

Kilmore East

KILMORE EAST (39 MILES 35 CHAINS)

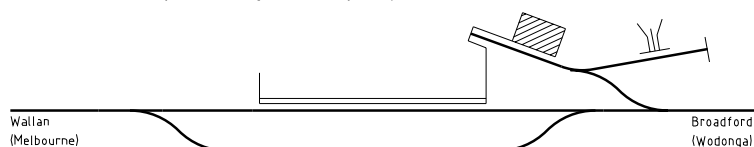
Kilmore is a large and busy town which was established early on the Sydney Road. When the railway was constructed, however, it followed Dry Creek some 3 kilometres to the east of Sydney Road. A station was opened on the line to serve Kilmore. It was a Staff station and Telegraph Block Post by 1879 and remained a block post after duplication in 1886. In 1888 a branch line was opened from Kilmore Junction to a station in the town and Kilmore was renamed Kilmore East. Like Donnybrook a small settlement grew up around the station. A ground frame to work the signals was provided in 1890 and the station was interlocked in 1899 with a 15 lever Rocker frame. This was replaced by a 20 lever Tappet frame in 1914 in conjunction with the provision of a refuge siding. The frame was extended to 25 levers in 1939 (though 4 levers were boarded over). The coming of the standard gauge had little effect on the station. A more significant effect was the development of a large bluestone quarry some 3 kilometres north of the station in 1976. The frame was extensively altered to work the siding serving the quarry. Kilmore East remains open as a block post and to work the quarry.

??.05.1872 Opened as a telegraph station (Somersault Vol 22/2 p 27)

18.04.1872 Opened with line as 'Kilmore' ('The Centenary of the Opening of the Railway to Seymour', K.W. Turton, ARHS Bulletin, April 72)

Kilmore 1872

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



16.12.1872 Contract let for supply water tanks, cranes, syphons etc at Wallan Wallan & Kilmore for £2160.11.1 to Robinson Bros & Co (Commissioners Report)

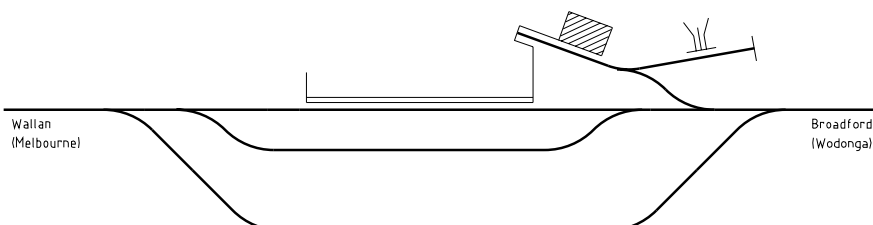
12.11.1873 Telegraph removed (S 22/2-27)

??.09.1876 Block system Essendon - Seymour established (Chronological Index)

??.09.1877 Opened as a telegraph station (S 22/2p27)

Kilmore 1878

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



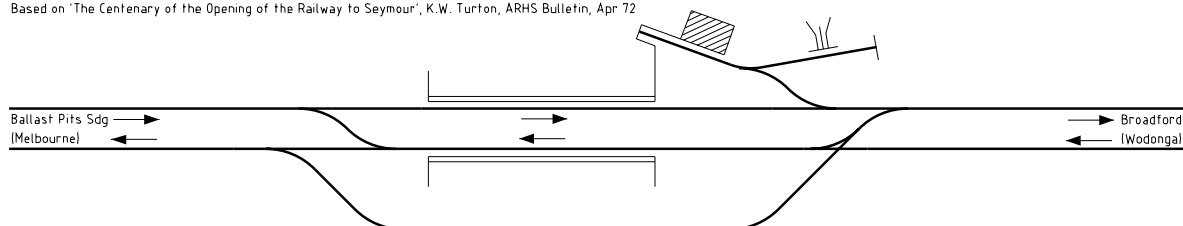
b1878 Timber platform and goods sgdg provided for transhipment of firewood (KWT)

