohibited for acceptance of Up Bendigo line trains. (GA)

14.02.1905 Disc provided under bracket of Post 5 (No 3 Road to Up line). One additional signal lever added to frame. (IR)

(16.10.1905) Angliss's Siding provided. Leads from Down main line. Siding points worked from two lever ground frame crosslocked from signalbox; one lever works points, and the other works (controls?) signals on Post 2A. New Post 2A provided, with discs from siding to Down Williamstown or Bendigo platforms provided. Additional levers added to frame: 2 additional signal levers and 1 crosslock lever. Ground frame with 1 point lever and 1 control lever provided. (WN 42/05, IR has 22.01)

26.06.1905 Treadle on Up line provided with SYX lock backlocking levers 28, 30, 33, & 34 (IR)

(03.12.1906) Post 9 moved 416 yards further in and on the opposite side of the line. (WN 49/06)

b01.02.1908 A Down Bendigo train must not be allowed to cross the junction while an Up train is standing in Platform 2 (Up Williamstown line) unless the Up train is delayed in which case the SM is to instruct the Signaller. Up trains (on either line) may not be accepted under Block Rule IV unless the preceding train is proceeding on its journey past the Starting Signal. Block Rule VI is prohibited for all Up trains. If a Down train stalls between Saltwater River bridge and Footscray Junction, the Signaller at Footscray A must arrange for relief from South Kensington. The train must not be divided as there is no siding at Footscray. (GA)

(01.06.1908) Ordinary trains not to work Angliss' Siding (WN 32/08)

(28.08.1910) Control of Home signal on Post 11 by B Box abolished and control provided on two discs on same post (WN 13/10, IR doesn't have date)

(12.12.1910) Special instruction: If a train is standing at Post 5 (Up platforms) a second train must not be allowed to approach Post 5 until the first has proceeded past the starting signal. Up Goods on the Sunshine line should be held at 'C' Box to avoid blocking Nicholson St (WN 50/10)

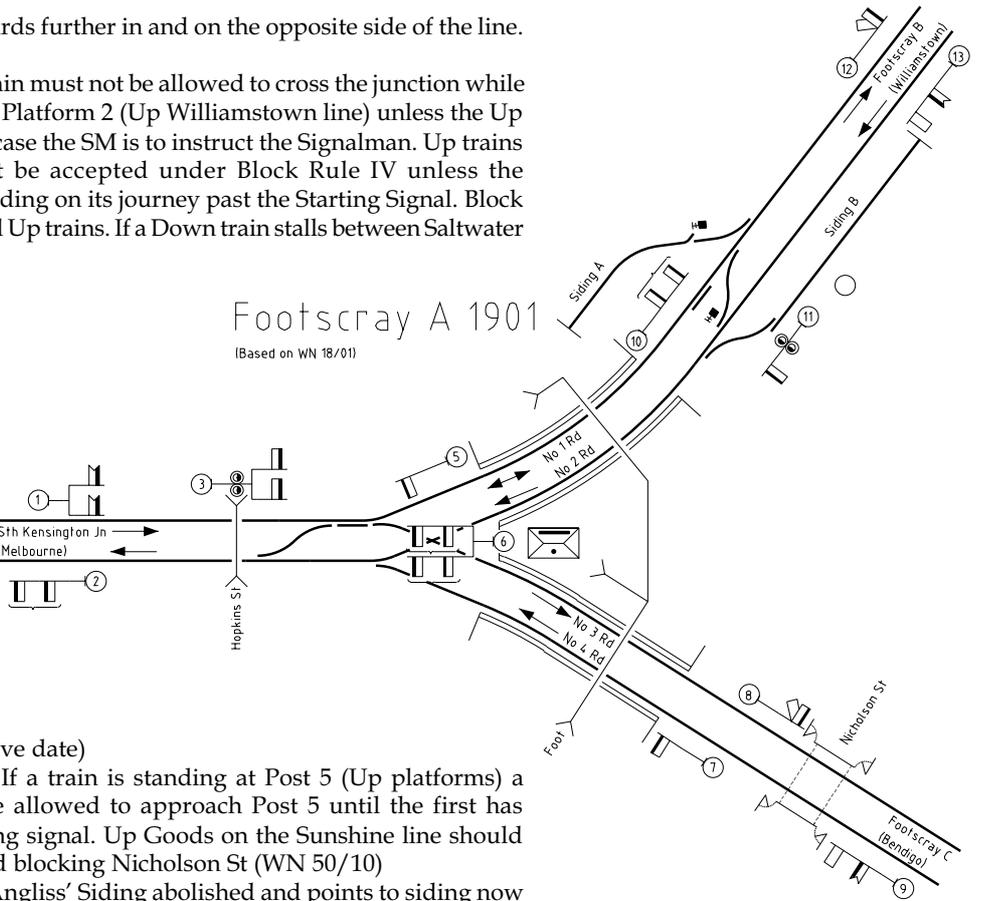
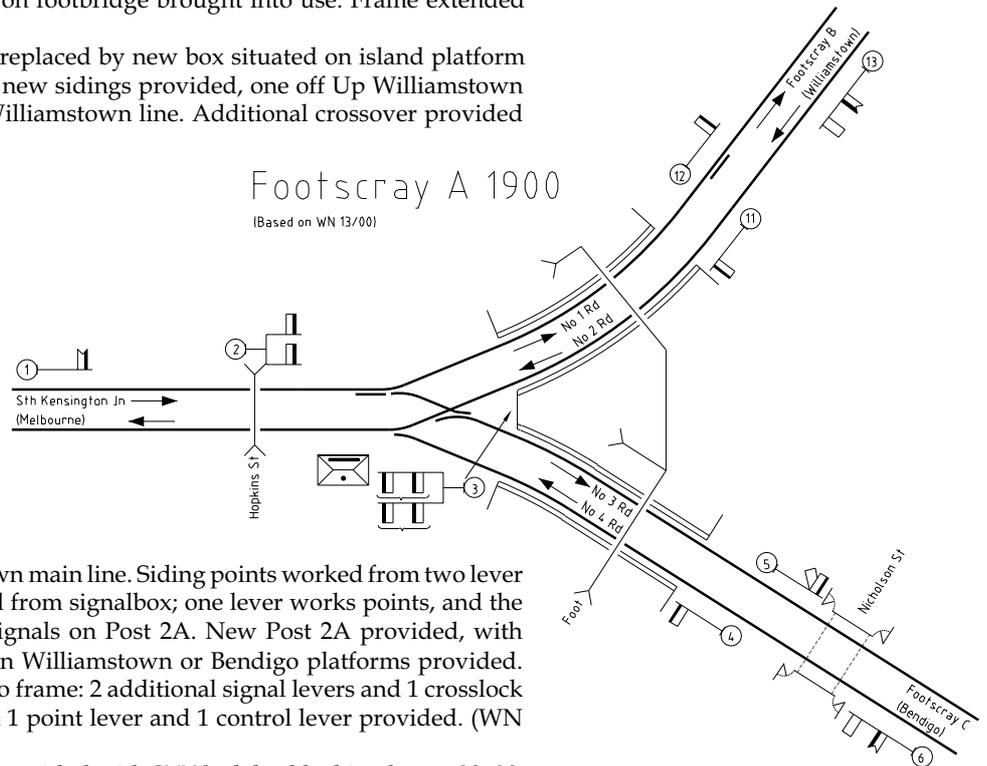
12.05.1911 Auxiliary frame at Angliss' Siding abolished and points to siding now worked from A Box (WN 20/11, IR)

