

Sunbury

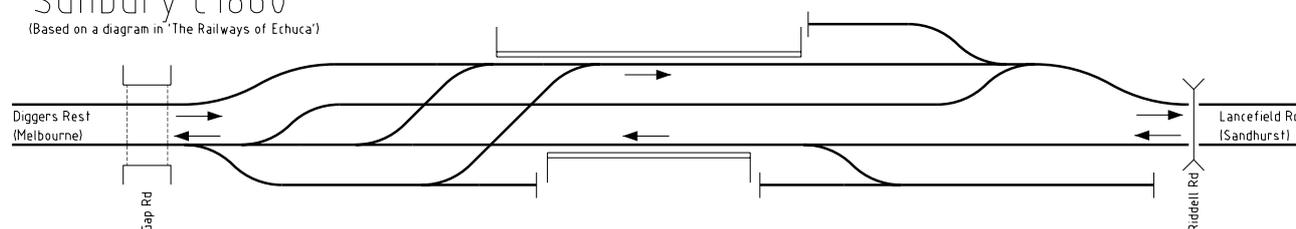
SUNBURY (23 3/4 MILES)

Sunbury was the terminus of the first country section of the Victorian Railways to be opened in 1859 and the line was extended to the north two years later. The curious three track yard, dating from the earliest times and unique in Victoria, lasted until very recently. Another feature that lasted until recently was the lack of proper interlocking. An interlocking frame was provided in 1885 but this only worked signals. Interlocking the points with the signals only began in 1981 when one set of points was fitted with an Annett lock. Nearly all of the remaining main line points were similarly equipped over the next 12 years. Sunbury was fully interlocked, finally, in 1998 when an SSI was provided.

- 10.02.1859 Opened for passengers (VR62)
- 11.07.1859 Duplication brought into service from Footscray. Goods traffic commences (VR62)
- (11.03.1859) Contract let for erection of station and platform for £11,742/12/4. Alex Amos & Co (GG)
- (27.05.1859) Contract let for erection of GI Goods Shed for £3922/100.5 Geo. Cornwall (GG)
- 08.07.1861 Line extended to Woodend (VR62)
- (02.11.1861) Contract let for pumping equipment, WI tanks, etc for water supply. £4908/7/0 (with Gisbourne & Woodend). William Crossley (GG)

Sunbury c1860

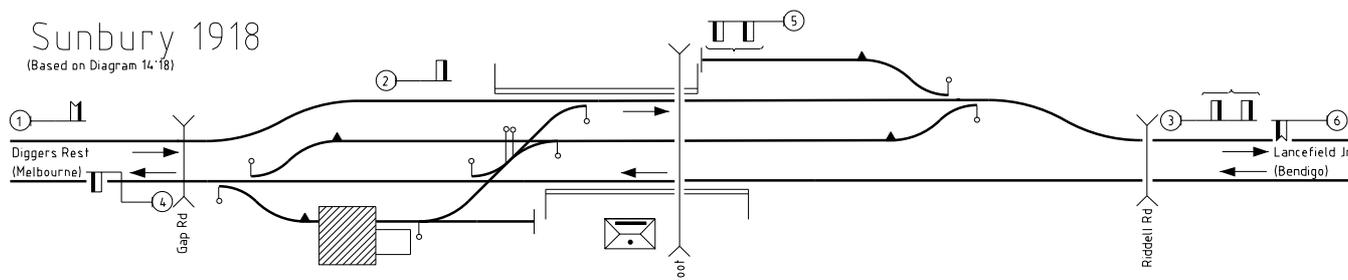
(Based on a diagram in 'The Railways of Echuca')