22.02.1878 Contract let for erection of passenger stn etc. for £506.11.11 to Phillips & Markwell (Government Gazette)

(01.12.1879) By this date open as Staff station and Telegraph Block Post. Staff sections Wallan - Kilmore - Broadford. Telegraph block system in force both directions Wallan - Kilmore and for Down trains Kilmore - Broadford. Time interval (15 minutes) used for Up trains Broadford - Kilmore. (WTT)

Kilmore 1885

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



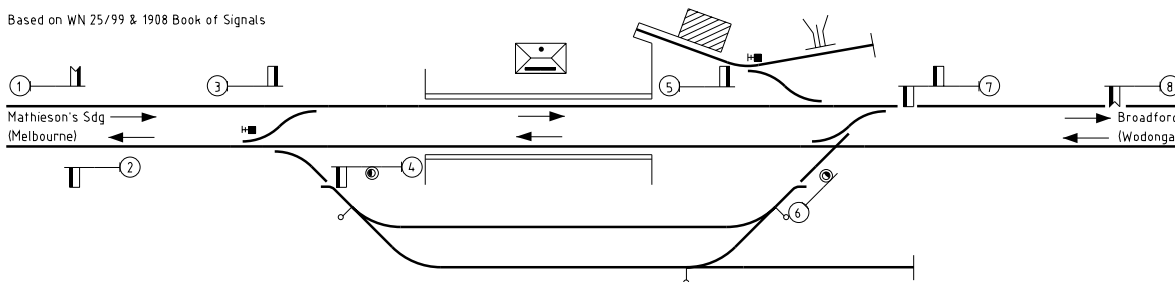
Victorian Signalling Histories No 46, Version 1.0 (July 2002)

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- (11.01.1882) By this date (since 31.5.90) Telegraph Block enforced for all trains Wallan - Kilmore - Broadford. (WTT)
- 12.07.1886 Line duplicated Wandong Ballast Pits - Broadford. Block Telegraph (Winter's instruments) provided with sections Wandong - Kilmore - Broadford (CI)
- 01.10.1888 Kilmore renamed Kilmore East due to opening of new station in town. (CI)
- 12.04.1889 Contract let for water supply works at Frankston, Camberwell, & Kilmore East £611.8.4 Porteus & Gay (GG)
- 19.09.1890 Ground frame with 6 levers (none spare) provided to work signals (IR)
- 07.12.1898 Green light provided in signals (WN 22.98)
- (01.07.1899) By this date, Home, Distant & Starting signals in each direction (SNAP)
- 15.12.1899 Interlocking provided. Now 8 posts. Signalbay equipped with 15 lever Rocker frame (10 signal levers, 5 point levers, none spare). Diagram 1246/99 provided. (WN 25, IR, SNAP)

Kilmore East 1899

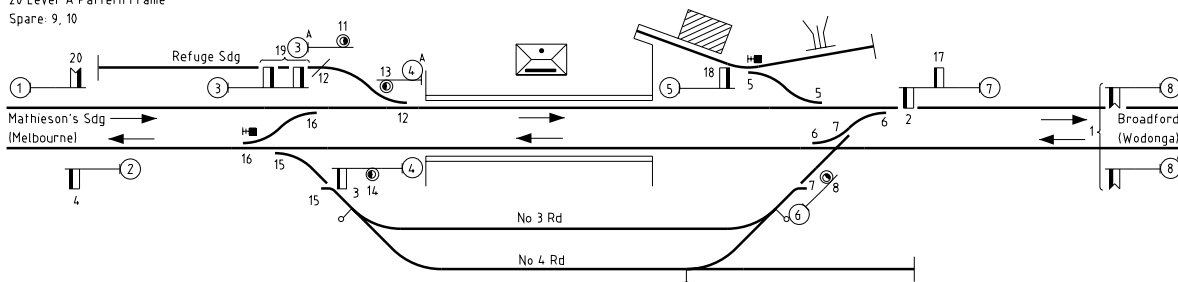
Based on WN 25/99 & 1908 Book of Signals



