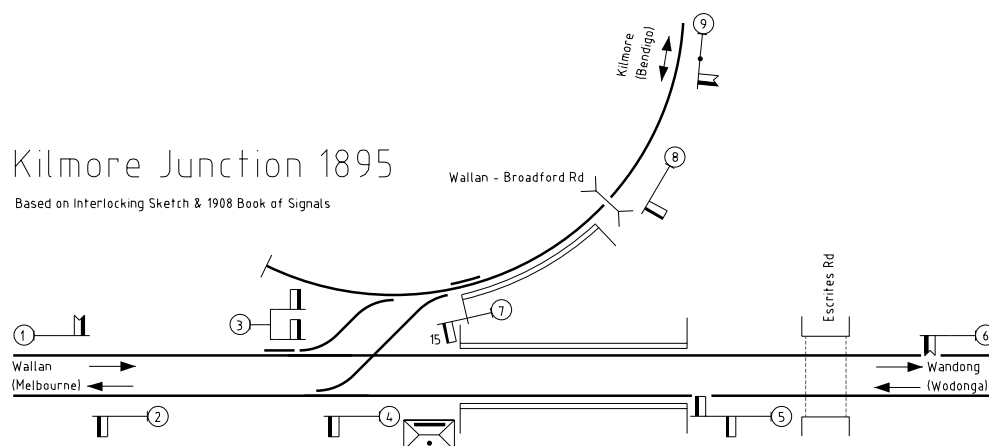


Heathcote Junction

HEATHCOTE JUNCTION (33 MILES 16 CHAIN)

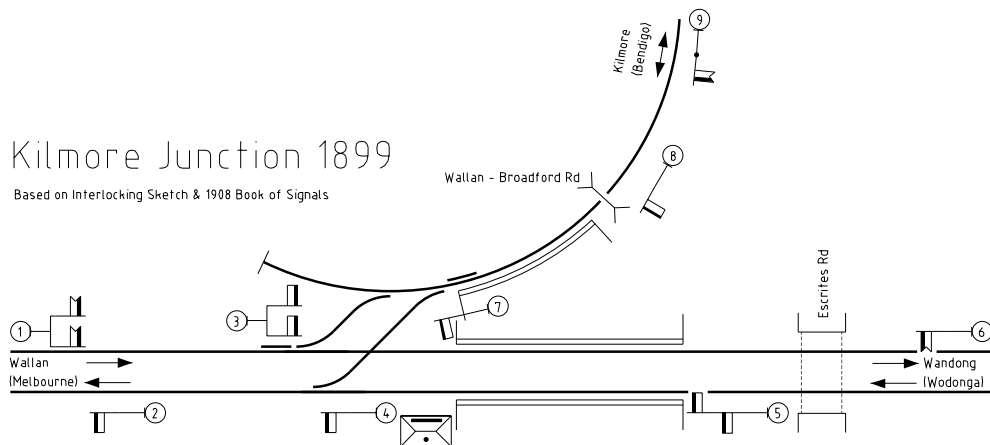
Situated at the summit of the Great Dividing Range, Heathcote Junction was the junction for the cross country line to Bendigo via Kilmore and Heathcote. However, a crossing loop at 'Summit' had been briefly open in 1885. The first section of the branch to Kilmore was opened in 1888 and a signalbox named 'Kilmore Junction' was provided to work the junction. Kilmore Junction was opened for passengers in 1890. The name of the station was belatedly changed to Heathcote Junction in 1922. In 1961 a new signalbox was provided on the Down platform and the original box was demolished to provide room for the the new Standard Gauge. This box only had a short life being closed in 1970 (the branch had been closed in 1968). The station remains open for passengers.

- 12.10.1885 'Summit' opened as staff and block post (CI)
- 13.11.1885 Closed as staff and block post (CI)
- 18.01.1886 Duplication provided between Beveridge and Wandong Ballast Pits (CI)
- 20.11.1887 Regulations as to contractors trucks for construction of Kilmore line. (CI)
- 08.08.1888 Contract let for erection of signalbox for £239/14/2 to W. Bennett (GG)
- 01.10.1888 Line to Kilmore opened. Signal box named 'Kilmore Junction' provided to work junction, but not opened as a station. Box contains a 15 lever No 6 pattern frame provided with one space. Open as a Double line block post with sections Wallan - Heathcote Junction - Wandong. Branch line worked by Train Staff and Ticket with sections Heathcote Junction - Kilmore. Around 1890 the Train Staff was No 1 Pattern with Blue Ticket Boxes (IR, CI, VR62, WTT, Staff Book)
- 05.07.1889 Bylands opened as a temporary staff station in Kilmore section account Ballast train (to Somerton?) (CI)
- 14.09.1889 Bylands closed as staff station (CI)
- 02.02.1890 New 20 lever frame with 4 spaces provided account new station (IR)
- 17.03.1890 Man in charge of Kilmore Junction. Tickets ordered. Station opened for passengers. (CI)
- 12.11.1891 No 18 & 19 lock 12 (IR)