(29.05.1911) Co-acting arms (Fog arm) provided for signals on Post 3. Arms on new small bracket post located on left hand side of line in cutting (WN 22/11)

(12.06.1911) Telephones provided at Posts 2, 7, & 12 (WN 24/11)

02.10.1911 Ground Disc 3A provided (WN 40/11 IR has 29.09)

10.06.1912 Post 3A (Dwarf coacting homes) moved 5 yards further out (WN 34/11)



12)

- 26.03.1913 NSW style distant lights provided on Post 1 (WN 12/13)
- 26.05.1913 NSW style distant lights replaced by Carter pattern lamps. Two lights side by side; the right hand one permanently green (WN 21/13)
- 28.07.1913 Carter pattern lamps replaced by Boucher pattern; clockwork red/green light flashing about 40 times a minute (WN 30/13)
- 01.09.1913 Post 8 moved 10 yards further out (WN 35/13)
- 06.10.1913 Ordinary lamps reinstalled on Post 1 (WN 40/13)

b01.12.1913 A Down

Bendigo train must not be allowed to cross the junction while an Up train is standing in Platform 2 (Up Williamstown line) unless the Up train is delayed in which case the SM is to instruct the Signalman. Up trains (on either line) may not be accepted under Block Rule IV unless the preceding train is proceeding on its journey past the Starting Signal. If an Up train is standing at

the Home signal, no Up train is to be permitted to approach until the first train has proceeded on its journey past the Starting signal. To prevent blocking Nicholson Street, Up Goods should be kept back at Footscray C. The Down Starting signals on Posts 9 and 17 are also the Down Homes for C and B Boxes. In the case of detention at this signals, the Fireman must go to the box in advance to carry out Regulation 75; the Signalman there must notify the Signalman at A Box. (GA)

- 16.03.1914 Up Goods on the Williamstown line should be held at 'B' Box to avoid blocking Napier St (WN 11/14)

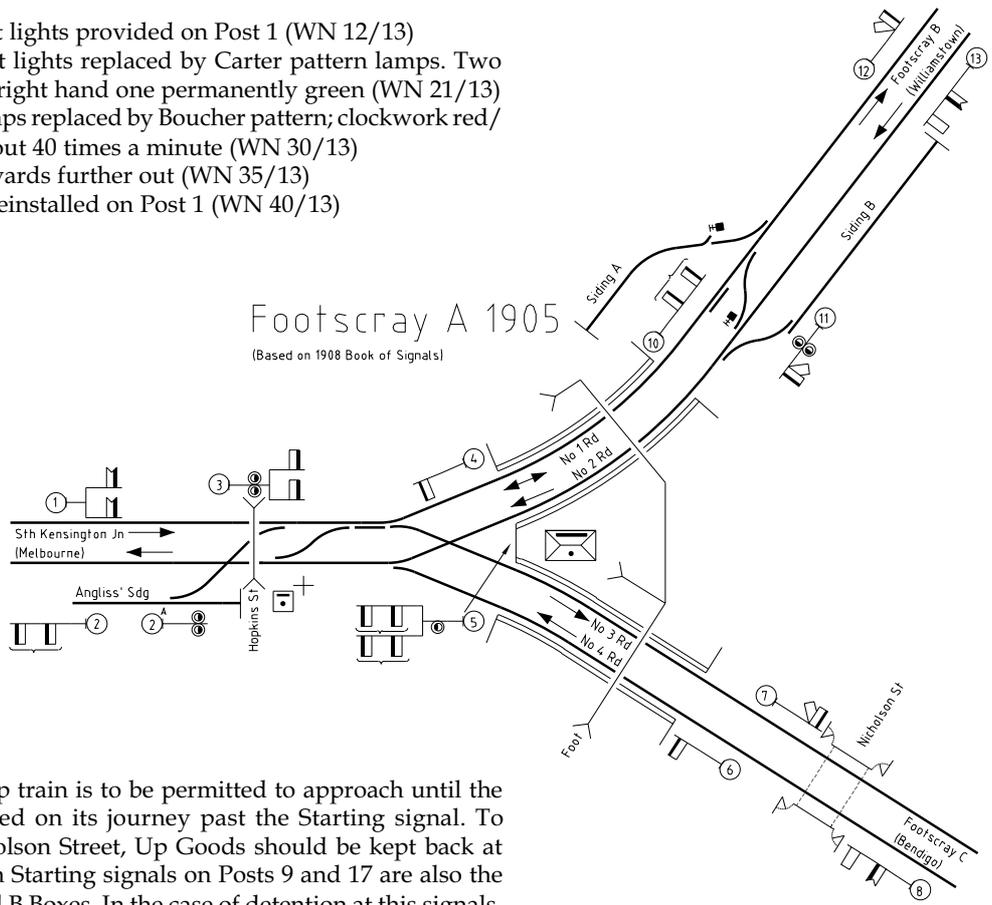
- 16.11.1914 Track locking provided on Down line between North Melbourne and Post 17 Footscray, and Post 13 ('C' Box) and on Up line from Post 23 (Yarraville) and Post 15 (West Footscray) to North Melbourne (WN46/14)

b.04.1919 A Down Bendigo train must not be allowed to cross the junction while an Up train is standing in Platform 2 (Up Williamstown line) unless the Up train is delayed in which case the SM is to instruct the Signalman *after instructing the Driver of the train in the Williamstown platform*. Up trains (on either line) may not be accepted under Block Rule IV unless the preceding train is proceeding on its journey past the Starting Signal. If an Up train is standing at Post 7 (in either platform), the other train is to be held at Post 8 or 16. To prevent blocking Nicholson Street or Napier Street, Up Goods should be kept back at Footscray C or

