

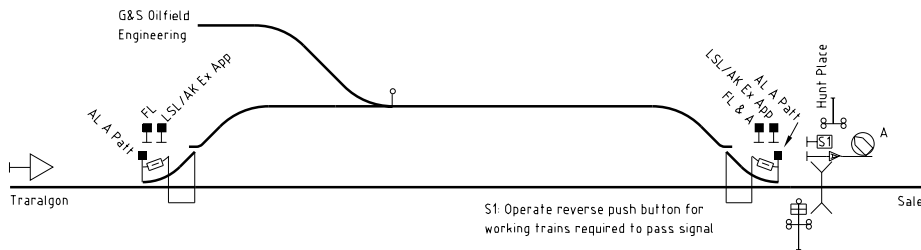
Sale

WURRUCK BALLAST SIDING (126 MILES 7 CHAINS)

- 05.12.1923 Open for traffic (added to WTT). Not named at this point. Points at each end of loop siding secured by Staff locks rodded to catch points. (WN 50, SLR III)
- 27.11.1928 Catch points at each end relocated 30 feet further out to give additional 60 feet of standing room. By this date named 'Wurruk Ballast Siding' (WN 48)
- 15.05.1939 Siding dismantled and main line points removed. Staff locks removed. (WN 21, SLR III, AGST 12/161/1)

SALE INDUSTRIAL ESTATE SIDING (203 KM)

- 02.02.1981 Siding brought into service. Up end points at 203.257 km and Down end points at 203.831 km. Points secured by Annett locks (A Pattern Down end and B Pattern Up end) and rodded to Derails in siding. Annett keys secured in Staff/Annett key exchange apparatus at Up and Down end (WN 6, SLR III)
- 09.07.1981 Flashing lights provided at Hunt Place (203.9 km) at Down end of Sale Industrial Estate Siding. Down two position Automatic signal provided to protect level crossing. Signal will usually be at clear and will not track cancel. The signal will be restored to normal when Staff is exchanged for Annett key at Up or Down end points. Pushbuttons to control signal and flashing lights provided at Up and Down points. Signal will track cancel when manually operated. Down location board lettered 'Sale Industrial Sidings' was provided. (WN 29, SLR III)

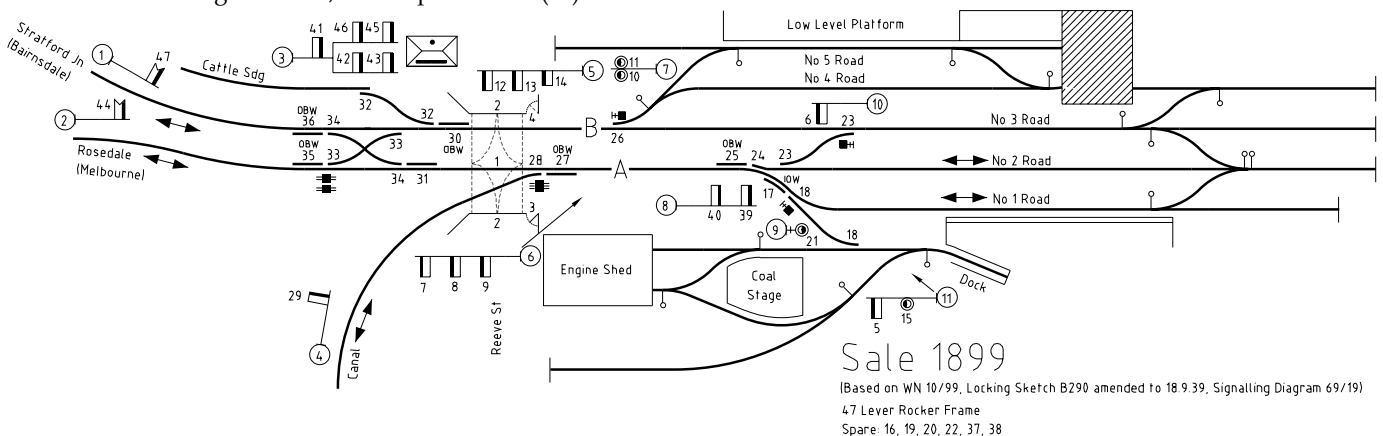


City of Sale Industrial Estate Sdg 1983

(Source: Inspection 26.04.2003 & Signalling Arrangements A2S1738/83)