- (01.06.1911) By this date classified as SM class 8 (Reg)
- (02.10.1911) Coacting arm provided on Post 3 (Down Home). Post 8A provided (left hand side of line opposite Post 8) with coacting arm for Up Distant on Post 8 (WN 40)
- 01.02.1914 Refuge siding 1450 feet long provided leading off Down line at Up end. Posts 3A and 4A provided for moves to and from refuge. Frame renewed with 20 lever machine (12 signal levers, 6 point levers, and 2 spares). Amend Diagram 169/10. (WN 2, IR)

Kilmore East 1914

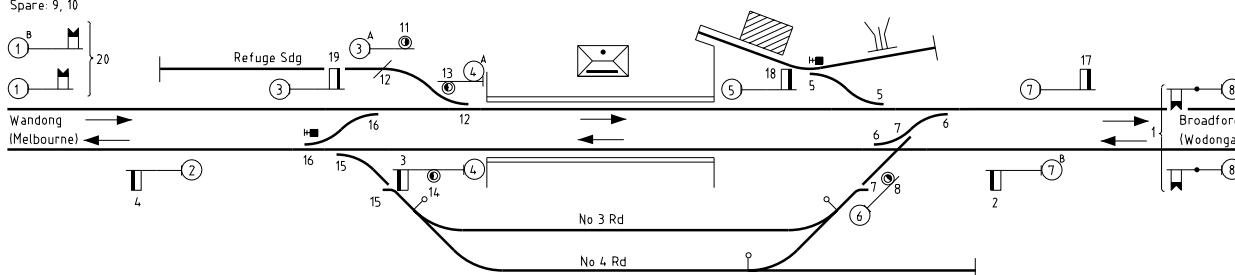
Based on Interlocking Sketch, WN 5/14, 1913 Book of Signals & Diagram 24'18
20 Lever A Pattern Frame
Spare- 9, 10



- (14.01.1918) Coacting arm on Post 3 abolished. Amend Diagram 169/10. (WN 2)
- 28.09.1927 Posts 8 and 8A abolished. New distant on new Post 8. Up home signal removed from Post 7 and placed on Post 7B. Amend Diagram 24/18. (WN 41*, IS)
- b1928 Line clear must not be given for Down trains until previous train is proceeding past Starting signal. Block terminal for Up trains. (GA)
- 07.10.1938 Down Distant, Post 1, replaced by new Post 1 and co-acting Post 1B 489 yds further out. Up Distant, Post 8 replaced by new Post 8 and co-acting Post 8B 420 yds further out. All distant signals now motor operated. Amend Diagram 24/18. (WN 42, IS)

Kilmore East 1938

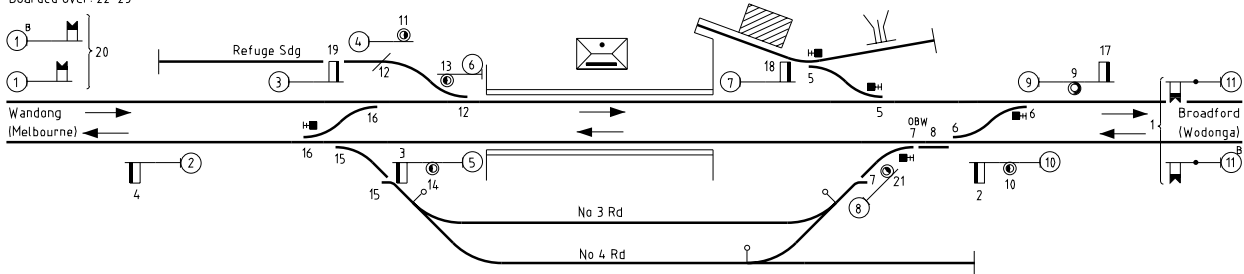
Based on Interlocking Sketch, WN 42/38 & Diagram 7'39
20 Lever A Pattern Frame
Spare- 9, 10



