

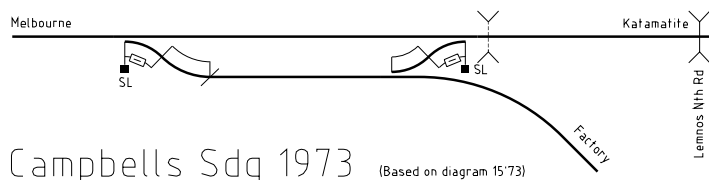
# Shepparton - Katamatite

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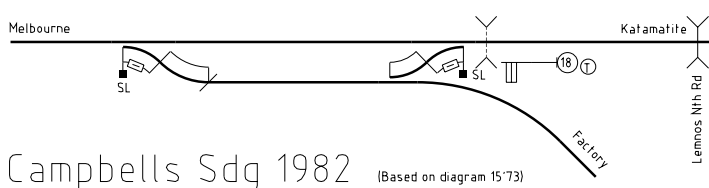
## KIA ORA INDUSTRIES (CAMPBELL'S SOUP) SIDING (115 MILES 51 CHAINS)

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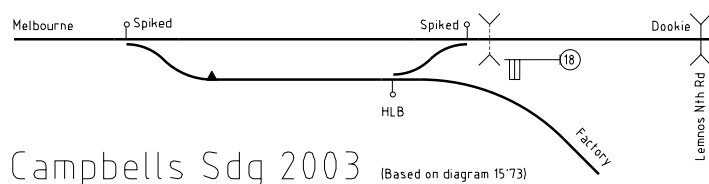
- 23.11.1961 Siding opened for traffic for Kia Ora Industries (Campbell's Soups (Aust) Pty Ltd). Siding situated at 116 miles 51 chains 30 links. Siding consists of loop siding 450 feet clear and 600 foot spur siding. Points secured by Staff locks and rodded to catch points (Up end) and safety points (Down end). (WN 49, ACTM 21/77/1, A 1879/61, SLR III)
- (18.12.1962) May be opened as a Temporary Train Staff and Ticket station for special traffic. Sections Shepparton - Campbell's Siding - Dookie. The Temporary Staffs, secured in a locked box, and the Staff Ticket Boxes will be held by the SM Shepparton. No fixed signals are provided. This was not mentioned subsequently. (WN 51, A 1542/62)



- 10.06.1982 Up Home signal, Post 18, provided on the Down side of Campbell's Siding. Home is fixed at stop and a telephone to Shepparton provided. Trains may shunt on Katamatite line at Shepparton to the SPC Siding, (new) Total Oil Siding, and Campbell's Siding while a Katamatite train is running and in possession of the Staff. When the Up Katamatite line train arrives at Post 18 it must stop and the engineman must obtain permission from the Signaller at Shepparton to pass the signal. Permission must not be granted unless the Signaller has possession of the D Pattern Annett Key (to work the Total Siding) and Master Key (to work Campbell's Sdg). (WN 25, SLR III)



- 25.11.1987 Rodded connections abolished. Rodded Derail at Up end replaced by a hinged derail. The safety points were provided with a WSA lever and secured by a Hand Locking Bar and Padlock. The small point lever on the Down end points was replaced by a WSA lever. Staff locks retained. Amend Diagram 25/82. At some time later Up end points were similarly treated. (WN 47, O437/87)
- 11.06.1992 Points secured normal and Staff Locks removed. (WN 22, O2759/92)
- 06.02.1997 Reflectors replaced the signal lamp on Post 18. (WN 6, SW 18/97)
- 13.09.2003 Line out of use beyond Grahamvale Rd (185.377 km) on the Down side of the Shell Oil Sidings (RNV Oct 03)




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## PINE LODGE

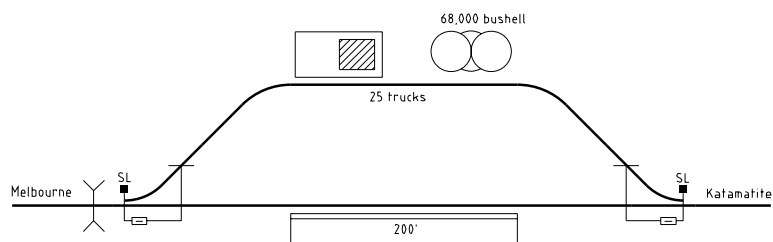
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- 01.10.1888 Station opened with line. Initially open for passenger traffic only, but had carriage dock. (Victorian Railways to 62, Harrigan, CI, WTT, A1364)
- (11.08.1890) By this date open for light goods. Had railway telegraph (WTT)
- 20.08.1897 Up and Down Home signals removed (WN 7)
- 23.11.1909 Three staff locks provided on main line points (one on dock). Main line points not rodded to any derails or catches. (SLR 1, WN 48)
- 12.07.1917 Two Derails provided. By this date the Dock had been removed; probably when derails were provided (see Cosgrove). (SLR 1)
- (06.04.1927) May be opened as an Intermediate Telephone Block Post. Guards to work. Train Register Book to be kept. (A994/27, WN 16\*)