- (29.01.1861) Contract let for removal of station to Woodend. £4775/0/0. William Cain (GG)
- (30.04.1861) Contract let for erection of station buildings. £2207/12/11. Cormack & Irving (GG)
- (03.09.1861) Contract let for removal of buildings at Diggers' Rest and Sunbury to Lancefield (Road). £2690/17/7. Wm Murray (GG)
- (04.12.1866) Contract let for removal of goods shed from Diggers' Rest to Sunbury. £407/11/6. George Wright & Co (GG)
- ??.02.1867 Opened as a telegraph post on railway circuit (PTT)
- b01.12.1879 Telegraph block worked for Up trains from Lancefield Road. Trains to Lancefield Road, and to and from Melbourne worked under Time Interval (WTT)
- 22.10.1885 Six lever ground frame 'special pattern' provided to work signals. All levers working (IR)
- (03.12.1885) By this date Telegraph Block worked for all trains to and from Lancefield Junction (since 1.12.82). Time Interval working still used towards Melbourne. (WTT)
- (01.10.1888) By this date Block Instruments provided for section Sunbury - Lancefield Junction (since 19.12.87). (WTT)
- (11.08.1890) By this date Block working using Block Instruments on Up side (since 1.10.88). Sections Diggers Rest - Sunbury - Lancefield Junction. (WTT)
- 04.11.1898 Green lights provided in lieu of white in signals. (WN 17)
- b01.07.1899 Distant/Home/Starting in each direction (SNIP)
- (10.04.1905) Gates at No 17 Crossing (Station Street) at Sunbury replaced by Cattle Pits (WN 15)
- (01.02.1908) By this date special instruction: Line Clear not be given for an Up train until preceeding train is preceeding on its journey past the Starting signal. Instruction retained until 1919 GA, but had been deleted by 1928 GA (GA)
- (07.10.1912) Livestock Siding extended 124 feet to new buffer stops (WN 41*)
- (?.04.1919) By this date special instruction: Light engines must not be sent forward to Up Starting to wait Line Clear, but must stand at platform. Instruction still in 1979 GA (GA)

Sunbury 1918

(Based on Diagram 14 '18)



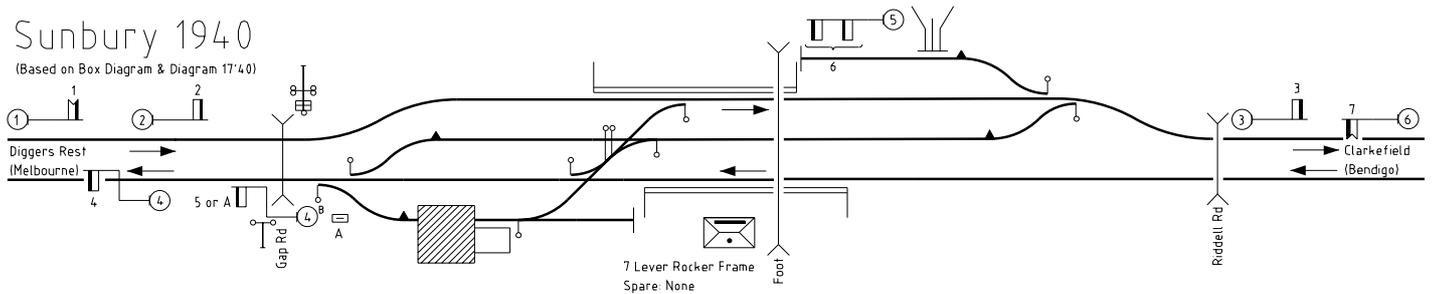
Victorian Signalling Histories No 9, Version 1.1 (September 2001)

Copyright 2001, Andrew Waugh. Non commercial reproduction is permitted. Corrections and additions welcome. Please contact the author at 25 Grieve St West Macleod VIC 3085.

