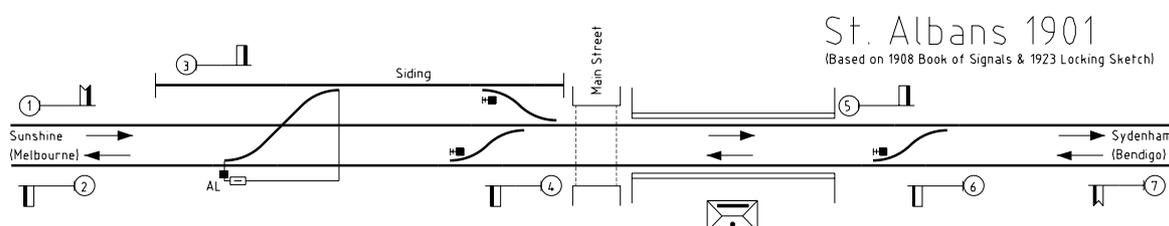


St Albans

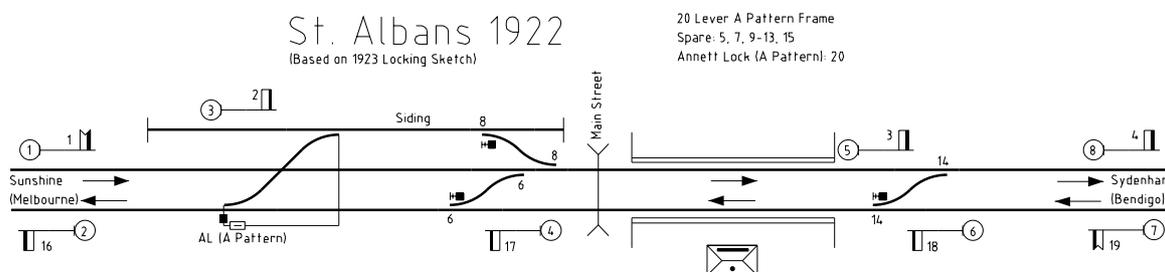
ST ALBANS (11 1/4 MILES)

For 113 years St Albans was the effective or actual terminus of the suburban service, an honour it is about to lose to Sydenham. The station was opened in 1887 and a limited suburban service was extended to the new station in 1888. Interlocking was provided in 1901 with the signalbox on the Up platform. The suburban service from Melbourne was electrified in 1921 and, in 1926, a new signalbox was provided on the Down platform to work interlocked gates across Main Street. In 1928 the Down platform became the main platform when signalling was provided to allow Up electric trains to start from the Down platform. In 1959 the station was relocated to the Up side of Main Street to prevent delays to road traffic by terminating suburban trains; although the Up (Country) platform remained on its original site.

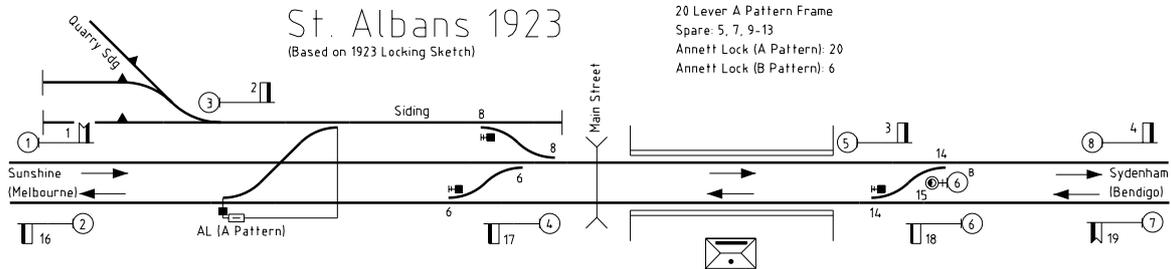
- 01.02.1887 Opened for passengers (and goods traffic by 30.06) (CI, CR)
- 28.09.1888 Tenders called for erection of Goods Shed (GG)
- (01.10.1888) At this date Time Interval working was still in use at St Albans (WTT)
- 19.11.1888 Suburban train service extended to St Albans (CI)
- (11.08.1890) By this date Block working using Winter's instruments had been introduced. Sections Braybrook Junction - St Albans - Sydenham. (WTT)
- 21.10.1898 Green lights provided in lieu of white. (WN 15)
- b01.07.1899 Distant/Home/Starting in each direction (SNIP)
- 17.06.1901 Interlocked. 12 lever frame provided (7 signal levers, 3 point levers, 2 spare) (IR)