*Victorian Signalling Histories No 68, Version 1.0 (January 2004)*

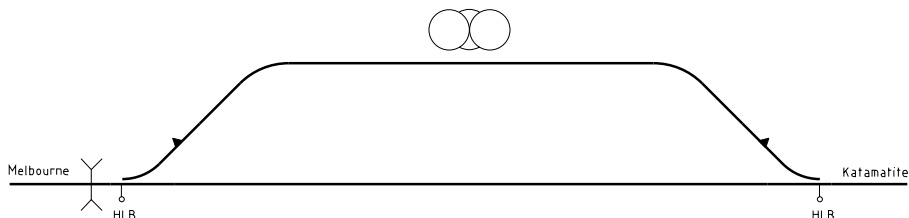
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- 01.09.1928 To be worked under no-one-in-charge conditions. Supervised by Shepparton. Cancelled following week. (WN 34, 28/11676)
- 17.09.1928 To be worked under no-one-in-charge conditions. Supervised by Shepparton. (WN 37)



Pine Lodge 1950 (Based on diagram dated 31/10/50)

- 29.04.1953 Last passenger train (DRC) ran on this day (WTT)
- 26.05.1971 Staff lock removed from points at Up end. These points now secured by hand locking bar and padlock and worked by CCW lever (SLR 3)
- 04.07.1978 Last regularly scheduled goods train ran (WTT)
- (15.12.1987) Siding extended to 325 metres in length. Silo now load 10 VHGY waggons. Siding points now secured by hand locking bars and padlocks. Rodded derails replaced by hand operated Hayes derails. (WN 49)
- 13.09.2003 Line out of use beyond Grahamvale Rd (185.377 km) on the Down side of the Shell Oil Sidings (RNV Oct 03)



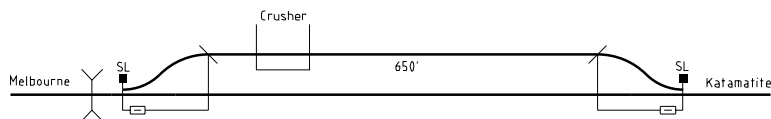
Pine Lodge 2003 (Based on inspection 31/10/50)

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### LAMROCK SDG (124 1/2 MILES)

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- 19.07.1899 Man placed in charge (WN 4)
- 20.07.1899 Lamrocks Ballast Siding (10 miles from Shepparton) temporarily opened as a ballast siding. Siding opened as a Train Staff and Ticket station with the sections Shepparton - Lamrock Siding - Dookie. Telegraph instrument provided. Up and Down Home signals provided 200 yards from main line points. From this day, a ballast train will be working between Lamrock Siding and Katamatite under Acting Inspector Burns. SM Dookie to arrange running. (WN 4)
- 27.11.1900 Home signals removed. Siding probably closed as not mentioned in 1903 WTT. (SANP)
- 12.06.1905 Opened for outwards stone traffic in truck loads. Also known as 'Healy's Siding'. Supervised by Shepparton. Points in main line secured by Staff locks, but not rodded to any roll out protection. Daylight trains only to shunt. (WN 24, SLR 1)
- 12.07.1917 Two Derails provided in siding (SLR 1)
- (01.03.1927) Siding owned by Deane and Runge (Goods Rates Book)

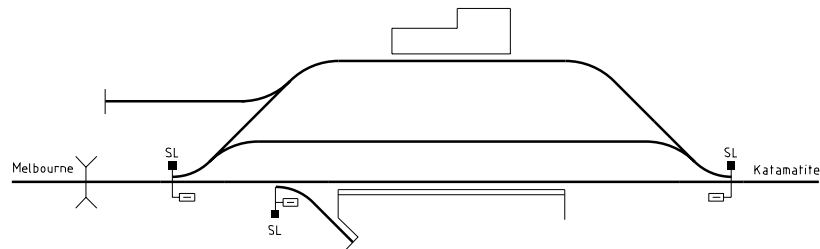


Lamrock Sdg 1950 (Based on diagram dated 31/10/50)