B. The Down Starting signals on Posts 9 and 17 are also the Down Homes for C and B Boxes. In the case of detention at this signals, the Fireman must go to the box in advance to carry out Regulation 75; the Signalman there must notify the Signalman at A Box and continue to remind him from time to time of excessive detention. (GA)

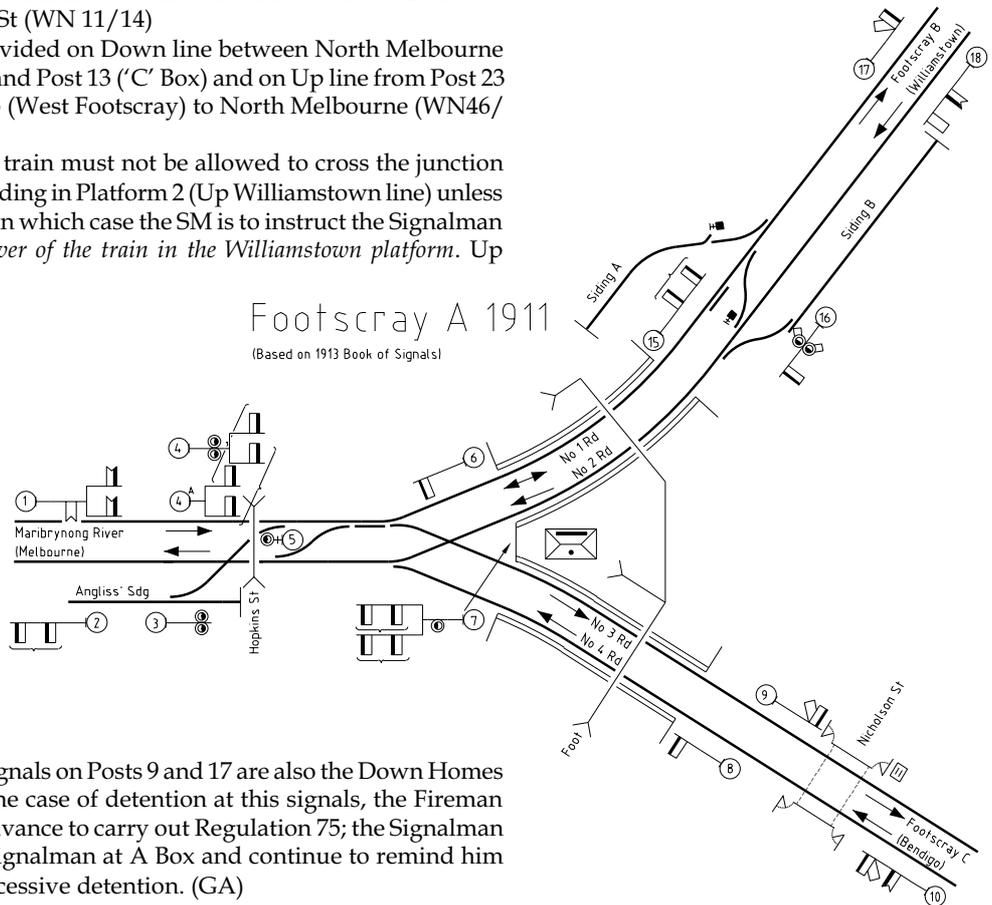
Footscray A 1905

(Based on 1908 Book of Signals)