- (08.12.1925) By this date Block Terminal on Down (probably since 1922) (WN 49)
- (22.02.1927) Established as Block Terminal Post on Up (WN 8*)
- 04.07.1927 Co-acting arm on Post 3 removed (WN 28/27*)
- 19.01.1928 Down Home moved 321 yards further out. Down Distant moved 308 yards further out (WN 5)
- (20.08.1935) Crossover from Down line to Up line, formerly used in connection with special traffic, has been abolished. (WN 34)
- (01.12.1936) By this date special instruction: To get maximum benefit of the Block Terminal conditions, Guards of Down trains that have arrived complete within the Down Home must notify the Signaller by means of the telephone at the Up Starting signal, but Guards must first check that the Down Home is at Stop. Instruction still in 1979 GA (GA)
- 01.11.1940 Flashing lights provided at Station Street (23 miles 49 chains), controlled by track circuits and home signals. New Post 4B (Up home), worked by signalbay for through movements and by lever A for shunting movements. Frame extended by 1 lever. (WN 46, IR, LS)

Sunbury 1940

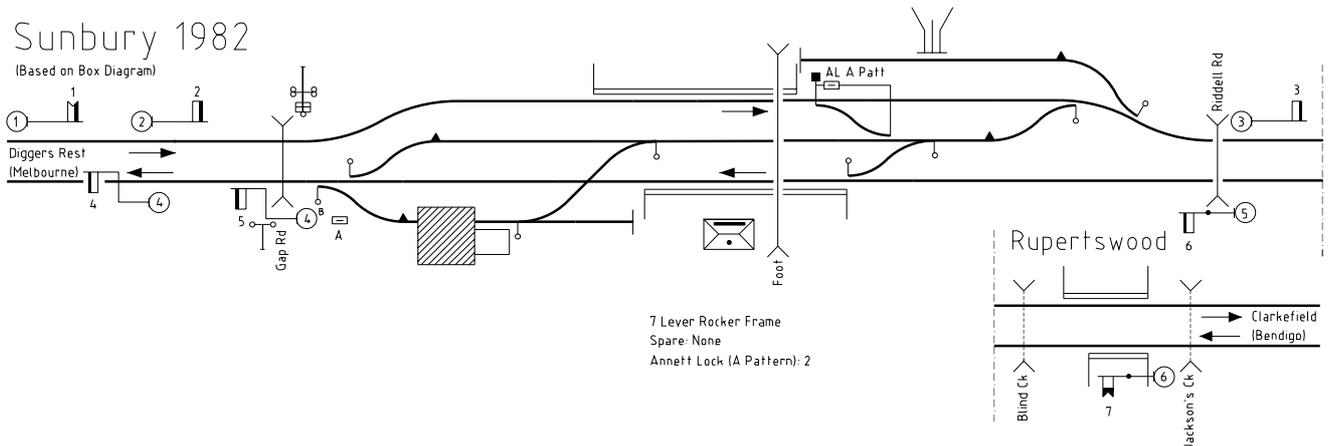
(Based on Box Diagram & Diagram 17'4'0)



- 08.11.1962 Post 4 renewed (CI)
- 13.03.1963 Post 1 renewed (CI)
- 08.10.1963 Post 6 replaced by new post 433 yards further out and 23 feet from rail. New Up distant is motor operated and repeated in signal bay. (WN 42, LS)
- 03.07.1975 Up Distant relocated 240 yards further out and to left hand side of line and electrically lit. (WN 27, CI)
- (01.04.1980) Disestablished as a Block Terminal Post for Up trains (WN 14)
- 03.03.1981 Down distant electrically lit (CI)
- 25.03.1981 Up Home electrically lit (CI)
- 23.11.1981 Trailing crossover in Down line replaced by facing crossover at the Down end of the Down platform. Secured by Annett lock with duplicate lock provided on Lever 2. (WN 49, CI has 24.11, LS has 10.02.82)
- 10.02.1982 Trailing crossover provided in Up line at Down end of Up platform. Post 5 replaced by new Post located 279 metres from Down end of Up platform. All signals electrically lit and Up approach bell provided. (WN 8, LS)