- 01.10.1965 Down end connection removed. Siding shortened to 264 feet clear. (WN 4/66 issued 25.1, ACTM 22/178/4)
- 13.07.1972 Remaining points and rodded derail removed (SLR 3)
- (01.07.1973) Still listed in Goods Rates Book, owned by Deane & Runge (GDR Vol 1)

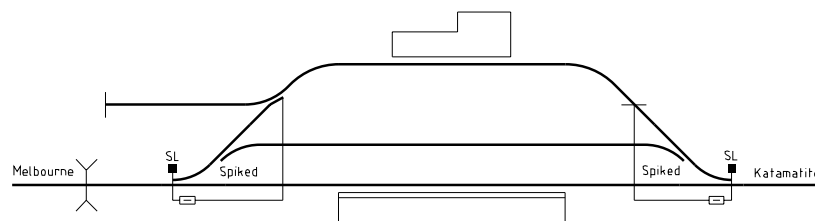
## COSGROVE

- 01.10.1888 Station opened with line. Opened for passengers and goods (light goods). Had carriage dock. (VR62, CI, A1364)  
 (11.08.1890) By this date open for light goods. Had railway telegraph (WTT)  
 20.08.1897 Up and Down Home signals removed (WN 7)  
 01.07.1903 Woman (Caretaker) placed in charge. Shepparton to supervise. Closed as telegraph station. (WN 26)  
 (07.12.1903) Reopened as an ordinary station with a man in charge for grain season. Telegraph instrument restored. (WN 49)  
 19.04.1904 Woman (Caretaker) placed in charge. Closed as telegraph station. (WN 16)  
 23.11.1909 Three staff locks provided on main line points (one on Dock points). No rodded derails provided. (SLR 1, WN 48)



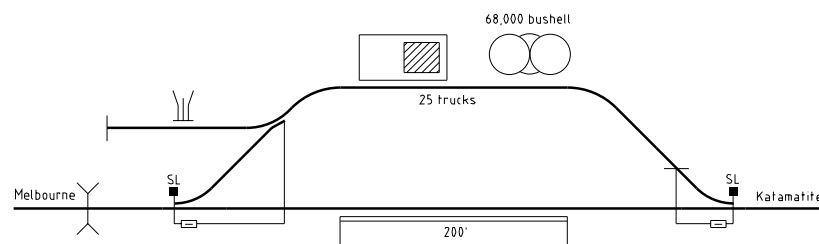
Cosgrove 1913 (Based on diagram F529 dated 3.7.13)

- 08.04.1914 Staff lock on Dock points probably removed (SLR 1)  
 12.07.1917 Points to dead end siding at Up end rodded to main line points. Rodded derail provided at Down end. Points to No 2 Road spiked. Note on Signalling Arrangements at this time reads 'GST agrees that Dock may be removed', so Dock probably removed at this time. (SA F529, SLR 2)



Cosgrove 1917 (Based on diagram F529 dated 18.6.17)

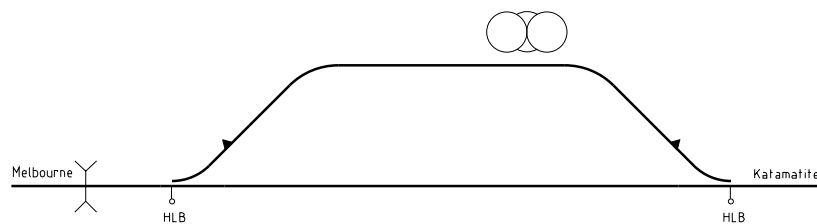
- (01.06.1927) By this date No 2 Road removed (W&W Track Chart 10F212)



Cosgrove 1950 (Based on diagram dated 31/10/50)

- 29.04.1953 Last passenger train (DRC) ran on this day (WTT)  
 09.07.1972 Staff locks removed. Points now worked by CCW levers and secured by hand locking bars and padlocks. Scotch blocks were provided in siding. Dead end extension at Up end removed. (WN 20, SLR 3)  
 (09.11.1976) Caretaker withdrawn. Now no-one-in-charge (WN 45\*)  
 04.07.1978 Last regularly scheduled goods train ran (WTT)  
 (15.12.1987) Siding length unchanged. Silo can load 5 VHGY waggons. Scotch blocks replaced by hand operated Hayes derails. (WN 49)