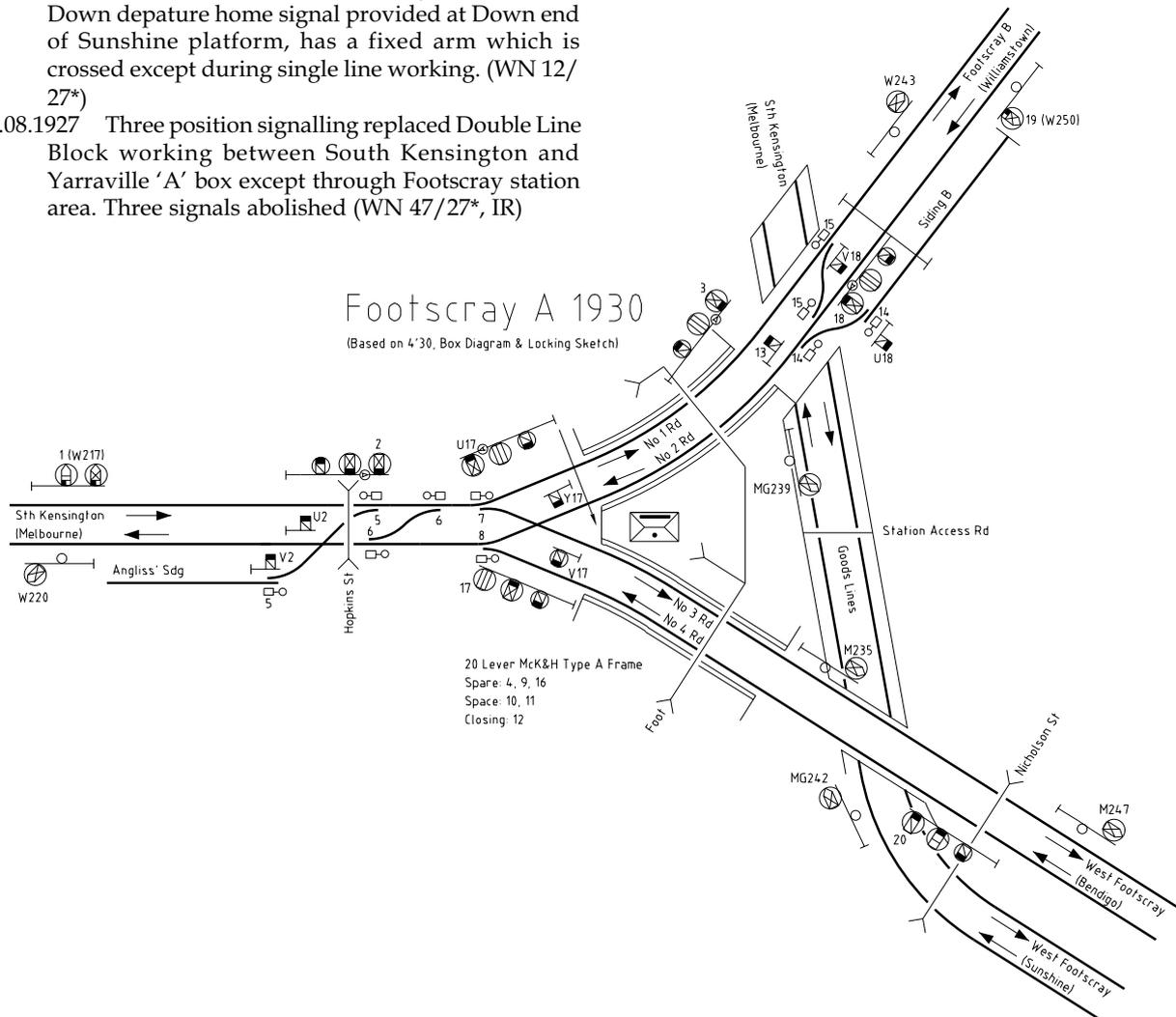
Footscray A 1911

(Based on 1913 Book of Signals)



- 09.07.1920 Two clearance bars removed (IR)
- 02.09.1921 Signal box at Nicholson Street provided ('D' Box) account electric tramway. Signalbox controls signals on Posts 9 and 10 (WN 37/21*)
- (11.10.1921) Overhead alive to St Albans (WN 41/21*)
- (01.11.1921) Closed to goods account opening of Maribryngong River line (WN 44/21*)
- 22.09.1922 Siding A abolished (IR)
- (15.07.1924) Special instruction: When a Down Northern or North Western train cannot start from Footscray because the locomotive has 'centred' he must not set back until permission is obtained from the Signalman (via the OIC). Before granting permission, the Signalman must keep the Up home from the Williamstown line (Post 7) at danger. If it is already at proceed, the Down Williamstown line train must be allowed to proceed on its way to Melbourne before granting permission to set back. (WN 29/24)
- 15.01.1925 Post 16 moved 10 yards further out (WN 3/25)
- 16.01.1925 Post 15 moved 12 yards in Down direction (WN 3/25)
- (02.11.1926) Albert Street level crossing abolished. 'C' box out of use. 'D' box established as a block post; sections Footscray 'A' - Footscray 'D' (WN 44/26*)
- 02.03.1927 Post 8 moved 70 yards further out (WN 10/27*)
- (22.03.1927) Two emergency crossovers provided in Sunshine line for single line working; one inside Up homes signal Post 8, the other is on Down side of 'D' box inside Post 12. Both secured by Annett Lock. Down departure home signal provided at Down end of Sunshine platform, has a fixed arm which is closed except during single line working. (WN 12/27*)
- 07.08.1927 Three position signalling replaced Double Line Block working between South Kensington and Yarraville 'A' box except through Footscray station area. Three signals abolished (WN 47/27*, IR)

- 11.09.1927 New low level Down line provided between Footscray and West Footscray with three position signals. One signal abolished (WN 47/27*, IR)
- 16.10.1927 New low level Up line provided between Footscray and West Footscray with three position signals. Double line block Footscray 'D' and West Footscray abolished. Grade separations provided at Nicholson and Victoria Streets. 'D' box and emergency crossovers abolished. One signal abolished (WN 47/27*, IR)
- 01.02.1928 A Down Bendigo train must not be allowed to cross the junction while an Up train is standing in Platform 2 (Up Williamstown line) unless the Up train is delayed in which case the SM is to instruct the Signalman *after instructing the Driver of the train in the Williamstown platform*. Down trains may be accepted under Block Terminal conditions. Up trains (on either line) may not be accepted under Block Rule IV unless the preceding train is proceeding on its journey past the Starting Signal. If an Up train is standing at Post 7 (in either platform), the other train is to be held at Post 8 or 16. To prevent blocking Nicholson Street or Napier Street, Up Goods should be kept back at Footscray D or B. The Down Starting signals on Posts 9 and 17 are also the Down Homes for C/D and B Boxes. In the case of detention at this signals, the Fireman must go to the box in advance to carry out Regulation 75; the Signalman there must notify the Signalman at A Box and continue to remind