SALE (127 MILES 67 CHAINS OR 207 KM)

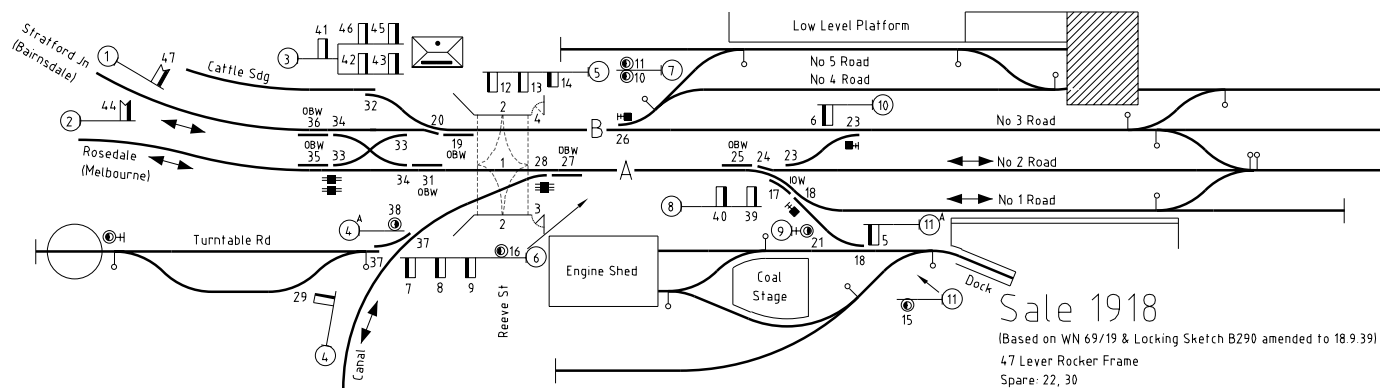
- 14.05.1877 Line opened for passengers Morwell - Sale. This was an isolated section of line. (Chronological Index)
- (01.04.1878) By this date (since 1.3.78) Staff & Ticket introduced on Sale line, section Rosedale - Sale (WTT)
- 08.05.1888 Line opened from Sale to Stratford Junction (and from Stratford to Bairnsdale). Staff & Ticket working introduced Sale - Stratford Jn (WTT)
- 10.08.1888 Interlocked from 40 lever No 6 pattern frame with 38 working levers (Interlocking Register)
- 29.08.1888 Additional signals for goods sidings and engine shed in use. Probably one of these was Ground Disc 21. All 40 levers working probably now working. (IR)
- 11.05.1890 New 47 lever frame fixed (7 spare). Probably no change in working levers (IR)
- 22.05.1890 New signal provided to Cattle Yard; probably short arm 14. Additional two levers working (IR)
- (01.07.1899) By this date frame contains 22 signal levers, 8 point levers, 7 lockbar levers, 2 wicket levers, 1 gate lock lever, 1 gate wheel, and 6 spare levers (IR)



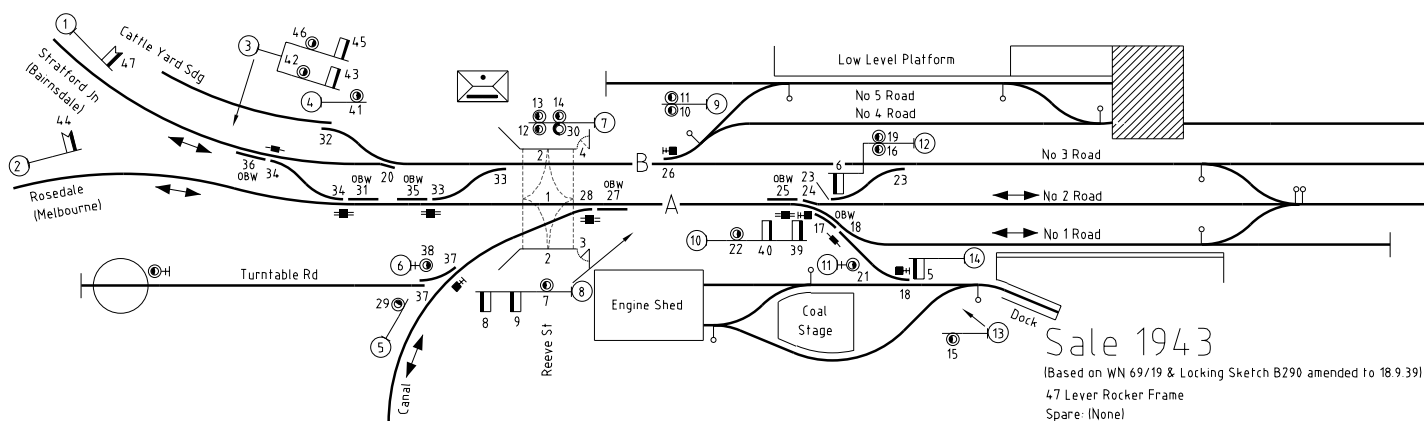
Victorian Signalling Histories No 74, Version 1.0 (August 2004)