13.09.2003 Line out of use beyond Grahamvale Rd (185.377 km) on the Down side of the Shell Oil Sidings (RNV Oct 03)

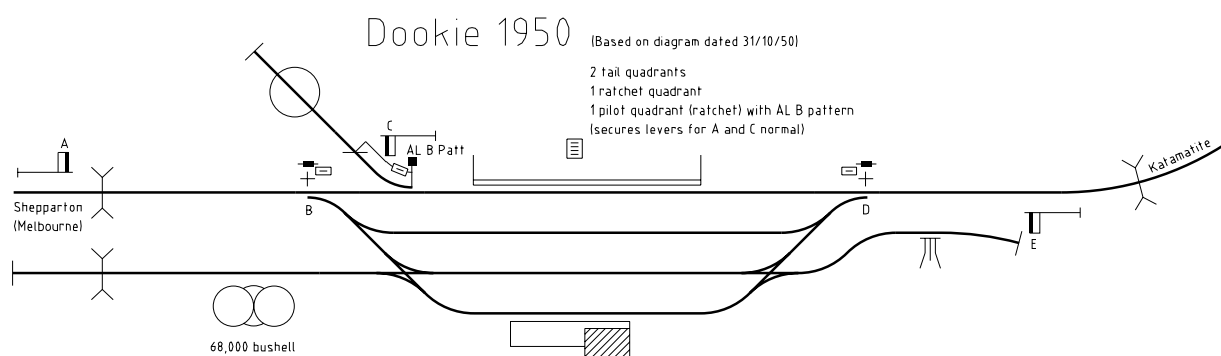


Cosgrove 2003

(Based on diagram dated 31/10/50)