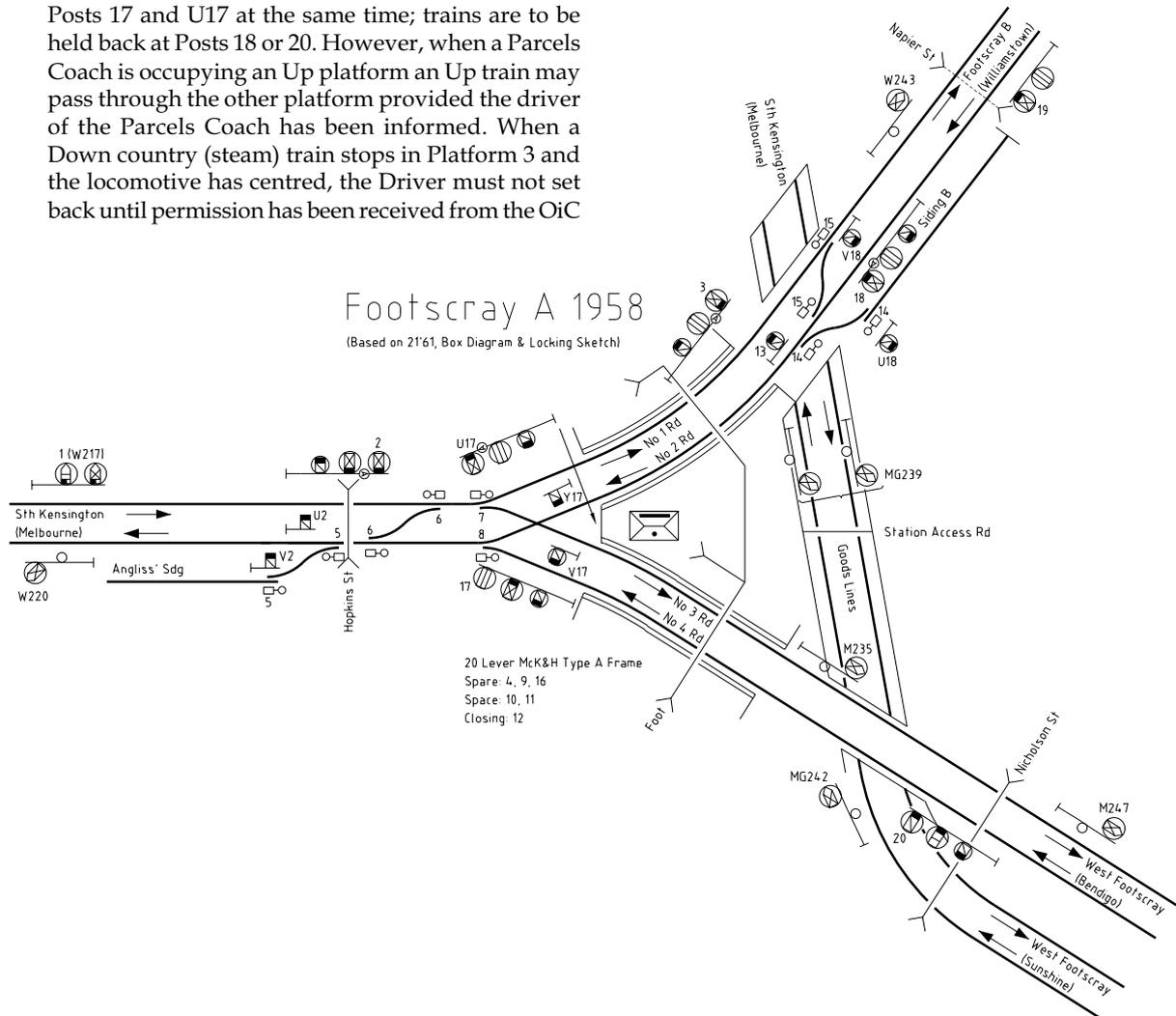


him from time to time of excessive detention. When a Down country (steam) train stops in Platform 3 and the locomotive has centred, the Driver must not set back until permission has been received from the OiC who must instruct the Signaller. The Signaller must not give permission if the Home on Post 7 has been cleared for an Up Williamstown line train, and this signal must not be subsequently cleared until the Down train is proceeding on its journey. (GA)

- 21.10.1928 Signal M.244 converted to Home signal and renumbered 3. (WN 47/28*)
- 28.08.1929 Post 7 replaced by three position Up home signals 30 (Bendigo line) and 34 (Williamstown line) and new ground disc applying from Down line to Up line. Low speed lights will not be brought into use until further notice. (WN 36/29)
- 04.05.1930 Mechanical frame in 'A' box replaced by 20 lever power frame. All points now operated by motors and mechanical signals replaced by three position light signals. Switch out facilities provided. (WN 19/30*, IR, LS)
- 01.12.1936 The Signaller must arrange traffic to avoid stopping Down goods trains will not, in ordinary circumstances, be stopped at the Down Home signal. A Down Bendigo train must not be allowed to cross the junction while an Up train is standing in Platform 2 (Up Williamstown line) unless the Up train is delayed in which case the SM is to instruct the Signaller *after instructing the Driver of the train in the Williamstown platform.* Up trains from the Williamstown and Sunshine lines are not to be at Posts 17 and U17 at the same time; trains are to be held back at Posts 18 or 20. However, when a Parcels Coach is occupying an Up platform an Up train may pass through the other platform provided the driver of the Parcels Coach has been informed. When a Down country (steam) train stops in Platform 3 and the locomotive has centred, the Driver must not set back until permission has been received from the OiC

who must instruct the Signaller. The Signaller must not give permission if the Home on Post U17 has been cleared for an Up Williamstown line train, and this signal must not be subsequently cleared until the Down train is proceeding on its journey. (GA)

- 15.09.1955 Post 3 fitted with a Style S searchlight "in lieu of normal speed V.R. colour light signal (CI)
- 25.10.1956 Dwarf signals V2 and U2 moved 12 yards and 18 yards further out (respectively) (WN 44/56)
- 04.11.1956 Connection from Down line to Angliss's Dising abolished. New facing connection provided from Up line (WN 46/56, LS)
- 24.06.1957 Crossover 15 out of use account deviation for Napier St overpass (WN 27/57, IR has 28.07)
- 28.07.1957 Up and Down Williamstown lines slewed to temporary alignment between 3-44 and 3-68. Crossover 15 and Dwarf V18 removed. Signal 18 previously on overhead structure. Post W252 previously W250 (WN 32/57, LS)
- 03.02.1958 Siding 'B' spiked out of use (WN 5/58, CI)
- 11.05.1958 Williamstown line restored to original alignment. Post 18 and W.243 moved with line. Post W.271 moved 120 yards Up and renumbered W.267 (WN 20/58, CI)
- 04.07.1958 Controlled Automatic signal W.252 converted to a home signal and renumbered 19. Telephone provided (WN 28/58)
- 27.11.1958 Crossovers 14 &15 and Siding B returned to service. Dwarfs 13, U18 and V18 restored to service