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- (04.09.1899) Posts renumbered. Diagram 894/99 in service (WN 10)
 19.04.1911 Lie of points leading to Cattle Siding reversed to protect main lines. Additional point lever (probably 20) working. Now 5 spare. (IR)
 (07.04.1913) Electric Staff working (large instruments) replaced Staff & Ticket Working Rosedale - Sale. Master Key Rosedale - Sale withdrawn (WN 14)
 (01.03.1915) Electric Staff working (large instruments) replaced Staff & Ticket working Sale - Stratford Jn. (WN 9)
 (28.02.1916) Home 5 removed from Post 11 to new Post 11A situated between No 1 Road and Carriage Dock Road. Amend Diagram 894/99. (WN 9)
 08.08.1918 New turntable road provided between Wharf line and Melbourne line with 70 foot turntable. Disc 38 provided on new Post 4A and Disc 16 on Post 6. Points 37/Catch 37 provided. Levers 16, 37 & 38 formerly spare. Diagram 11/18 replaced 849/99. (WN 33, IR)



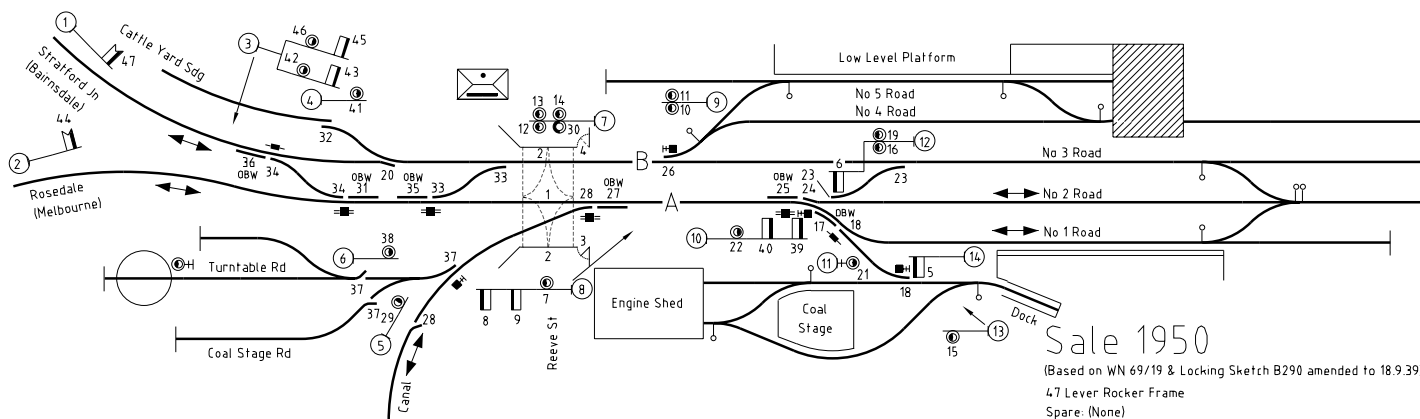
- 15.10.1925 Homes 14 (Post 5) and 41 (Post 3) replaced by disc signals. Amend Diagram 69/19. (WN 42, LS B290)
 (09.08.1927) Crossover between Nos 3 and 4 Roads on the Down side of the Goods Shed removed (WN 32 extracts)
 18.09.1939 Locking on locking sketch corrected with machine (LS B290)
 (21.04.1942) Siding provided to new storage depot for piles, beams, etc and is now available for use (replaces sidings at Wharf). Leads from Cattle Yards Siding immediately in rear of Post 3 and is 600 feet long from points to buffer stops. Scotch block provided at exit from siding (WN 16, 41/13423)
 16.11.1943 Post 3 relocated 80 yards further out and between the Stratford Jn line and the Cattle Yards Siding. Disc 41 removed from Post 3 to a new Post 3B situated 30 yards further in from the new position of Post 3. Amend Diagram 5/40. (WN 47)
 18.11.1943 Delta crossover replaced by two plain crossovers. Crossover 34, Points 20, and Catch 32 relocated 88 yards further out. Lockbar 19 abolished and lever became a pilot lever. (WN 47, LS)
 23.11.1943 Post 4B was replaced by a ground disc (WN 48, AGST 15/440/2)