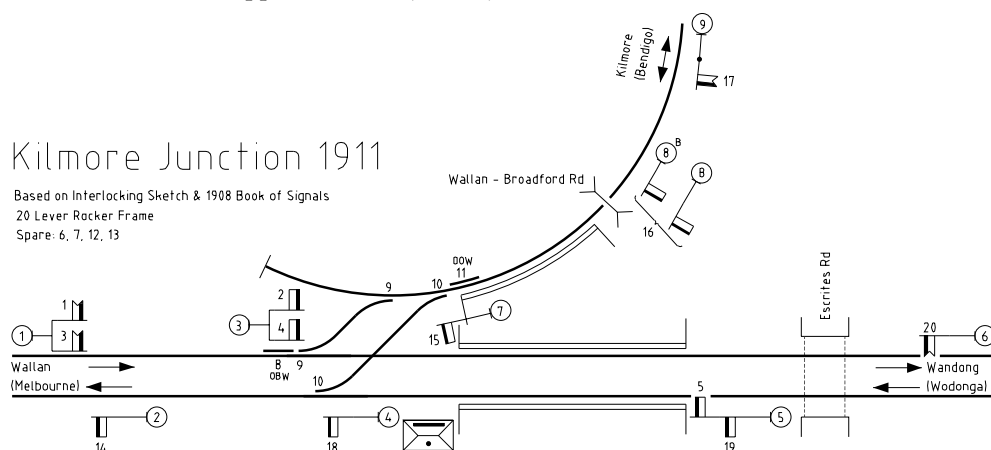


- (05.12.1898) Special Instruction: Signalmen must ascertain from Kilmore how Up Bendigo Mixed trains are running, and if on time be careful not to give "Line Clear" to Wandong for an Up Goods train, unless the latter has time to reach Wallan before the Bendigo train is due to pass the Junction. Signalman to avoid stopping Up Seymour Goods trains at their Home Signal if possible. (WN 23)
- 08.12.1898 Green light provided in signals (WN 22)
- (01.07.1899) By this date 11 signal levers, 3 point levers, 2 fpl levers, and 4 spares (IR)

- 19.12.1899 Post 1 converted to a bracket post and splitting distant provided. Now 12 signal levers. Diagram 1243/99 provided. (WN 25, IR)



- 13.03.1902 Lock Staff (No 1 Pattern, Blue Ticket Boxes) provided Kilmore Junction - Kilmore (Staff book)
- (21.08.1905) Open as a block post only from 0700-1245 & 1630-2000 hours Monday - Saturday, subject to the running of trains on the branch line. The special instruction re block working at Wandong are cancelled. (WN 34)
- (23.11.1908) Special Instruction: When an Up NE goods train is accepted by Wallan under Rule VI, trains must not be brought to a stand at the Home signal or the signalbox, but be stopped at Up starting signal due to the grade (WN 47)
- 22.03.1910 Catch siding provided at Up end. Now only 2 point levers. Diagram 290/10 provided? (IR)
- 01.06.1911 By this date, classified SM class 9 (Reg)
- (02.10.1911) Co-acting signal for Up Home signal Post 8. Co-acting signal provided on new Post 8A located in cutting on left hand side of line opposite Post 8. (WN 40)