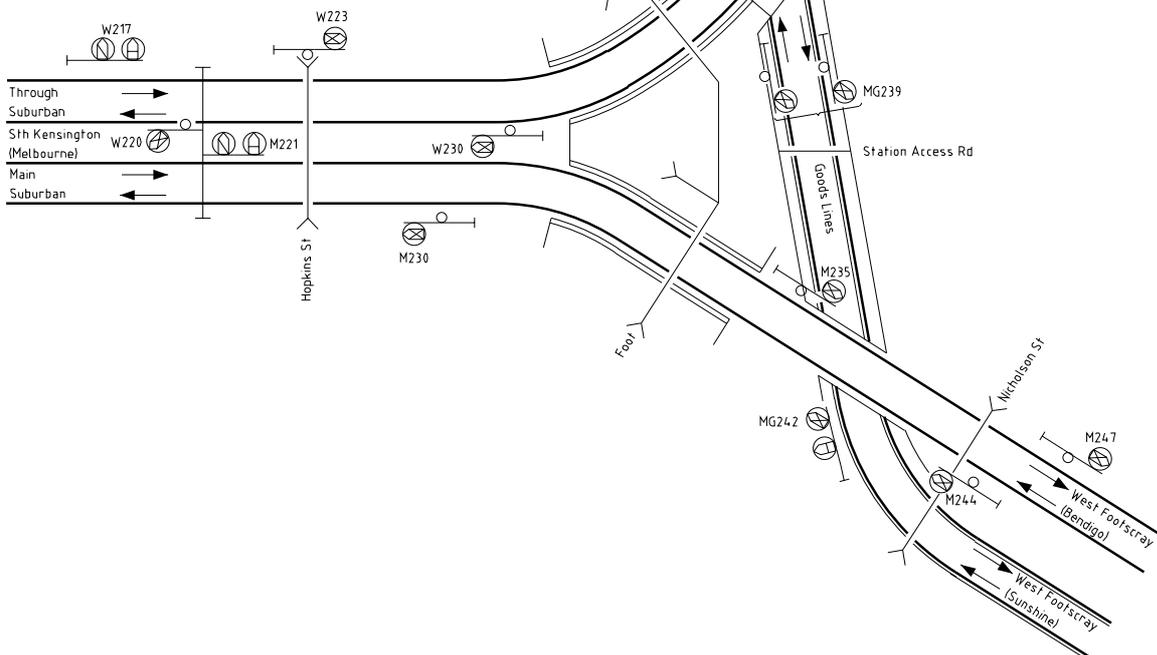


- as light signals (WN 48/58, LS, IR has 30.11)
- 15.01.1970 Angliss's Siding and Dwarf V2 abolished. Lever 5 now spare (WN 4/70, IR, LS)
- 08.02.1970 Angliss' Siding points removed. Dwarf U2 relocated 50 yards in Down direction and on opposite side of line (WN 7/70)
- 23.03.1972 Relocation of trunking account extension of Down Sunshine line platform (CI)
- 03.09.1972 Post W.220 relocated 45 feet in Up direction account earthworks (CI)
- (19.12.1972) Siding B removed (WN 51/72)
- 25.03.1973 Post 3 and Dwarf 13 moved 90 feet and 33 feet further out (respectively) account platform extension. Siding B and Dwarf U18 removed (WN 14/73, CI)
- 30.09.1973 Crossover 6 and Dwarf signals U2, V17 and Y17 abolished. Control of W.217 removed. Up line slewed between 3-5 and 3-30. Posts W.208 and W.220 relocated. (WN 41/73, IR, CI)
- 14.10.1973 Down line slewed between 3-5 and 3-30. Post W.217 relocated. (WN 43/73, CI)
- 24.02.1974 Post 2 relocated 45 in Down direction (CI)
- 10.03.1974 Post 2 relocated sideways account the slueing of the down line at Hopkins St bridge. (WN 12/74, CI)
- 17.03.1974 Up line slewed to alignment of former Down line between 3-23 and 3-33 (WN13/74)
- 24.07.1974 Platforms 1, 2, 3, and 4 renumbered 4, 3, 2, and 1 (WN30/74*)
- 29.09.1974 Post 2 moved 30 meters further out (WN 41/74)
- 31.08.1975 Post W.217 relocated sideways (CI)
- 22.02.1976 Down line slewed near Post 2. (WN 9/76)
- 04.04.1976 Footscray to Yarraville signalling converted to 50Hz (CI)
- 25.06.1976 Up line slewed and automatic signal W.220 relocated to signal bridge (WN 31/76)

- 21.11.1976 Up and Down St. Albans lines extended to South Kensington. Signal box and junction abolished. Signalbox abolished. Home signals 2, 17, U17, 19 and 20 converted to automatic signals W223, M230, W230, W250, and M144 respectively. Home signals 3 and 18 renumbered W235 and W238. Williamstown line crossover converted to emergency crossover and secured by Annett Lock with key kept in SMs. Removal of key secures Homes W235 and W238 at stop. (WN 48/76, IR)
- 29.03.1992 Lights on Post W.223 were altered to the reverse stagger (WN 13/92)

Footscray 1976

(Based on 21'95)



FOOTSCRAY B

This signalbox was situated at Napier Street adjacent to the original Footscray (Suburban) station. It was also known as 'Footscray Station', and 'Footscray Gate'. The box was opened in 1885 and closed in 1957 with the provision of the grade separation at Napier Street.

- 10.02.1859 Lines opened from Spencer Street to Williamstown. Station. (VR62)
- 24.01.1859 Station at Napier Street opened for passenger business. (VR62)
- c1879? Interlocked with 10 lever frame (5 working) (IR)
- 11.01.1885 New 5 lever frame (all levers working) provided. Old frame used for patterns (IR)
- 04.04.1886 Starting signal now worked from Junction box. Only 4 levers now working (IR)
- 31.01.1889 New 15 lever frame (11 working) provided (IR)
- (28.09.1896) Footscray Junction Signalbox switches out part of Sunday. Section will be Coburg Junction to Yarraville until 0930 hours when Footscray Gate Box (Footscray B) will switch in. On weekdays the controlling lever in the Gate Box will be locked and key kept in Junction box. Cancels circular issued in 1894. According to WTT issued on 15.12.96, Footscray

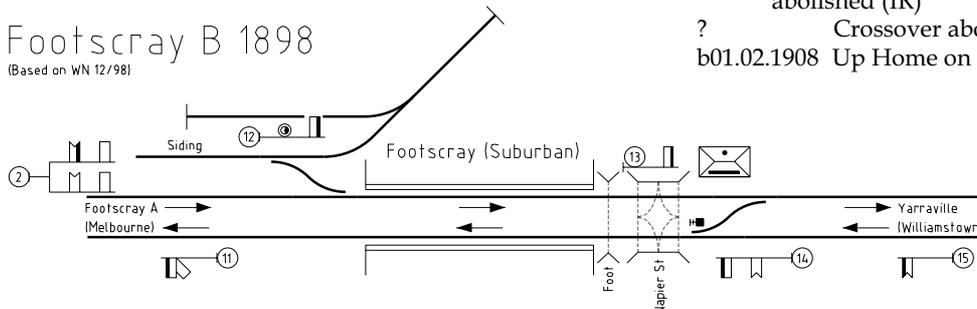
- B is only opened as a block post on Sundays; at other times block section is Footscray Junction (Footscray A) - Yarraville. (WN 13/96, WTT)
- 01.05.1897 On Sundays, Footscray Gate Box will not be switched in (WN 43/97)
- 10.10.1898 Green all clear lights provided. Point indicators replaced discs (WN 15/98)
- b01.07.1898 Not a block post. Sections Footscray Junction A - Yarraville (GA).
- (20.02.1899) Block rule VI prohibited on Down journey and also prohibited for Up goods trains. 1901 WTT confirms sections Footscray A - Footscray B - Yarraville. Prohibition on Block Rule VI lasted until at least 1908 (WN 34/99, GA)
- 23.02.1899 Crosslock with Junction box removed from No 5 (IR)
- b01.07.1899 Twelve working levers: 6 sig, 1 cont, 2 pts, 1 xlock (IR)
- 10.07.1899 Siding abolished to make way for new station. One signal and one set of points abolished (IR)
- 01.11.1899 Temporary siding provided for race traffic. One additional point lever (IR)
- 23.09.1900 New station provided at junction. (4 sig, 1 cont, 2 pts) (WN 13/00, IR has 16.09)
- 26.05.1903 Engine Siding abolished. One point lever abolished (IR)
- ? Crossover abolished (IR)
- b01.02.1908 Up Home on Post 13 must not be cleared for a