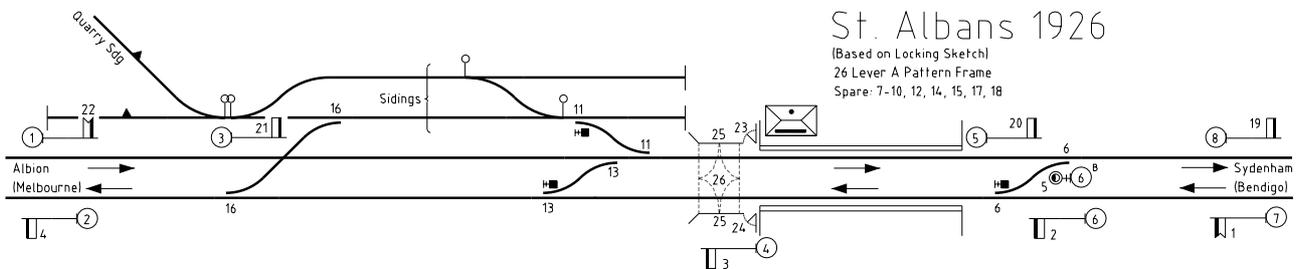
- (02.11.1903) Block switch probably provided. Switched in 0615 till 0809 Up Suburban clears and 1300 till 1922 Up Suburban clears. Permanently a block post in May 1903, but not in December 1909. (WN 44, WTT)
- 14.04.1904 SM finishes duty at 2000 (except on holidays when he remains on till departure of last pass). Lamp with Red flap provided so that passengers may signal to 1845 Up. Guard to extinguish lamp. (WN 15)
- (31.10.1910) Open as a block post for all trains (WN 44)
- (05.12.1910) Closes as block post after passage of last Up goods on Sunday until 0600 hours Monday (WN 49)
- 18.07.1911 Post 8 (Down Starting signal) provided (WN 29, IR)
- (29.09.1913) Cattle pits replaced gates at crossing at the Up end of station (11 miles 10 chains 50 links) (WN 39)
- (27.10.1913) Two sidings for St Albans Quarry Co (H.B. Black & Co Agents) provided leading off the Up end of goods yard. Opened for outwards trucks of stone. Local Melbourne - St Albans goods will place and clear trucks, but engines must not proceed on either siding beyond boundary fence (WN 43)
- 09.01.1914 New 12 lever A Pattern frame provided. No change to working levers (IR)
- 02.10.1921 Electric service provided. Overhead alive from Footscray. Connections to St Albans Quarry Sidings removed and sidings out of use (WN 41)
- 12.06.1922 New 20 lever A Pattern Frame provided 'account electrification'. No alteration to working levers except that a pilot lever was provided; this would have been the Annett Lock for the Up end connection to the goods siding. (IR)



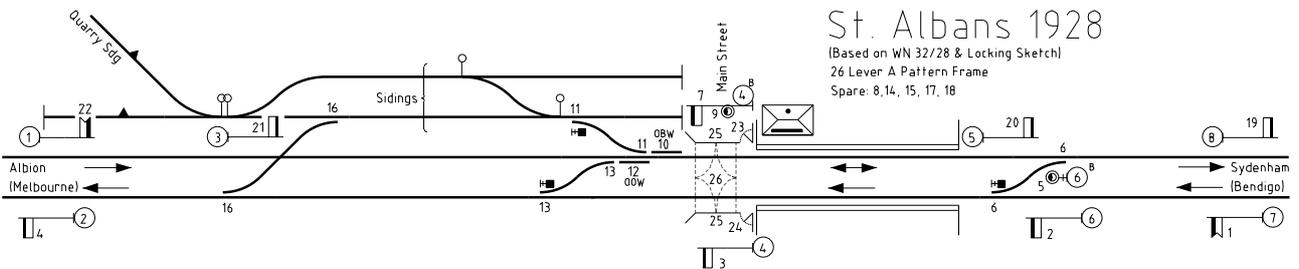
- 30.01.1923 Post 8 moved 183 yards further out (WN 6)
- (20.02.1923) B pattern Annett lock provided on Lever 6 (Up end crossover). Key to be kept by Signalman in a 'convenient position of security'. Lock holds lever normal to prevent signalman inadvertently signalling an electric train via the (unwired) Up end crossover. (WN 8)
- (03.07.1923) St Albans Quarry Sidings reopened. Consist of two dead end sidings parallel to main line, each with a capacity of 15 trucks, and a siding leading to Stone Quarries. Scotch blocks are provided & locos must not pass these blocks (WN 27)
- 11.10.1923 Post 6B, a ground disc, provided. Applies from Down Main line to Up Main line towards Post 4. (WN 42, IR, LS)