 24.11.1943 Post 4 was replaced by a new post with Home 29 replaced by a disc (WN 48, AGST 15/440/2)
 30.11.1943 Homes 43 and 45 on Post 3 were replaced by disc signals (WN 49, AGST 15/446/2)
 02.12.1943 Homes 12 and 13 and Disc 14 on Post 5 were replaced by three discs (WN 49, AGST 15/446/2)
 07.12.1943 Post 10 replaced by lop bracket post (WN 49, AGST 15/446/2)
 21.12.1943 Home 7 (A to Canal) abolished. Disc 16 now applies to Canal Road as well as turntable road and is worked by lever 7. Point indicator provided on Points 37. Disc 30 (B to Nos 3-5 Roads) provided on Post 5. Disc 22 provided on Post 8 to apply to No 3 Road or Car Dock. Point indicator provided on Points 24 and removed from Points 18. Discs 16 & 19 provided on Post 10 to apply from No 3 Road and point indicator removed from Points 23D. Signal posts renumbered and Diagram 7/43 replaced 5/40. (WN 52, LS, AGST 15/460/1)



(19.02.1946) Turntable disc removed (WN 8)

31.01.1947 New Coal Stage road provided leading off Turntable Road. Catch 37 relocated 35 yards further out and new Catch 37 provided in Coal Stage road. Ground Disc Post 6 replaced by new Post 6. Lockbar 27 altered. (WN 6, AGST 17/20/1)

08.06.1950 Catch points 28 provided in Canal Road ahead of Post 5. However, these catch points were shown as provided in the 1943 alterations on the locking sketch, and also on the diagram issued in 1943. (WN 24, ACTM 18/121/1)



04.06.1959 The two sidings leading from the Turntable Road were abolished. The coal stage (on the Down side of Reeve Street) and the Engine Shed were abolished. The two sidings formerly serving the coal stage and Engine Shed will remain in use as temporary sidings for the Way and Works Branch. A scotch block was provided on the siding nearest the main line. Ground Disc 21 (Post 11) and the point indicator on Points 18D were abolished. Lockbars 17 and 25 were replaced by a track circuit. Lever 21 became spare. (WN 24, LS, ACTM 20/336/1)

(15.11.1960) Telegraph instrument removed (WN 46)

04.08.1963 Nos 1, 2, 3, and 4 Roads shortened by 100 feet and crossovers at down end rearranged (WN 41, ACTM 21/434/7)

(30.08.1966) 70 foot turntable removed. (WN 35)