10.05.1939 Single compound 6/7 in Up main line at down end replaced by facing connection from Up line to Nos 3 & 4 Roads and trailing Crossover 6 moved further out. Frame extended to 21 levers. Disc 8 now worked by lever 21. Lever 8 now works lockbar on Points 7D. New discs provided on Posts 9 (Disc 9) and 10 (Disc 10). Points at up end renewed with 90lb material. All posts renumbered. Diagram 24/18 replaced 24/18. (WN 20, IR)

Kilmore East 1939

Based on Interlocking Sketch, WN 42/38 & Diagram 7'39
 25 Lever A Pattern Frame
 Spare: None
 Boarded over: 22-25



(23.05.1939) Switched in from 0715 Monday until No 72 clears on Sunday (WN 21)

(01.04.1947) Telegraph instrument removed (WN 13)

31.07.1955 SM class 8 withdrawn. Now worked by 3 class 5 ASMs supervised by SM Broadford (WN 32)

c1957 Open for passengers and goods. Supervised by Broadford. Has 2 400 foot platform, sheep and cattle race, and watering facilities (DS)

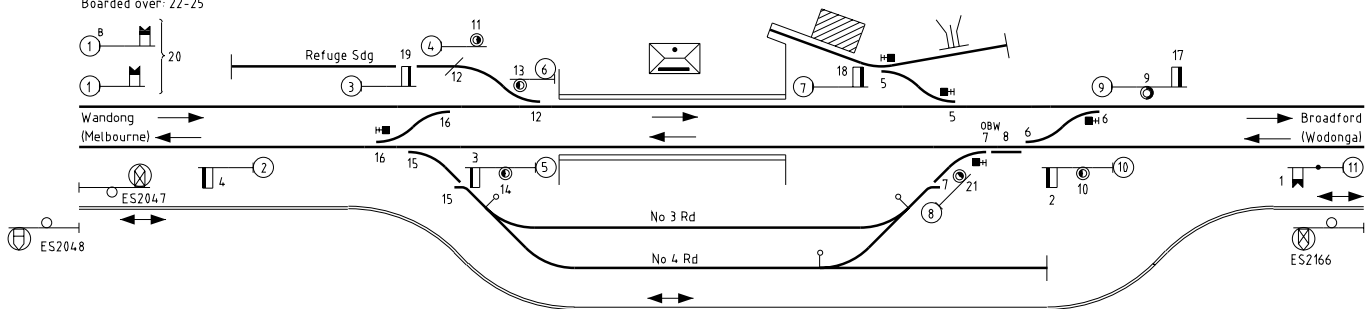
28.06.1961 Post 5 renewed (CI)

16.04.1962 One of three class 5 ASM positions abolished (WN 14)

30.05.1962 Up Distant, Posts 11 and 11B, replaced by new Post 11 315 yds further out (WN 23, IS)

Kilmore East 1962

Based on Interlocking Sketch, WN 42/38 & Diagram 7'39
 25 Lever A Pattern Frame
 Spare: None
 Boarded over: 22-25



19.12.1962 Post 12 renewed (CI)

13.05.1963 Now three class 5 ASM positions once again (WN 26)

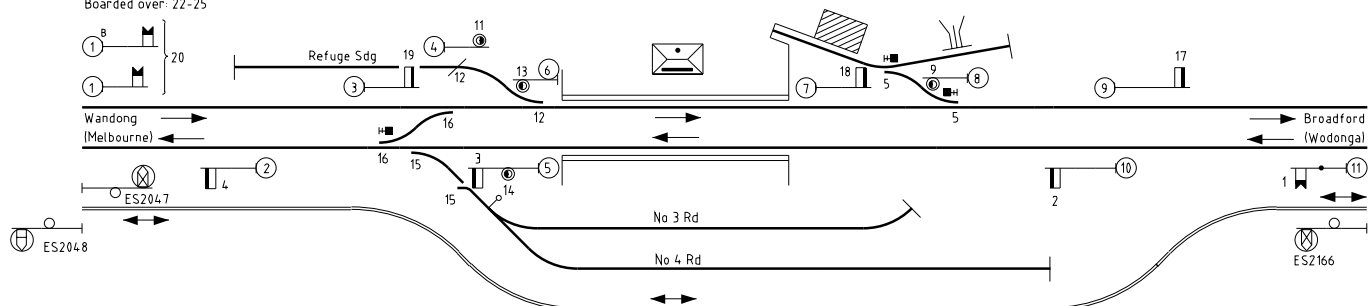
07.07.1969 Connections at Down end to No 3 and 4 Roads removed. Crossover 6, Points 7, Catch 7 and Lockbar 8 removed. Post 8 (Disc 21) removed and Disc 10 (Post 10) abolished. Levers 6, 7, 8, 10 & 21 spare. (WN 29, IR)