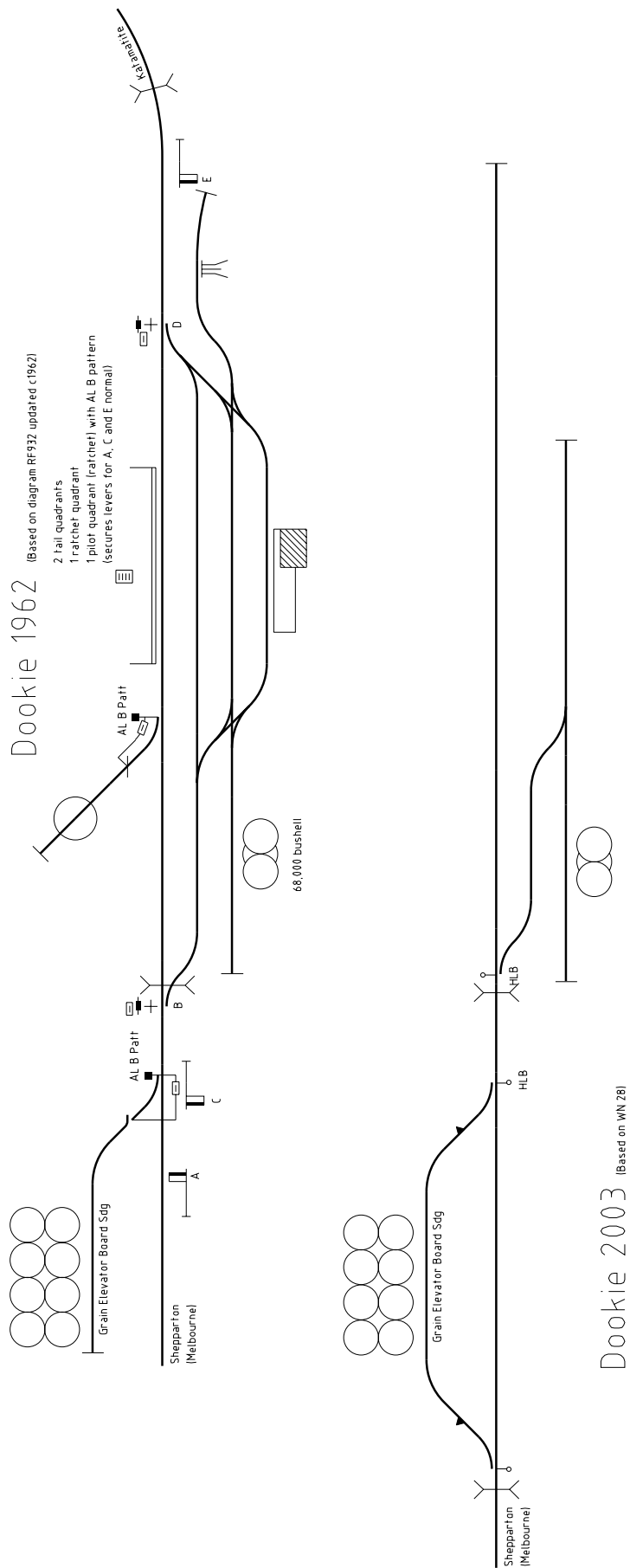
## DOOKIE

- 01.10.1888 Line opened Shepparton - Dookie. Worked by Train Staff & Ticket Shepparton - Dookie. Open for passengers & light goods. Has railway telegraph and carriage dock. No turntable. (VR62, CI, WTT, A1364)
- (11.08.1890) By this date had sheep and cattle race. (WTT)
- c1890 Shepparton - Dookie section worked by No 6 Pattern Staff (Black boxes), subsequently changed to No 3 Pattern Staff (Blue boxes) (Staff Register)
- 19.12.1892 Katamatite line taken over by Victorian Railways (Chronological Index, VR62 has 22.11)
- (21.05.1894) By this date Dookie - Katamatite section worked by Staff (WTT)
- (15.12.1896) By this date all trains must carry Staff on both Shepparton and Katamatite sections (WTT)
- (01.07.1899) Has two home signals (Signals and Non-interlocked Places Register)
- 05.01.1909 Dookie - Katamatite Staff replaced by No 2 Pattern Lock Staff but doesn't lock points (Staff Register)
- 23.11.1909 Three sets of main line points secured by plunger locks. Third set is probably a Dock. Shepparton - Dookie Staff replaced by No 1 Pattern Lock Staff. A Pattern Annett Key attached to Dookie - Katamatite Staff. Around this time Master Key provided for Shepparton - Dookie section and loose Annett Key for Dookie - Katamatite section. (SLR 1, WN 48, Staff Register)
- (?.12.1909) By this date the turntable had been provided. By May 1916 the Dookie turntable was listed as 50' long. (WTT)
- 24.03.1915 Points to the Loco Siding and Derail block in siding have been rodded together. Points secured by a B Pattern Annett Lock, with duplicate locks provided on Up and Down Home signal levers. (WN 13, A1089/15, SLR 2)
- 12.07.1917 Up Departure Home provided to protect points to Loco Sdg (SANP)
- (30.11.1937) Staff Exchange Box provided. Will be used for No 6 Up Passenger Mail Motor on Saturdays (WN 48, AGST 11/317/2, A2039/37)
- 13.06.1945 Memo from AGST to S&T Engineer. SM Dookie required to be on duty Sat afternoon to despatch No 8 Up RM (dep 1654) as next Down train worked under Guard in Charge conditions and Up and Down signals cannot be placed to proceed at same time. Proposed to abolish AL on quads of Up Arr Home A, and quads B & C. Provide pilot quadrant equipped with B pattern Annett Lock and crossbar to hold quadrants B & C normal. Similar arrangements provided recently at Huntly. (Safeworking Book)
- 22.04.1948 Pilot lever provided to secure quadrants working Up Departure and Down Arrival Homes normal. Pilot lever equipped with Annett Lock B Pattern. Withdrawal of the key secures pilot lever (and signal levers) normal. Chain and padlock provided to secure pilot lever and signal quadrants reverse when station in unattended.



- (WN 18, AGST 17/226/1, A433/48 amended)
- 29.04.1953 Last passenger train (DRC) ran on this day (WTT)
- (22.11.1960) Turntable out of use until further notice (WN 47)
- 29.08.1963 Down Home relocated to the right hand side of track and 20 feet from running edge (WN 38, ACTM 21/441/1, A1209)
- 14.11.1963 Up end plunger locked points relocated 127 yards further out (WN 47, ACTM 21/483/3, A1661/63)
- 21.11.1963 Up Departure Home was relocated 290 yards further out and on the left hand side of the track. The pilot