Sunbury 1982

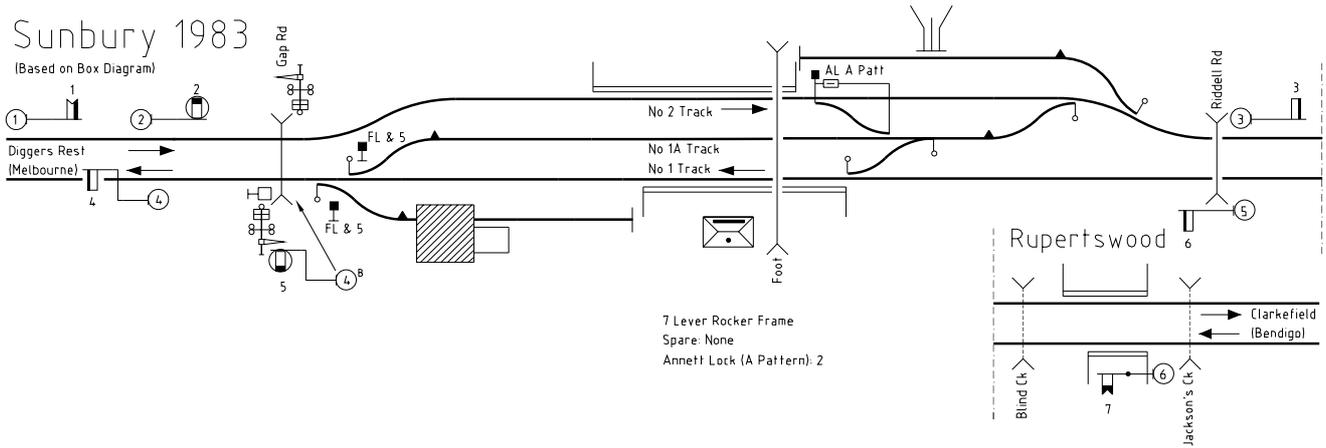
(Based on Box Diagram)



24.02.1983 Boom barriers provided at Gap Road (38.011km). Signals on Post 2 and 4B converted to light signals. (WN 10*, LS)

Sunbury 1983

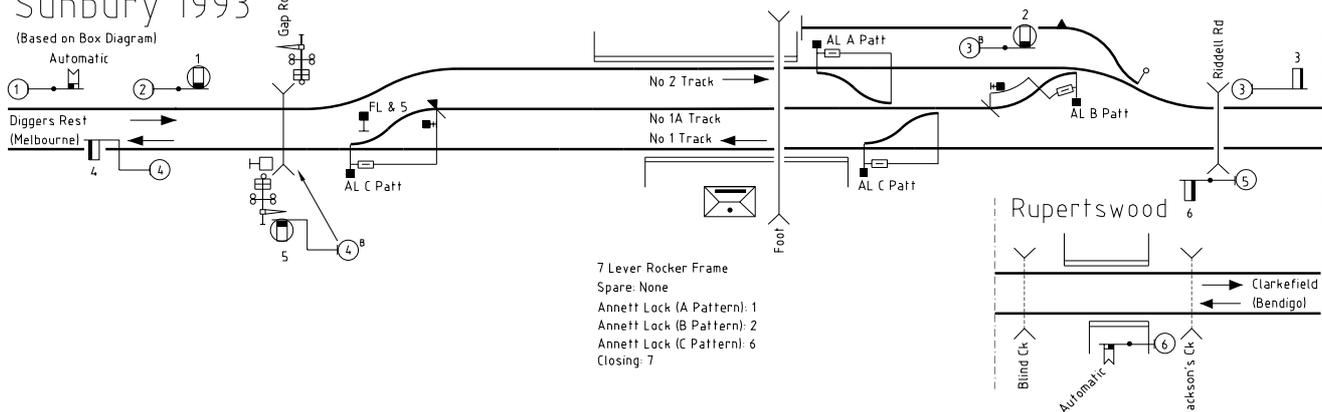
(Based on Box Diagram)