27.07.1969 The three class 5 ASM positions were upgraded to class 4 (WN 31)

29.07.1969 Disc 9 removed from Post 9 to new Post 8 located 88 yards further in. (WN 31, IS)

Kilmore East 1969

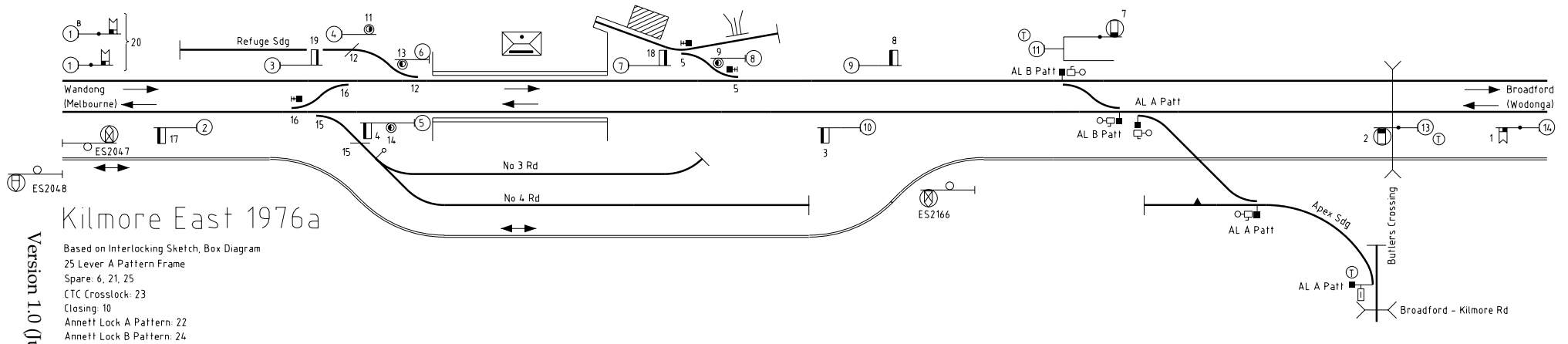
Based on Interlocking Sketch, WN 42/38 & Diagram 7'39
 25 Lever A Pattern Frame
 Spare: 6 - 8, 10, 21
 Boarded over: 22-25



- 02.04.1973 Catch 15 replaced by Derail (IS, CI)
- 24.03.1975 Stationmaster (class 1) provided. One ASM class 2 withdrawn (WN 10)
- 22.06.1975 Two class 2 ASM positions reclassified class 1 (WN 26)
- 03.09.1976 Apex Siding provided at 40 miles + 1294 metres. Facing Crossover provided for moves from Down line to Apex Sdg. All points fitted with dual control point machines, but remote operation not brought into service. Points worked by hand throw lever and secured by Annett locks with duplicate locks on levers 22 and 24 (note: each lever has two Annett Locks). A set of trailable points is situated in the siding,

and is secured normal by an 'A' pattern Annett lock. New light signals, Posts 11 (Home 7) and 13 (Home 2) provided with post telephones. Home 3 now worked by lever 4, and Home 4 by lever 17. Up Distant relocated 1 mile further out and renumbered Post 14. Standard Gauge release provided on CTC panel. Illuminated diagram provided at Kilmore East. Frame extended to 25 levers and Closing 10 and CTC Crosslock 23 provided. Diagram 5/76 provided. Release for siding may be granted by Standard Gauge Train Controller if no trains is signalled toward the Kilmore East from either Wallan or Broadford Loops, or a signalled train