- quadrant was altered to lock the quadrant for the Up Arrival Home (WN 49, ACTM 21/485/6, A1694/63)
- 29.11.1963 Dead end siding provided for Grain Elevators Board at the Up end of Dookie. Siding is 1125 feet long. Points are secured by an Annett lock and rodded to catch points in the siding. Siding open for inwards and outwards goods in truck loads. (WN 50, SLR 3 has 27.11., ACTM 21/490/4, A1783/63)
- (24.01.1967) Loco Road removed (WN 4, ACTM 22/496/5)
- 01.04.1975 Stationmaster withdrawn. Worked under Caretaker conditions ('O') supervised by Shepparton. (WN 14)
- (22.04.1975) Provided trains are not to cross, Guards will be responsible for Staff & Ticket Working at Dookie (WN 16, A619)
- 01.07.1977 Plunger locks, Annett locks, and Home signals removed. Main line points (including GEB siding) were provided with WSA levers and were secured by hand locking bars and padlocks. Scotch blocks were provided at each end of No 2 Road and in GEB siding. A qualified signaller must be placed in charge if it is necessary to cross. Speed is limited to 15 mph over the main line points (WN 28, SLR 3)
- 04.07.1978 Last regularly scheduled goods train ran (WTT)
- (13.03.1979) Caretaker withdrawn. Now no-one-in-charge (WN 11)
- 24.03.1981 Closed as Staff station. New section Shepparton - Katamatite (WN 13)
- (13.01.1987) Line between Dookie and Katamatite formally closed. (WN 1)
- (15.12.1987) GEB sub terminal siding extended at Up end to form a loop siding. Siding length now 765 metres (formerly 692 metres), but capacity remains at 22 VHGY waggons. No 2 Road was removed, together with the Down end connection to No 3 Road. No 1 Road now a dead end with 475 metres clear, and No 3 Road a dead end with 190 metres clear standing. Station silo can load 7 VHGY waggons. Siding points now secured by hand locking bars and padlocks. Rodded derails replaced by hand operated Hayes derails. (WN 49)
- 02.07.1989 Train Order Working replaced Staff and Ticket Working Shepparton - Dookie. Commence and End Train Order Boards were provided. (WN 26)



13.09.2003 Line out of use beyond Grahamvale Rd (185.377 km) on the Down side of the Shell Oil Sidings (RNV Oct 03)

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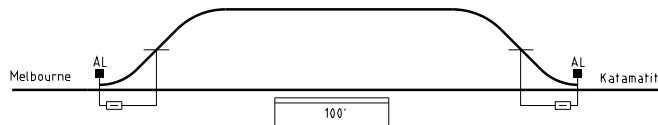
### YABBA SOUTH

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- (11.08.1890) Open for passengers and light goods. Has water (only station on line, including Katamatite) (WTT)  
 19.12.1892 Katamatite line taken over by Victorian Railways (CI, VR62 has 22.11, C202/92)  
 23.11.1909 Annett locks provided on main line points. Key attached to Train Staff for the section. No rodded rollout protection provided. (SLR 1, WN 48)



Yabba South 1950 (Based on diagram dated 31/10/50)

- 12.07.1917 Two Derails provided (SLR 3)  
 15.12.1927 Level crossing at 135 miles 21 chains closed (WN 3)  
 29.04.1953 Last passenger train (DRC) ran on this day (WTT)  
 (08.02.1966) Passenger platform removed (WN 6\*)  
 11.04.1961 Commissioners approve of retention of siding facilities, subject to review on 1.4.62. (Memo from CTM to ACTM, Supt Train Services & Supt of Freight Operations)  
 30.08.1967 Siding removed. Annett locks and rodded derails removed (WN 37, SLR 3, A1306/67)  
 (18.03.1969) Formally closed. (WN 11)  
 20.08.1984 White diamond board provided at 132 miles + 50 metres (previously Yabba South) and Up goods trains may be divided at the board. Driver must be in possession of Train Staff. Loco to be brought to a stand at board when Guard will divide train and secure rear portion. After sunset or in foggy weather a red light must be left on the leading vehicle of the rear portion. Two detonators must be placed 200 metres from the rear portion. Loco to return from Dookie with Guard. (WN 34, A 729)

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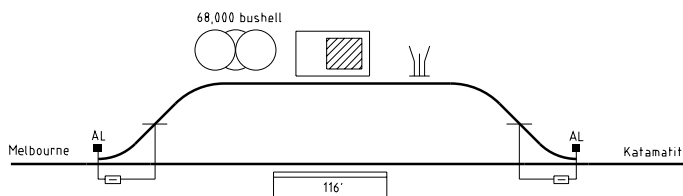
### YABBA NORTH

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- (11.08.1890) Open for passengers and light goods. (WTT)  
 13.05.1890 Dookie - Katamatite Tramway opened (CI)  
 19.12.1892 Katamatite line taken over by Victorian Railways (CI, VR62 has 22.11, C202/92)  
 (16.12.1901) Woman placed in charge. Supervised by Dookie (WN 25)  
 23.11.1909 Annett locks provided on main line points. Key attached to Train Staff for the section. No rodded rollout protection provided. (SLR 1, WN 48)