29.11.1973 Lockbars 27, 31, 35, and 36 replaced by track circuits (LS)

28.09.1983 Goods shed relocated to new location adjacent to the Sale - Stratford Jn line. (Newsrail Dec 1983)

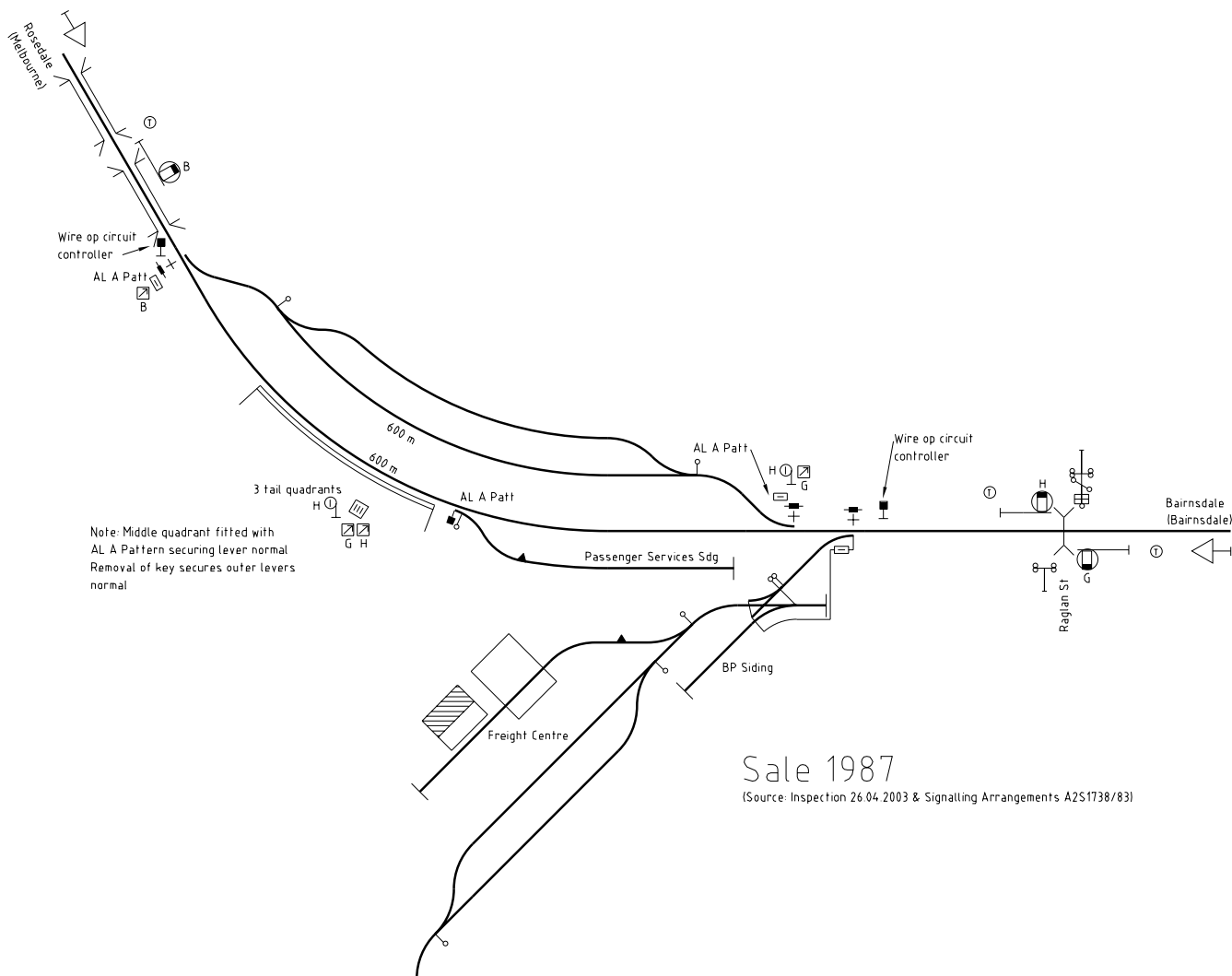
12.11.1983 K190 on special shunts original station for the last time; Melbourne connection broken by (or on?) that day. Signalbox and interlocking still in use. (Newsrail Jan 1984)