- 13.09.1976 has passed ES2166 (Up train) or Post 14 (Down train). Release is taken by operating switch on illuminated panel which releases CTC crosslock lever which releases levers 22 and 24. Line clear may be granted for Down trains if the preceding train is proceeding past Post 9. (WN 38, IS)
- Apex Quarries Sdg available for service. (WN 38)



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29.09.1976 Motor operation of points at Apex Sdg brought into use and Annett locks removed. Fixed Home signal and Call-on 25 provided on right hand doll of Post 11. Dwarf 21 provided. Trailable points in siding electrically released by Kilmore East lever 6. Posts 16/6 & 16/10 will not be brought into use until further notice. Diagram 15/76 replaced 5/76. (WN 40, IR)

23.05.1977 New Up and Down Home signals (16/6 and 16/10) provided on Standard Gauge to protect grade crossing. New Up Automatic signal ES2368 provided in rear of Home 16/10. Standard gauge release is lever 16/9. Signals 16/6 and 16/10 provided with illuminated letter 'A's which is displayed when Kilmore East is switched out. Post telephones provided. Emergency release key provided at Kilmore

12.09.1977 Illuminated letter 'A's provided for Homes 2 & 7. Provided after delays due to failures in February 77. If signal and phone had failed, the Guard or Fireman would have to walk to Kilmore East to see if box was switched in. (IR, SB, WN 38/79 states that this occurred on 12.9.79)

(12.06.1979) Homes 3 and 8 electrically lit (WN 24)

23.07.1979 No 3 Rd out of use and points spiked (WN 31)

17.01.1980 Post 10 renewed (CI)

03.06.1984 Post 3 renewed (CI)

06.07.1984 Posts 1 & 1B electrically lit (CI)

13.08.1986 Post 12 altered to apply to moves to both the

Down line and the Up line. Limit of Shunt board provided 330 yards in the rear of Post 11. (WN 32, IS)

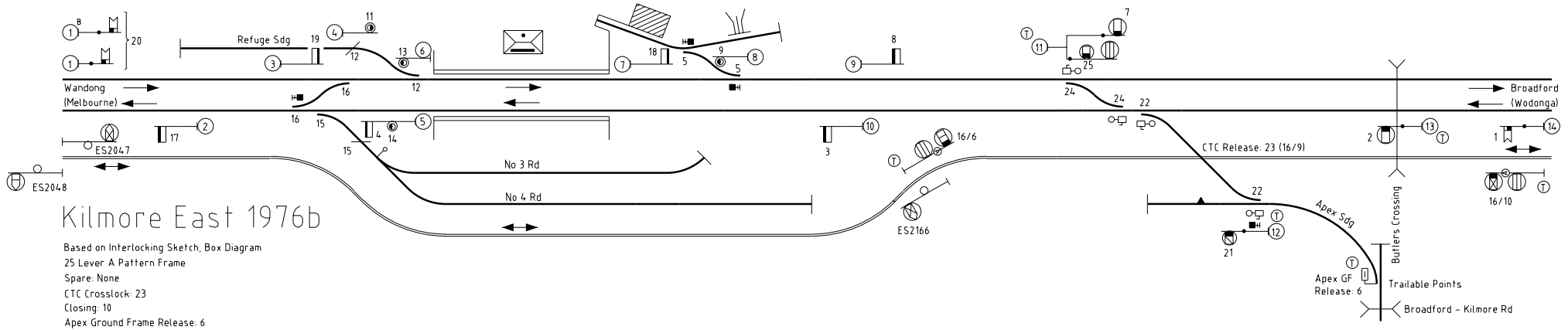
17.06.1987 Posts 4 & 9 renewed (CI)