Yabba North 1950 (Based on diagram dated 31/10/50)

- 12.07.1917 Two Derails provided (SLR 3)  
 (20.07.1937) May open as an Intermediate Telephone Block Post in Dookie - Katamatite section. (WN 29, AGST 11/233/1)  
 29.04.1953 Last passenger train (DRC) ran on this day (WTT)  
 01.05.1967 Caretaker withdrawn. Now no-one-in-charge. (WN 16, 67/919)  
 (27.04.1971) Passenger platform (150 feet) removed (WN 17)  
 23.11.1977 Annett locks removed from main line points. Points worked by WSa levers and secured by hand locking bars

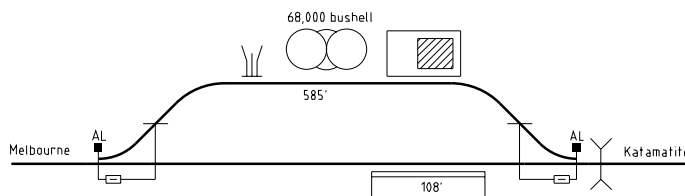
and padlocks. Speed limit of 15 mph passing over points (WN 48, SLR 3, A 1259/77)  
 (13.01.1987) Line between Dookie and Katamatite formally closed. Station closed. (WN 1)

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### YOUAMATITE

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- (11.08.1890) Open for passengers and light goods. (WTT)  
 13.05.1890 Dookie - Katamatite Tramway opened (CI)  
 19.12.1892 Katamatite line taken over by Victorian Railways (CI, VR62 has 22.11, C202/92)  
 23.11.1909 Annett locks provided on main line points. Key attached to Train Staff for the section. No rodded rollout protection provided. (SLR 1, WN 48)



Youamatite 1950 (Based on diagram dated 31/10/50)

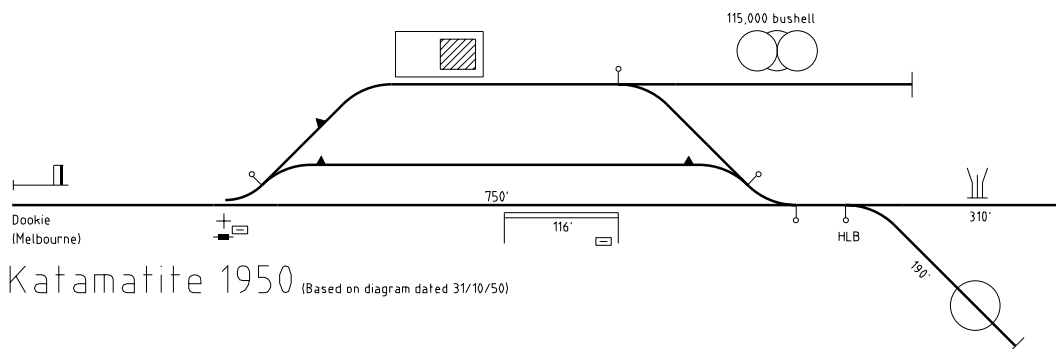
- 12.07.1917 Two Derails provided (SLR 3)  
 01.04.1927 Caretaker withdrawn. Now no-one-in-charge (WN 12\*)  
 08.12.1940 Caretaker Class 5 (Rent free) provided. Supervised by SM Katamatite (WN 9)  
 29.04.1953 Last passenger train (DRC) ran on this day (WTT)  
 01.12.1958 Caretaker withdrawn. Now no-one-in-charge. Supervised by SM Dookie (WN 47, 58/11947)  
 04.07.1978 Last regularly scheduled goods train ran (WTT)  
 (13.01.1987) Line between Dookie and Katamatite formally closed. Station closed. (WN 1)