train to draw ahead unless Line Clear has been granted by Footscray Junction A box (GA)

- (03.12.1906) Post 15 moved 178 yards further in and on opposite side of the line (WN 49/06)
- (28.08.1910) Control of Home signal on Post 11 by B Box abolished and control provided on two discs on same post (WN 13/10, IR doesn't have date)
- (23.01.1911) Up Starting signal and Footscray 'B's Up Distant removed from Post 14A to new Post 14B (WN 4/11)
- (04.03.1912) S p e c i a l instruction: When trains are delayed at Post 12 to be treated as being delayed at a starting signal (Regln 75A). Signaller B Box to notify Signaller A Box whenever train is detained (WN 10/12)
- (13.01.1913) S p e c i a l instruction referring to Footscray B deleted (WN 2/13)
- (16.03.1914) Up Goods on the Williamstown line should be held at 'B'

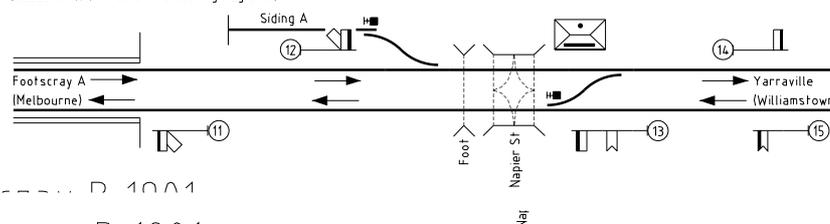
Footscray B 1898

(Based on WN 12/98)



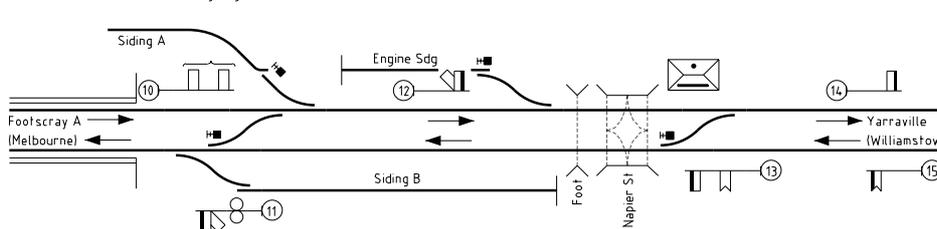
Footscray B 1900

(Based on WN 13/00 & Interlocking Register)



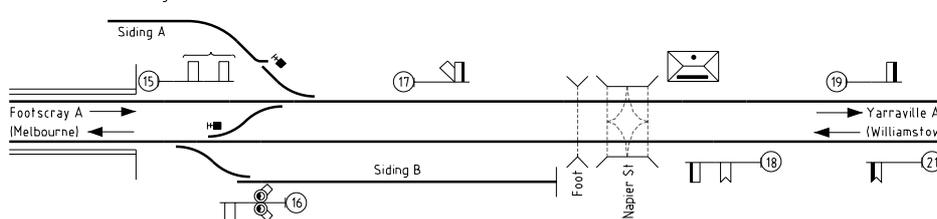
Footscray B 1901

(Based on WN 18/01 & Interlocking Register)



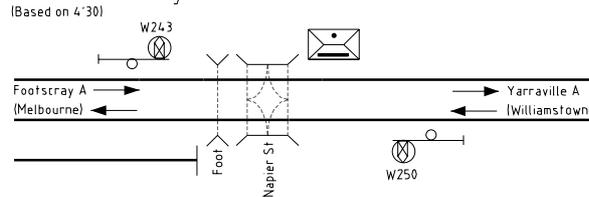
Footscray B 1912

(Based on 1913 Book of Signals)



- Box to avoid blocking Napier St (WN 11/14)
- (16.11.1914) Track locking provided on Down line between North Melbourne and Post 17 Footscray, and Post 13 ('C' Box) and on Up line from Post 23 (Yarraville) and Post 15 (West Footscray) to North Melbourne (WN46/14)
- (19.02.1917) Post 18 moved 30 yards further out (WN 8/17*)
- (31.05.1920) Post 18 moved 40 yards further out and control of two discs on Post 16 (worked by 'A' box) removed. Block Rule VI modified for Up trains (WN 22/20*)
- 07.08.1927 Automatic signals replaced mechanical signals. Now only controls Up and Down signal protecting gates (WN 47/27*, IR)

Footscray B 1927



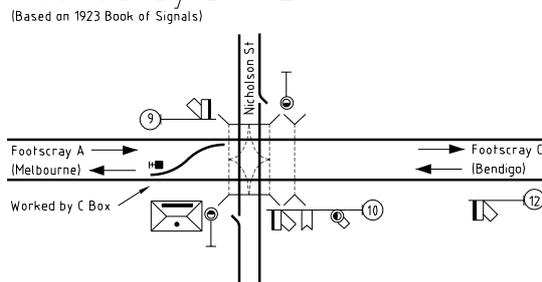
- 01.02.1928 Is Line Clear not to be accepted for Up trains unless the line is clear to Post 16 - instruction is redundant but not deleted yet. (GA)
- 14.07.1957 Napier Street level crossing closed. Footscray 'B' Box abolished. Control of signals W.243 and W.250 by B Box removed. (WN 30/57, CI has 13.01)

FOOTSCRAY D (NICHOLSON STREET)

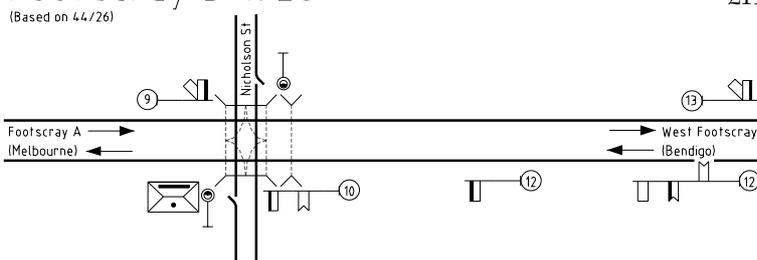
This signalbox was situated at Nicholson Street and was provided in 1921 to control the electric tramway crossing. It became a block post in 1926 upon closure of Footscray C and was, in turn, closed in 1927 when the grade separation at Nicholson Street was provided.