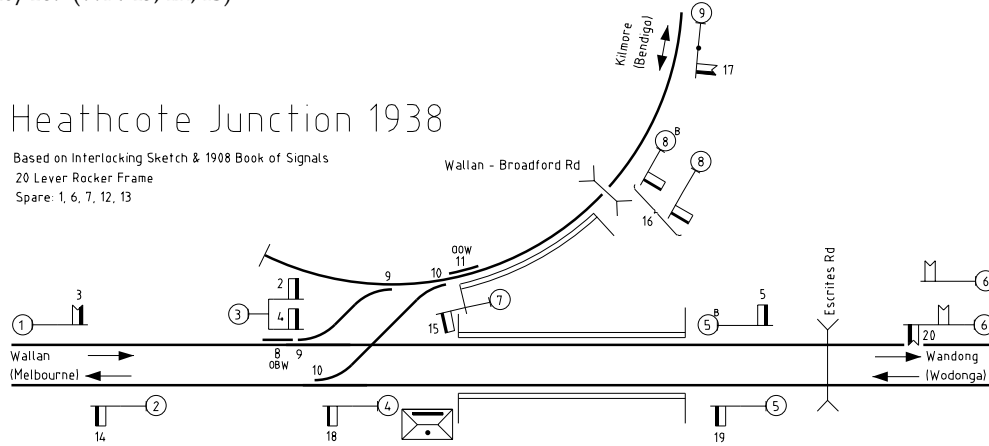


- (22.07.1912) Gates removed at No 23 Gates (33 miles 25 chains) at Down end of station. (WN 30)
- (26.08.1912) Post 2 moved 150 yds further out (temporary alteration for ballast loading purposes). An Up train may not be accepted until the previous train is proceeding on its journey past Post 2. (WN 35)
- 18.02.1915 Large Electric Staff (Kilmore Junction - Kilmore) replaced Train Staff and Ticket on same sections. (WN 8, Staff Book)
- 15.05.1922 Renamed Heathcote Junction (WN 19)
- 1928 By this date Block terminal for Up and Down trains (GA)
- 16.04.1929 SM withdrawn and replaced by an Operating Porter supervised by Wandong. (WN 17)

31.10.1938 Down Starting signal removed from Post 5 to a new Post 5B erected on the left hand side of the line. Post 1 replaced by new straight post 210 yds futher out. Splitting distant abolished. Lever 1 spare. Amend Diagram 26/18. (WN 45, IR, IS)

Heathcote Junction 1938

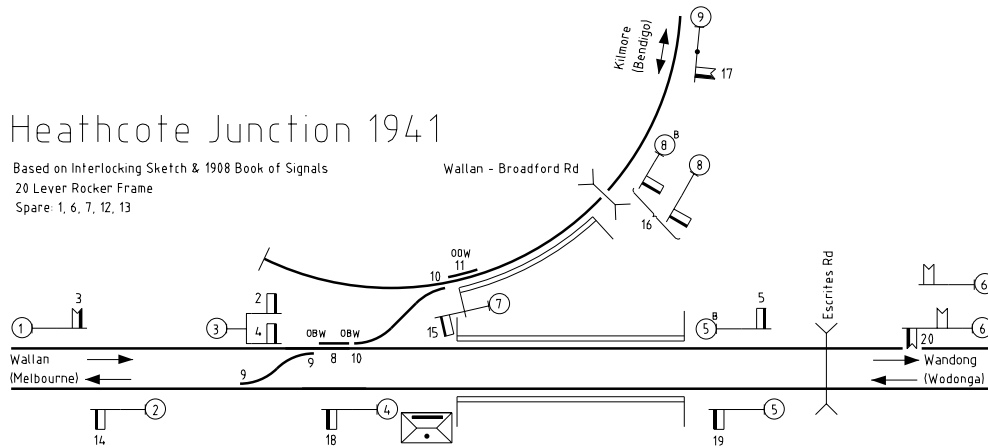
Based on Interlocking Sketch & 1908 Book of Signals
20 Lever Rocker Frame
Spare: 1, 6, 7, 12, 13



13.12.1940 Junction rearranged. Double line junction replaced by trailing crossover and facing points in Down line. Post 3 moved 22 yards further out. Diagram 14/40 replaced 6/38. (WN 52)