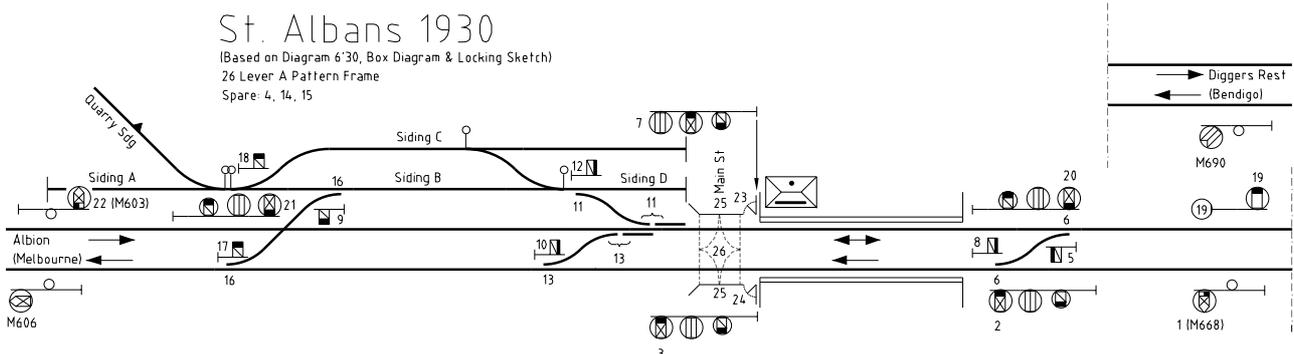
- (08.12.1925) By this date a Block Terminal on the Down line (probably since WN 13/12) (WN 49)
- 26.06.1926 Post 4 moved 37 yards further in (WN 26*)
- 20.07.1926 New signalbox with 26 lever frame at Up end of Down platform replaced signalbay on Up platform. Interlocked gates and wickets provided. Points to siding connected to frame and Annett lock removed. Permanently a block post. (WN 30*, IR, LS)



- 29.09.1927 Post 8 moved 27 yards in (WN 32*)
- 06.08.1928 Signalling provided to allow Up trains to depart from Down platform. Post 4B (Home 7 and Disc 9) and Lockbars 10 & 12 provided. Levers 7, 9, 10 & 12 previously spare (WN 32, IR, LS)



- (14.08.1928) Modification of Rule IV: In clear weather Up trains can be accepted provided line is clear to Post 4. (WN 33)
- 05.02.1930 Double Line Block Albion - St Albans replaced by three position signalling. Posts 1 and 2 abolished. Lever 22 now controls Controlled Automatic M603. Lever 4 spare. (WN 13*, IR)
- 01.08.1930 All two position signals replaced by three light position signals, except Post 19 (Down Starting signal). Established as Block Terminal Post for Up trains. (WN 32*, LS, IR)



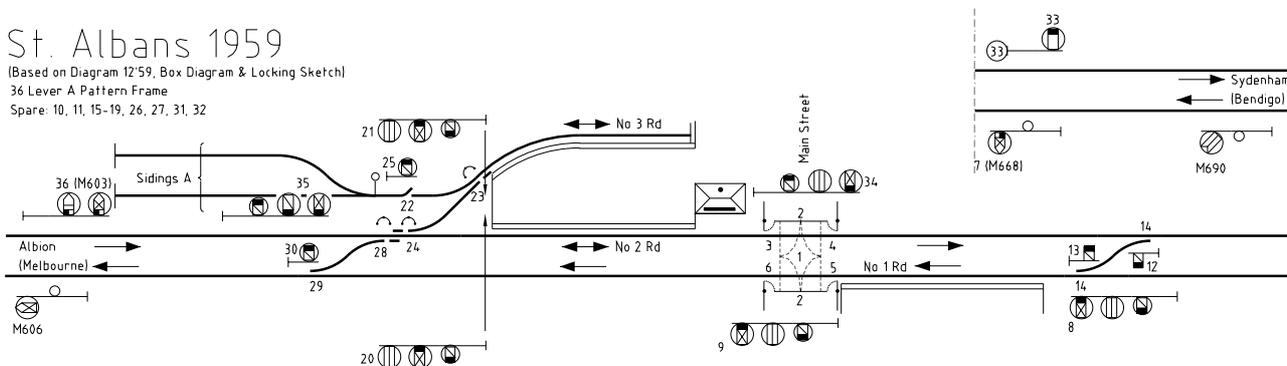
- (21.11.1939) St Albans Quarries Siding disconnected (WN 47)
- (20.08.1946) Former St Albans Quarry Siding reconditioned for Jellis Bakeries. Siding is a dead end 710 feet between Scotch Block and baulk at end of reconditioned portion. (WN 34)
- 17.01.1954 SM provided (WN 10*)
- (19.08.1958) Closed for goods (WN 33/58*)
- 25.09.1958 Connections from main line to sidings abolished and Dwarfs 9, 12, 17, and 18 taken out of use (WN 40, IR)
- 22.11.1959 New island platform provided on Up side of level crossing. Back track in use. Provision of two Stabling Sidings at Up end. New 36 lever frame provided in new signal bay. Former Down platform, signalbay, and booking office were abolished (WN 48, IR)