- 02.09.1921 Opened. Box provided for trams in Nicholson Street. Interlocked gate, tramway square and control of signals on Posts 9, 10, (& 12). Contains a 10 lever frame (1 spare) (WN 37/21*, IR)

Footscray D 1921



Footscray D 1926



- 06.09.1921 Tram line opened (MF)
- 19.10.1926 Opened as a Block Post (sections Footscray 'A' - Footscray 'D' - West Footscray) account abolition of Footscray 'C' box. Now works Up Distant on Post 12C and Up Starting on Post 13. (WN 44/26*, IR)
- 26.01.1927 Up tram disc (Lever 6) replaced by light signal. Catch point in tram line on Down side of crossing abolished. (WN 5/27*)
- 08.02.1927 Down tram track out of use. Up and Down trams now worked via Up line. Light signal on Down side and Disc and Catch Points on Up side now worked by lever 5. (WN 7/27*)
- (22.03.1927) Two crossovers provided for single line working; one inside Post 8, the other on Down side of 'D' box inside Post 12. Both secured by Annett Locks. Fixed Down Departure Home signal provided at Down end of 'Sunshine' platform. Arm crossed, except during single line working (WN 12/27*)
- 20.06.1927 Up tram track (East side) out of use and trams now worked via West track. Tram disc on West side and Light signal on East side still worked by lever 5. Up Home and Up Distant signals removed from Post 12C to new Post 12B (WN 26/27*)
- 11.09.1927 New low level Down line brought into use. Posts 9 and 13 abolished. Three position signalling replaced Double Line Block on this line. (WN ?/27*, IR)
- 15.10.1927 New low level Up line brought into use, together with grade separations at Nicholson Street and Victoria Street. Three position signalling replaced Double Line Block on this line. Box abolished, together with emergency crossovers. (WN ??/27 has 16.10, IR)

FOOTSCRAY C

Prior to 1900 the main station at Footscray was at Napier Street on the Williamstown line. The second station was situated between Nicholson and Albert Streets on the Bendigo line and eventually became known as 'Middle Footscray' (the current station by that name is on a different location). The signalbox was erected in 1889 at Albert Street and its primary function was to work the goods sidings. It was variously known as 'Footscray C' and 'Middle Footscray'. The passenger station was closed in 1900 when the new station was erected at the junction. The box was closed in 1926 when the level crossing was abolished as part of a grade separation project.

- 10.02.1859 Lines opened from Spencer Street to Sunbury. (VR62)
- 01.03.1859 Station at Nicholson Street opened - mainly for ticket checking. Platforms situated between Nicholson and Albert Streets. (VR62)
- 14.06.1864 Contract let for excavating, ballasting, & platelaying for siding, goods platform, etc. £522/14/11. Robert Roberts (GG)
- (28.03.1872) Contract let for construction of bridge over line. £1974/7/1. Robison Brothers & Co (GG)
- (26.06.1874) Contract let for erection of passenger station (etc). £2025/9/0. John Wood (GG)
- ye30.06.1874 Opened for passengers as 'Footscray' (CR)
- (27.04.1884) Tenders called for subway at Footscray Main Line station (GG)
- ye30.06.1887 Renamed 'Footscray North' (CR)
- 10.06.1889 Signalbox opened with 23 lever

- No 6 pattern frame. Provision made for two sets of gates, but not initially connected. (IR)
- 15.07.1889 Station renamed 'Middle Footscray'. Box also known by this name. (CR, CI)
- 28.04.1890 One set of gates connected (IR)
- b11.08.1890 Winters Double Line Block in use Footscray Junction - Middle Footscray (Footscray C) - West Footscray. Had been introduced since October 1888. (WTT)
- 06.05.1895 Signaller will not require to be on duty before 0400 hours Monday. Sunday Milk train to be attended as present. (WN 44/95)
- 19.10.1898 Green lights provided in lieu of white. Point indicators provided (WN 15/98)
- b01.07.1899 Frame contains 7 signal levers, 5 point levers, 2 wicket levers, 2 sets of gate gear, and 5 spaces (IR)
- b1902 Bell communication provided to Nicholson Street Gate Cabin (GA)
- 16.09.1900 New station opened at junction & old Footscray station closed. Now 5 signals & 1 control (IR)
- (27.08.1906) Post 11C (Down Starting) moved 90 yards in Down direction (WN 35/06)
- (03.12.1906) Post 12C (Up Distant) moved 410 yards in Down direction and on opposite side of line. (WN 49/06)
- (10.12.1906) Up Home signal provided on Post 12C, worked by Middle Footscray, and control of Down starting signal on Post 11C by Middle Footscray provided.

- (WN 50/06)
- (16.11.1914) Down line track locked from Footscray to Post 13 (WN 46/14)
- 18.03.1915 Additional disc provided "Shunt along Up main" (on Post 10). (WN 12/15*, IR)
- 02.09.1921 Signalbox provided to work Nicholson Street level crossing account provision of electric tramway. Controls provided on Homes on 9, 10, and 12. Alterations in method of electric control between "A" and "D" boxes. (IR)
- (01.11.1921) Goods yard closed account opening of Maribryong River Goods Line (WN 44/21)
- 28.05.1923 Goods sidings abolished. Connection between main line and goods siding and disc on Post 11 abolished. Now 5 sig, 1 cont, 2 point (WN 23/23*, IR)
- 19.10.1926 Albert Street level crossing closed. Interlocked gates and wickets out of use. Signalbox abolished. Closed as double line block post. Main line crossover and disc on Post 10 removed. (WN 44/26*, IR)