(29.11.1983) Sale station relocated. Curve provided to direct link Melbourne and Stratford line and new station erected on new curve. Original station abolished, but portion of Sale - Stratford Jn line retained as core of new goods yard. Canal line closed (had been used 'recently' for movement of oil tankers). Signalbox and all mechanical signalling abolished. Location Boards provided 400 metres from outer facing points at each end and main line points are secured by Staff locks. Trains may not cross at Sale and Up and Down trains may not approach Sale at the same time. Before accepting a train from Rosedale or Stratford Junction, the Signaller at Sale must obtain a Staff for the forward section unless the forward section is occupied by a train going away from Sale.. Line Clear may not be granted to Rosedale or Stratford Junction unless the points are set for the main line and the line is clear to the opposing Location Board. Train Arrival may not be sent until the train is complete and is proceeding on its journey past the opposing Location Board or (if a terminating train) has been shunted clear of the main line. The main line must not be fouled for shunting unless the Signaller has both Staffs (Rosedale - Sale & Sale - Stratford Junction) and shows both to the Driver. The Staffs may not be restored to the instruments until the line is clear and the points locked. The Composite Staff Exchange Box must not be used. (WN 22, Newsrail Nov 1983)

04.12.1983 New station officially opened by Mayor of Sale (Newsrail Feb 1984)

13.02.1984 All Sale passenger trains extended to Bairnsdale (Newsrail Apr 1984)

19.05.1987 Signalling provided at new station. Up and Down points to loop, and Down end points to Freight Centre equipped with plunger locks. Points to Service Siding equipped with A Pattern Annett lock. Up and Down light Home signals provided, together with Down Departure light Home protecting Raglan Street. Pilot quadrant provided on platform with Annett lock. Instructions issued in 1983 re no trains crossing at Sale cancelled. (WN 20)

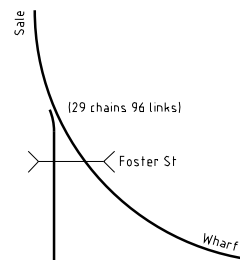


- (09.06.1987) Staff Exchange Box and Composite Staff Exchange Box provided (WN 22)
- 11.12.1988 Electric Staff working Traralgon - Sale - Stratford replaced by Train Order Working. Sale remains open as a crossing location. Up trains limited to 80 km/h approaching Raglan Street until approach track circuits modified for non-stopping trains. (WN 50)
- 12.02.1992 Flashing lights provided at Aerodrome Road (199.177 km) on the Up side of Sale. Harmon HXP level crossing predictor provided (WN 6)
- (07.12.1993) Station staff withdrawn. Driver in charge of signalling (WN 22)
- 27.06.1995 Points leading from Oil Siding to main line spiked to lie for dead end. Access to siding is still available via dead end. (WN ?)
- (06.02.1996) Line between Sale and Bairnsdale reclassified to minimum maintenance. No trains to run without approval of Group Manager, Infrastructure & Superintendent of Safeworking (WN 5)
- (11.11.1997) Delete instruction relating to issue of return Train Orders as this is now covered in SW 370/97 (WN 43)
- 06.04.1999 Train Order Working Traralgon - Sale replaced by Train Staff and Ticket with section Traralgon - Sale. (WN 12)
- 08.11.1999 Line reopened between Sale and Hillside for trials with RTL. Operated under Siding Conditions supervised by Signaller Sale. Driver will operate points leading to freight gate after obtaining permission from Signaller. Homes at Down end of Sale out of use, as are flashing lights at Raglan St and Maffra Road. (WN 46)
- 09.12.1999 Post 3 recommissioned (WN 50)
- 24.01.2000 Master Key 16 lettered 'Traralgon - Bairnsdale' provided at Sale for use at Hillside (WN 4)
- 31.01.2000 Train Staff (no tickets) working provided Sale - Bairnsdale (although only applies to Hillside and later to Bosworth Rd on outskirts of Bairnsdale). Flashing lights at Raglan St and Maffra Rd recommissioned (WN 5)
- 01.10.2001 Staff Exchange Box provided for use by Train 9442 (WN 39)

SALE WHARF LINE

SHELL OIL COY'S SIDING (129 1/2 MILES ON WHARF LINE)

- (24.11.1925) Siding for British Imperial Oil Coy provided (Shell) provided at 129 1/2 miles. Points face Down train and siding crosses Foster St. Gate provided on Down side of level crossing with notice board lettered 'Engines must not pass this point' 3 feet inside gate. There is room for 4 trucks inside notice board. (WN 47)
- (22.02.1972) Shell Coy's Siding abolished (WN 8)



H.J. SHOPLAND'S FIREWORD CUTTING SITE (129 1/2 MILES)

- (01.12.1954) Mentioned in Goods Rate Book. No siding (GRB)