St. Albans 1959

(Based on Diagram 12 59, Box Diagram & Locking Sketch)

36 Lever A Pattern Frame

Spare: 10, 11, 15-19, 26, 27, 31, 32



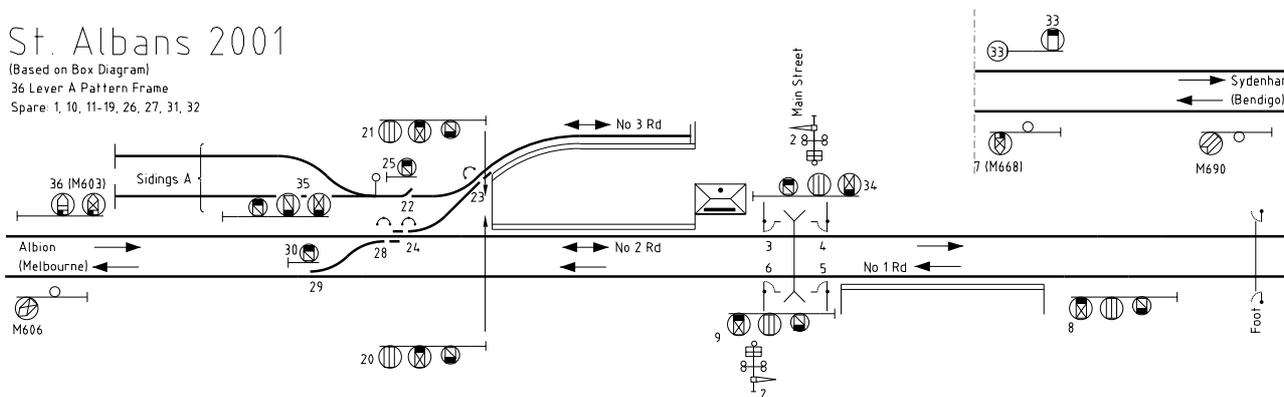
- 20.05.1972 Passenger platforms lengthened (CI)
- 21.07.1976 Crossover 14 abolished. Levers 12, 13, and 14 sleeved normal (WN 30, IR)
- 08.12.1976 Rotating flashing lights provided at Main Road level crossing (WN 51, IR, LS)
- 06.03.1977 Crossover 14 and Signals 8, 12, and 13 were abolished. Post 33 was moved 128 metres in the Up direction (WN 12, LS)
- (18.07.1978) Buffer stops in Back Platform Road relocated 29 feet in the Up direction (WN 29*)
- 11.03.1981 Traffic light co-ordination provided at Main Road (WN 12*, LS)
- 09.11.1986 Interlocked gates at Main Street (17.914 km) replaced by manually controlled Boom Barriers. Wickets retained. (WN 44)
- 29.11.1990 Hand operated train stabling security gates were commissioned. Indicators for rail and road gates provided on track diagram (WN 8)
- 23.10.1991 Pedestrian Gates provided at Ruth Street pedestrian crossing (18.508 km) (WN 40)

St. Albans 2001

(Based on Box Diagram)

36 Lever A Pattern Frame

Spare: 1, 10, 11-19, 26, 27, 31, 32



- 11.09.1999 Bayside trains took control of line between St Albans and Sydenham (WN 41)

TAYLOR'S ROAD (12 MILES 24 CHAINS)

- 20.04.1967 Flashing lights provided at Taylor's Road (12 miles 24 chains) (WN 18)
- 15.01.1986 Boom barriers installed at Taylor's Road (19.805 km) (WN 3)
- 08.08.1991 Healthy State lights provided at Taylors Road (19.805 km) (WN 31)