Heathcote Junction 1941

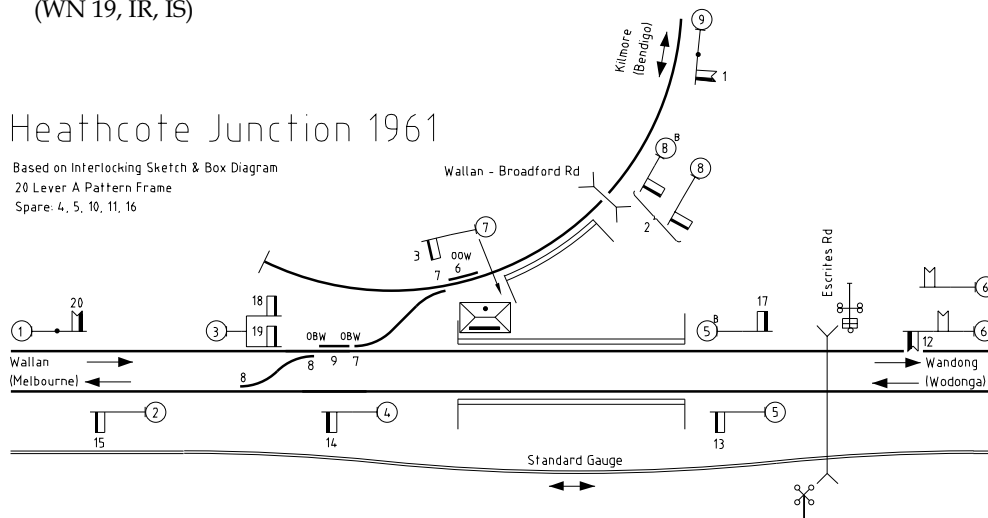
Based on Interlocking Sketch & 1908 Book of Signals
20 Lever Rocker Frame
Spare: 1, 6, 7, 12, 13



- (02.09.1941) Composite Staff provided to allow Bylands to open as a block post (WN 35)
- 19.04.1950 Flashing lights provided at Escrites Road (33 miles 25 chains). Controlled through Heathcote Junction's starting signal (WN 17)
- c1957 Open for passengers only. Supervised by Wallan. Has two 375 foot platforms (DS)
- 07.12.1958 Post 3 renewed (CI)
- (23.12.1958) Up platform reduced from 376 feet to 150 feet (WN 51)
- 19.11.1959 Points 10 renewed and relocated 10 feet closer to the signal box (CI)
- 30.04.1961 New signalbox provided on Down platform with new 20 lever A pattern frame. Old signalbox abolished. (WN 19, IR, IS)

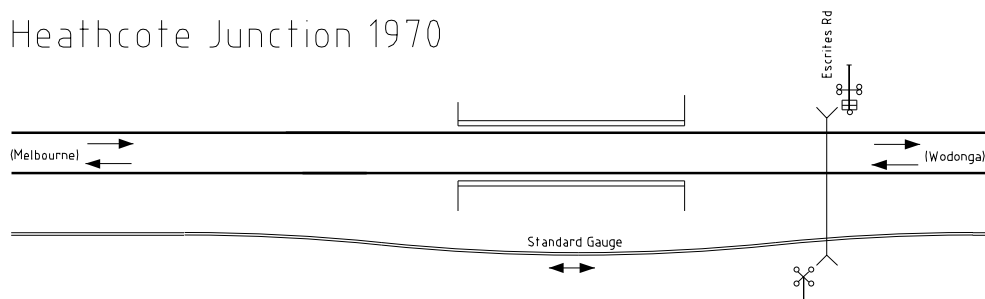
Heathcote Junction 1961

Based on Interlocking Sketch & Box Diagram
20 Lever A Pattern Frame
Spare: 4, 5, 10, 11, 16



- 18.03.1962 One of the two Class 5 ASM positions abolished. (WN 12)
- 20.06.1965 Last regular passenger train ran on Heathcote line (WTT)
- 28.06.1965 Electric Staff (Heathcote Junction - Kilmore) replaced by Train Staff & Ticket (Heathcote Junction - Heathcote). ASN class 5 withdrawn. Now No-one-in-charge. (WN 27, WN 29)
- (06.07.1965) Block hours now Wednesday only 0805 until No 57 (the Down Branch Goods) clears the main line and from 1950 until No 64 (the Up Branch Goods) clears Wallan. (WN 27 & 29)
- 06.11.1968 Last regular goods train ran on Heathcote line (WTT)
- 07.11.1968 Heathcote line closed (WN 45)
- 21.07.1970 Signalbox and all signals and points abolished (WN 30, IR)

Heathcote Junction 1970



- 27.03.1990 Construction of Bus shelters commenced (RNV7-21)
- (01.09.1998) Boom barriers provided at Escrites Rd (53.168 km) (WN 34)
- (03.11.1998) Down trains stopped at the platform must not exceed 25 km/h until the train has reached the level crossing (WN 43)