02.07.1986 Trailing connection between Centre Road and Down line at Down end rodded to derail and Point Indicator in Centre Road and secured by B Pattern Annett lock. New Post 3B (light) provided at Down end of Down platform worked by lever 2. Lever 2 formerly worked Down Home, now worked by lever 1. Lever 1 formerly worked Down distant. Down distant now motorised and worked automatically. Closing lever 7 provided. Lever 7 formerly worked Up Distant, which now works automatically. Up and Down Distant, and Homes 1, 2, 5, and 6 track cancel when switched in. Reverser fitted to Up Home 6. Repeaters provided for Homes 2 and 6 and Down Distant. Points leading to the goods shed and associated pushbutton control of boom barriers and Home 5 removed. (WN 26, LS)

Sunbury 1993

(Based on Box Diagram)



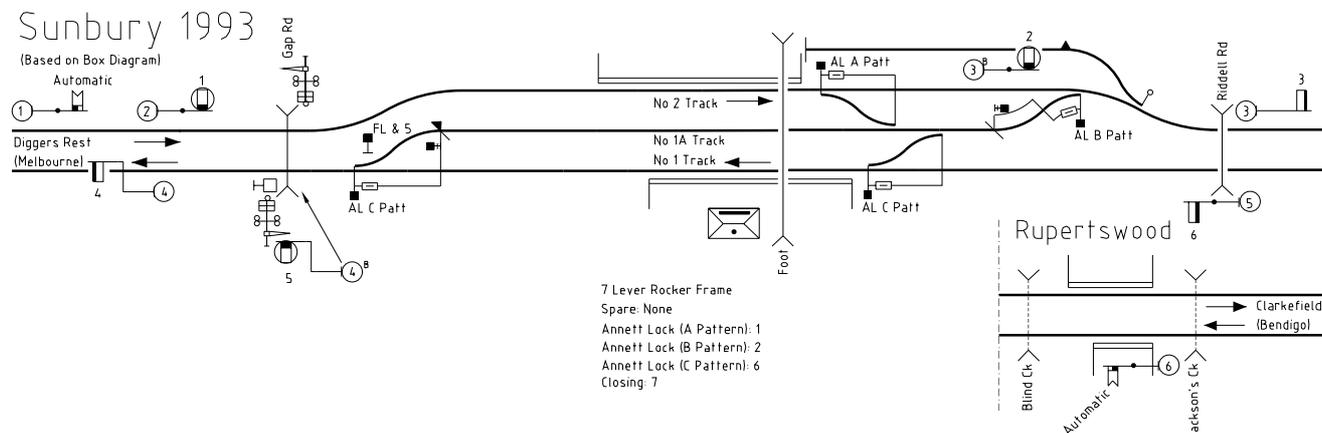
16.02.1988 Crossover between Centre (No 1A) Track and Up Line at Down end now worked by small point lever and secured by C Pattern Annett Lock. Key in duplicate lock on Lever 6 (WN 7)

08.08.1991 Healthy State lights provided at Gap Road (38.011km) (WN 31)

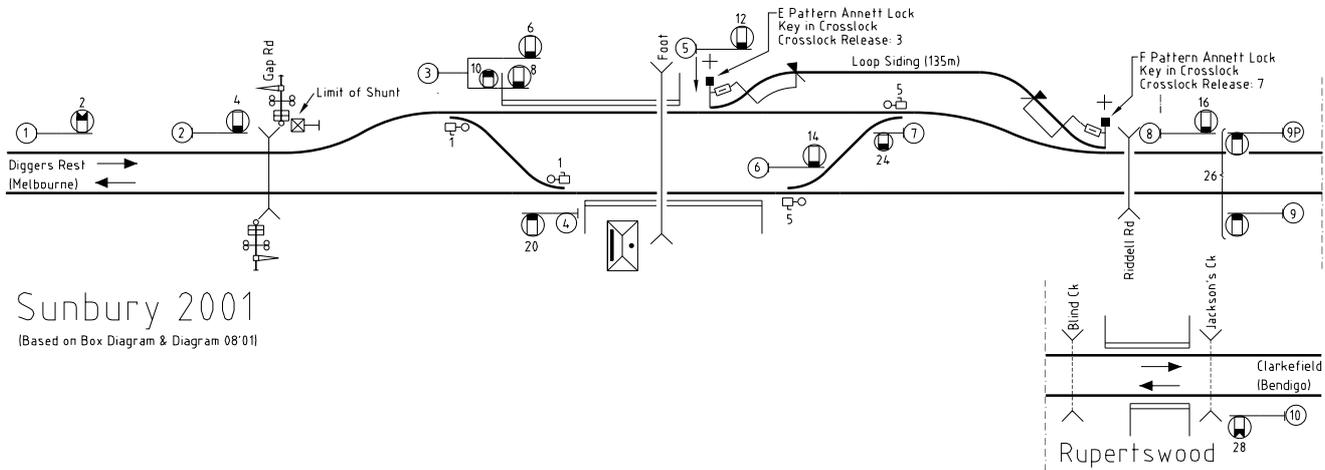
04.08.1993 The hand points at the Up end of the yard between No 1 and 1A tracks were fitted with a C Pattern Annett Lock. A rodded derail replaced the existing derail. (WN 29)