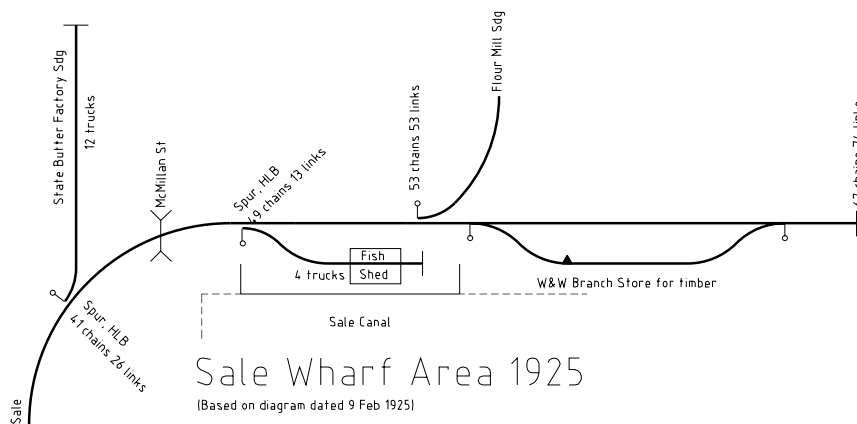
SALE DISTRICT CO-OP BUTTER AND COOL STORAGE SDG (129 3/4 MILES)

- (01.03.1920) Siding provided for the Sale District Co-operative Butter and Cold Storage Company (WN 9 extracts)
- (14.02.1966) Mentioned in Goods Rate Book (GRB Vol III)

Shell Oil Sdg
(Based on undated diagram)

SALE WHARF (129 3/4 MILES)

- 14.05.1877 Line almost certainly constructed with main line to Moe as material was shipped into Sale.
- (05.09.1898) Tramway crossing provided across Wharf line for the Public Works Department a 'short distance' from the wharf. All movements to and from the wharf must stop dead at the crossing and not proceed until it is seen that the line is clear (WN 10)
- (27.11.1899) Public Works Dept tramway crossing abolished (WN 22)
- (?.01.1902) Instructions for working Piers or Wharf lines (including Sale Wharf). Only one engine in steam; no Train Staff used. When pushing vehicles, shunter must ride leading vehicle. Shunter to walk over all level crossings and along thoroughfares to keep traffic clear. Not to exceed 10mph when pushing trucks and number of vehicles limited to 10 (General Appendix)
- (30.07.1917) Tramway crossing provided across Wharf line for the Ports and Harbour Dept (WN 31 extracts)
- (14.01.1918) Tramway crossing and notice board abolished (WN 2, 17/9030)



- (01.08.1929) Trucks of coal consigned to the Sale Borough Council may be placed on the Wharf road at such times as the engine is working between the Station and Wharf in connexion with fish traffic (Goods Rates Book)
- c1941 Stores Branch sidings at Wharf dismantled due to provision of new siding at Sale off Cattle Yards line (SS, 41/13423)
- c1950 Wharf Siding still shown on undated plan (SS)
- (01.12.1954) Not mentioned as a traffic source or destination (GRB)

SALE GAS WORKS SITE (128 3/4 MILES)

- (01.12.1954) Mentioned in Goods Rate Book. Trucks of coal placed on Wharf Road. Gas works situated alongside Flour Mill Siding between Raymond St and York St. (GRB, SS)

(01.12.1954) Mentioned in Goods Rate Book. (GRB)

(01.01.1962) Mentioned in Goods Rate Book (GRB Vol III)

(14.02.1966) Mentioned in Goods Rate Book as Mobil Oil Australia Ltd Discharging Site (GRB Vol III)

COMMONWEALTH OIL REFINERIES LTD SITE (128 3/4 MILES)

(01.12.1954) Mentioned in Goods Rate Book. Situated on the headshunt of the Cattle Yards. (GRB)