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### KATAMATITE

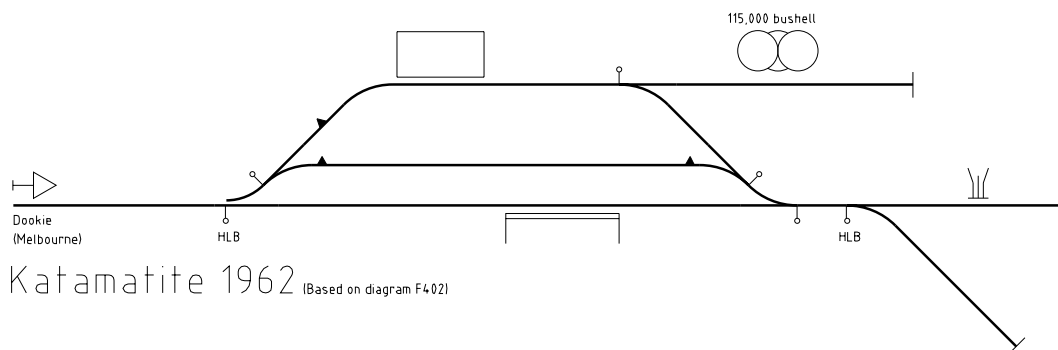
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- 13.05.1890 Dookie - Katamatite Tramway opened. Built by local council (Yarrowonga Shire which later became Tungamah Shire). Government advanced 32985/12/1 pounds. Replayment by tramway rate of 2s in pound on arear benefited. Bill passed to nationalize line upon payment by Council of six years interest - 7,800. Loan paid off. Authorizing Act 1529. (CI, 1908 Municipal Directory) No 12 sold by VR to Yarrowonga Shire for use on Dookie - Katamatite tramway in May 1890. No 12 was originally Locomotive No 1: a 2-2-2 tender passenger engine having 14"x22" inside cylinders and 72" driving wheels built by George England, London in 1857 (No 146). Purchased for use on Williamstown Branch and in service Jan 1859. Renumbered 12 about 7/1860. Rebuilt by VR into 2-4-0 with 60" wheels and 100 psi boiler, developing 4290 lbs TE. Repurchased in 7/1893 and became No 528. Brought (or sold?) by Shire for 2200. On loan to Altona Bay Co 1895-6. Subsequently sold to Rouden & Baxter, Contractors, on 15.4.04 for 400 pounds for work on the SA Outer Harbour. (Victorian Railways Locomotives sold to outside concerns, M.H.W. Clark, ARHS Bulletin 462, Apr 76; Steam Locomotives of the Victorian Railways, Volume 1: The first fifty years, N. Cave, J. Buckland, D. Beardsell, ARHS, 2002)
- (11.08.1890) Open for passengers and light goods. (WTT)  
 19.12.1892 Katamatite line taken over by Victorian Railways (Chronological Index, VR62 has 22.11)  
 (21.05.1894) By this date Dookie - Katamatite section worked by Staff (WTT)  
 (15.12.1896) By this date all trains must carry Staff on both Shepparton and Katamatite sections (WTT)  
 05.01.1909 Dookie - Katamatite Staff replaced by Lock Staff but doesn't lock points (Staff Register)  
 23.11.1909 A Pattern Annett Key attached to Staff (Staff Register)  
 10.05.1912 Down Home provided 200 yards from the facing points. Up end facing points secured by plunger lock. (WN 20, SLR 1, SANP, A1585)  
 (16.02.1914) 53 foot turntable provided (WN 7, A520)



Katamatite 1950 (Based on diagram dated 31/10/50)

- ??..12.1930 Permission granted to trail 6 wheel louvre van behind guards van of No 8 Katamatite - Shepparton (WN 51)
- 01.08.1941 Stationmaster Class 8 withdrawn. Now Porter in charge (WN 32, 41/9908)
- (26.93.1946) Turntable disc abolished (WN 13, A231, AGST 16/349/3 & 16/353/3)
- (12.08.1952) Passenger service to be withdrawn (WN 33\*, cancelled by WN 36\* on (2.9))
- 29.04.1953 Last passenger train (DRC) ran on this day (WTT)



- 07.09.1955 ASM Class 4 withdrawn. Now worked by Caretaker Class 2 (WN 36, 55/7066)
- 04.12.1962 Plunger lock and Down Home abolished. Main line points secured by hand locking bar and padlock. Location Board was provided 440 yards from facing points (WN 50, SLR 3, A1476, ACTM 21/343/4)
- (26.03.1968) Passenger platform removed. (WN 13, 65/1474)
- 01.04.1975 Caretaker withdrawn. Now no-one-in-charge supervised by Shepparton. (WN 14)
- 04.07.1978 Last regularly scheduled goods train ran (WTT)
- 24.03.1981 Dookie closed as Staff station. New Staff and Ticket section Shepparton - Katamatite (WN 13)
- (13.01.1987) Line between Dookie and Katamatite formally closed. Station closed. (WN 1)