Sunbury 1993

(Based on Box Diagram)



- 15.06.1997 New loop siding provided on site of former Down siding between platform and overbridge. Siding is 140m in clear. Points at Up end secured by A pattern Annett lock and points at Down end by a B pattern Annett lock. No rollout protection is provided and vehicles are not permitted to stand in the siding. No 1A Track was removed from Points B (at Up end) to the trailing crossover at Down end of Up platform. Facing connection from Down platform to No 1A Track removed. Remaining length of No 1A track retained for use by Infrastructure Department. Facing crossover between Up and Down lines provided at Up end of yard but spiked out of use (WN 22)
- 08.09.1998 Post 4 abolished. Lever 4 became a pilot lever (WN 36)
- 22.11.1998 No 1A Track was abolished. New trailing crossover between Up and Down lines provided at Down end of yard. Points of crossover fitted with dual control point machines worked by hand and secured by E Pattern Annett Lock. Key kept in Duplex lock released by B and C pattern Annett keys. (WN 47)
- 06.12.1998 SSI replaced mechanical interlocking frame worked from panel in station office. All two position mechanical signals replaced by two position light signals. Crossover at Up end brought into use and that at Down end motorised. Annett keys for points to Loop siding kept in Crosslocks adjacent to points and released from panel. There is more than 400m between Up Home and the fouling point of Crossover 5 so Up trains may be accepted under full Line Clear even if a train is standing in the platform or signalled through the Up platform via Crossovers 1 and 5. A 'Stopping Button' is provided to delay operation of the boom barriers at Gap Road. When an Up Stopping train is approaching the Signaller must push button and reverse levers 20 and 26 (but not 28). Home 26 will clear automatically when train passes Up Distant, and Home 20 will clear when train occupies platform track and booms start to descend. To prevent Up trains standing at Post 3 from blocking Gap Road, Home 4 will not clear unless Homes 6 or 8 are cleared. (WN 48)



Sunbury 2001

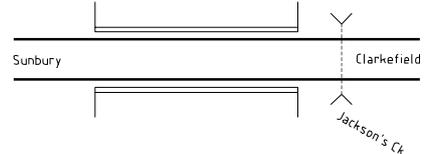
(Based on Box Diagram & Diagram 08'01)

RUPERTSWOOD (24 1/2 MILES)

Rupertswood is a simple set of platforms adjacent to the former mansion of the same name, now Salesian College. The platforms were opened sometime between 1909 and 1913. Until the second world war, perhaps the main use of the platforms was for the annual picnic held at Rupertswood. From 1962 the platform has been used daily by students attending the college.