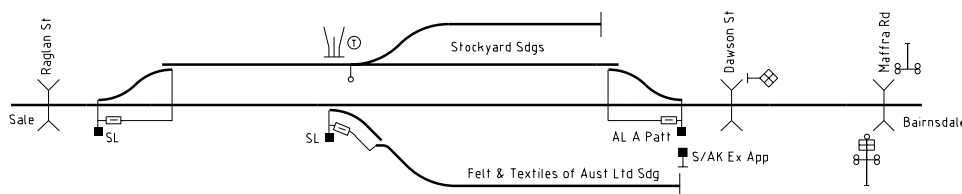
(01.01.1962) Mentioned in Goods Rate Book as BP Australia Ltd Site (GRB Vol III)

(14.02.1966) Mentioned in Goods Rate Book (GRB Vol III)

STRATFORD LINE

SALE LIVESTOCK SIDING (129 MILES)

- 28.04.1967 New Livestock Siding provided in Sale - Stratford Junction section at 129 miles opposite Felt and Textiles Siding. Up end points are at 128 miles 70 chains and Down end points at 129 miles 13 chains. Main line points are secured by Staff locks and rodded to catch points in siding. Spur siding 300 feet long provided off loop siding facing to Down movements on Down side of stock loading point. (WN 19, SLR III)
- 20.12.1967 Flashing lights provided at Maffra Road (129 miles 39 chains) and will be controlled automatically for all trains. An Approach Section Indicator was provided 184 feet from the Down end points of the Livestock Siding (WN 2)
- 05.02.1969 Staff lock on Down end points of the Livestock Siding replaced by an A pattern Annett lock. A Staff/Annett exchange apparatus was provided. (WN 6, SLR III)



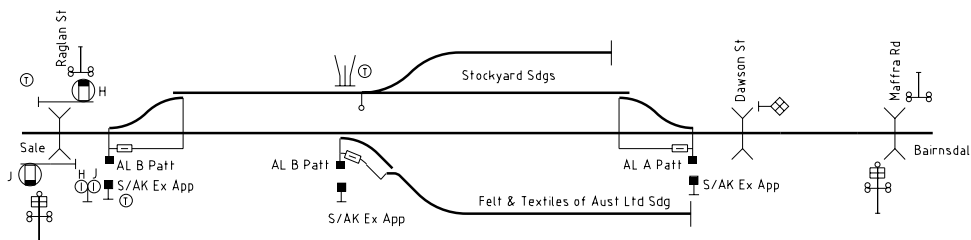
Stockyard and Felt & Textiles Sdgs 1969

(Based on Signalling Arrangements RF1330)

- 03.03.1976 Flashing lights provided at Raglan St (128 miles 1328 metres). The Staff lock at the Up end replaced by B Pattern Annett lock. Annett/Staff Exchange Apparatus was provided together with buttons to control the flashing lights (WN 11)
- c1987 Shown on Box Diagram of new Sale station, but signalling arrangement diagram has note that Stockyard Siding was deleted from drawing on 29.1.87. Staff Locks Register suggests that this siding was removed by the time the new station was opened. (Box Diagram, A2S1738/83, SLR III)

DAYLESFORD WOOLLEN & WORSTED MILLS SIDING (129 MILES 3 CHAINS)

- 19.07.1946 Siding now available for traffic. Dead end siding on Up side of the line and faces Down train. Points secured by Staff lock and rodded to catch points. Siding has accommodation of 425 feet. There is a 130 foot loading platform on siding finishing 30 feet from buffer stops. Siding will be operated by a pilot from Sale at times convenient to department. Driver must be in possession of Staff. Permission granted to push 10 vehicles to siding from Sale and to run without brakevan at rear on the journey back to Sale. (WN 30, SLR III, AGST 16/179/2)
- (17.01.1956) Renamed Felt and Textiles of Australia Ltd Siding (WN 3)
- 03.03.1976 Flashing lights provided at Raglan St (128 miles 1328 metres). Staff lock replaced by B Pattern Annett lock. Annett/Staff Exchange Apparatus provided together with buttons to control the flashing lights (WN 11)
- 20.12.1989 Flashing lights provided at Myrtlebank Road (212.050 km) on the Down side of Sale (WN 1)
- c1987 Shown on Box Diagram of new Sale station, but probably removed. Staff Locks Register suggests that this siding had been removed by the time the new station was opened. (Box Diagram, SLR III)



Stockyard and Felt & Textiles Sdgs 1987

(Based on box diagram, probably proposed layout)