01.07.1987 Proceed aspect on Dwarf 12 altered from yellow to green in accordance with Regulation 51. (WN 26)

23.07.1987 Standard Gauge Homes renumbered from '16' to 'KME' (WN 29)

07.03.1988 Good Shed Sdg abolished. Crossover 5 removed. Posts 7 (Home 5) and Post 8 (Disc 9) removed. Levers 5 & 9 were sleeved normal and Lever 18 is now a pilot lever. Amend Diagram 40/86. (WN 10, IR, IS)

(07.06.1988) Down trains may be accepted if line is clear to Post 9. (WN 22)



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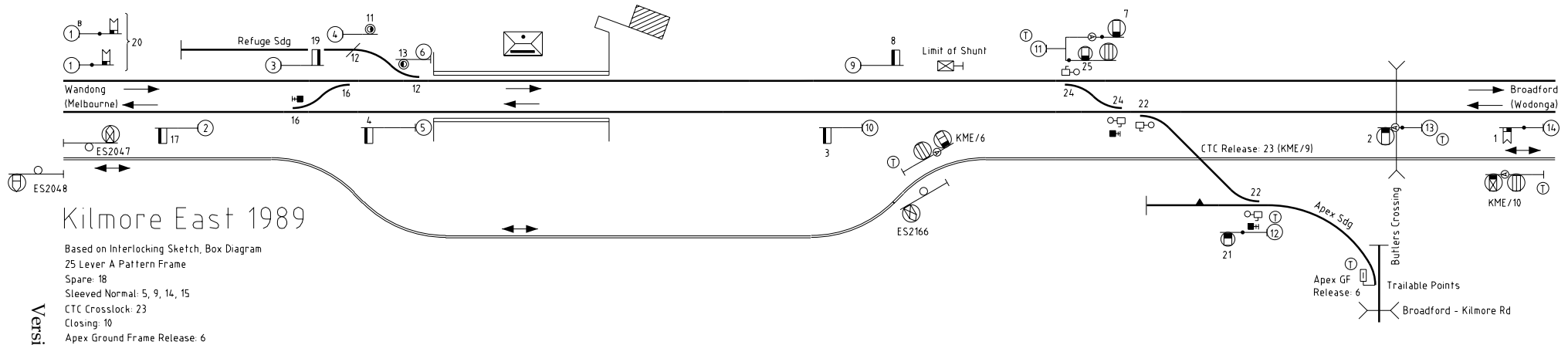
- 10.09.1989 No 4 Rd out of use. Levers 14 & 15 abolished (IS)
- 10.11.1989 Up Refuge siding abolished. Points 15 spiked. Disc 14 removed. Levers 14 & 15 were sleeved normal. (WN 46)
- 19.12.1989 Pilot Lever 18 removed (WN 1)
- 10.12.1996 Automatic ES2048 was altered to a reverse stagger (WN 49)
- 25.02.1999 Up Distant, Post 14, was converted to a light signal (WN 8)
- 29.07.1999 Control of the NE standard gauge line transferred to ARTC Train Control Mile End (WN 31)
- (10.07.2000) By this date, a Block Terminal (under all conditions) for Up trains, but not for Down trains (WN 27)

DRY CRREK RD (41 MILES 2 CHAINS)

- b1908 Pits (GA)
- 07.09.1996 Flashing lights provided at Dry Creek Road (70.960 km) (WN 37)

SHORT ROAD (44 MILES 73 CHAINS)

- (01.06.1911) By this date Gatekeeper class 5 (Reg)
- (02.10.1923) By this date Gatekeeper class 6 (Reg)
- 18.12.1946 Approach bells provided (WN 52)
- (09.02.1960) Level crossing closed. Hand gates removed (WN 6)



Kilmore East 1989

Based on Interlocking Sketch, Box Diagram
 25 Lever A Pattern Frame
 Spare: 18
 Sleeved Normal: 5, 9, 14, 15
 CTC Crosslock: 23
 Closing: 10
 Apex Ground Frame Release: 6

Version 1.0 (July 2002)