Rupertswood Plat 1931

(Based on W&W Track Diagram circa 1931)



- (01.12.1913) By this date Rupertswood Platform (NC) open for traffic (since 12.1909) (WTT)
- (16.04.1940) Up passenger platform abolished (WN 16*)
- 07.02.1962 Opened for passengers (students attending Salesian College only) (WN 5)

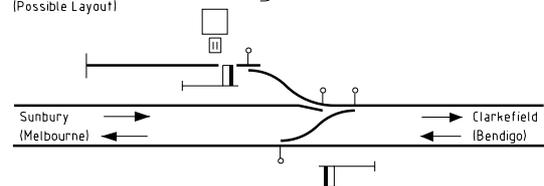
WILDWOODS SIDING (26 1/2 MILES)

For most of its life, Wildwoods was a special block post and was only switched on special occasions; typically Foundation Day (31 Jan), Easter, and Christmas. Wildwoods was apparently opened between 1890 and 1892 and apparently had a crossover until 1896 and a siding until sometime between 1903 and 1916. It was abolished in 1967.

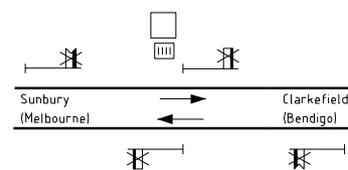
- (09.05.1892) Open as 'Wildwoods Siding' (NC) by this date (since 11.08.90). Directory of stations does not list any facilities. (WTT)
- (05.10.1896) Main line crossover removed (WN 14)
- (08.08.1898) Included in a list of locations where the signals are only in use on special occasions. Up and Down Home signals normally crossed (WN 6)
- (01.07.1899) By this date had 2 Home signals (SNIP)
- (28.09.1903) Trailing main line points which formed Catch altered

Wildwoods Sdg 1892

(Possible Layout)



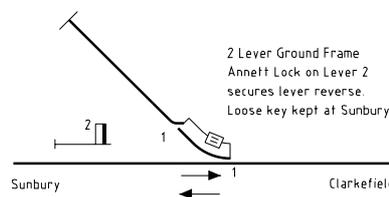
- to lie for main line instead of siding (WN 39)
- 17.07.1912 Up and Down Distant provided. Normally crossed (WN 35, SNIP)
- (10.01.1916) Renamed 'Wildwoods' as there is no siding. Switched in as block post M-F 0600 to 0200 the following morning and Sat 0600 to clearance of last Down train. (WN 2)
- (21.02.1916) Closed as block post and signals crossed (WN 8)
- (03.04.1923) Catch points provided in Down main line at 26 miles 44 chains (200 feet ahead of Down Home signal) (WN 14*)
- (1927) In 1927, for example, Wildwoods was switched in as a block post on 31.01 from 0700-0930; 14.04 from 0700-2000; 15.04 from 0700-1000 & 1405 till 1245 Down Goods clears; 16.07 and 17.07 from 1405 till 1245 Down Goods clears; 18.07 from 0700-1000 & 1405 till 1245 Down Goods clears; 19.04 from 1405 till 1245 Down Goods clears; 23.12 from 1405 till 1245 Down Goods clears; 24.12 from 0700 to 2000; 26.12 & 27.12 from 1405 till 1245 Down Goods clears (C circulars)
- 06.03.1935 Catch points in Down line at 26 miles 44 chains 0 links were removed (WN 13)
- (23.01.1940) Switched in as block post M-F 0730-1700 (WN 4)
- (02.04.1940) Switched out as block post (WN 14)
- 16.08.1967 Signals and block instruments were removed. Chains and padlocks had been provided to secure quadrants either normal or reverse. Signalling diagram was F508. (WN 35, SLR III)



Wildwoods 1958
(Based on Weston Langford's Diagram)

H.V. McKAY'S PTY LTD SIDING (27 1/2 MILES)

- 31.03.1923 Open for traffic. Trails into Down line. Down Home provided. Points and signal worked from 2 lever ground frame which is secured by Annett key. Loose Annett key kept at Sunbury. (WN 13*, SLR II, IR)
- (14.08.1928) Siding transferred to W Naughton (WN 33*)
- 04.10.1937 Siding abolished. Main line connection and Down Home signal removed. (WN 41, IR)



McKay's Sdg 1923
(Based W&W Track Diagram dated 1931 & 1928 GA)