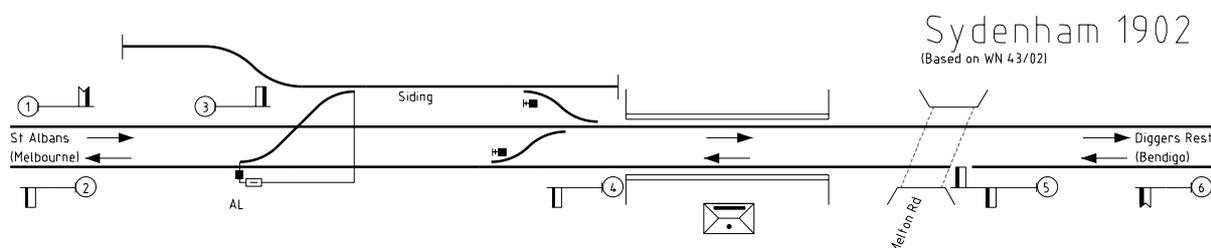


# Sydenham

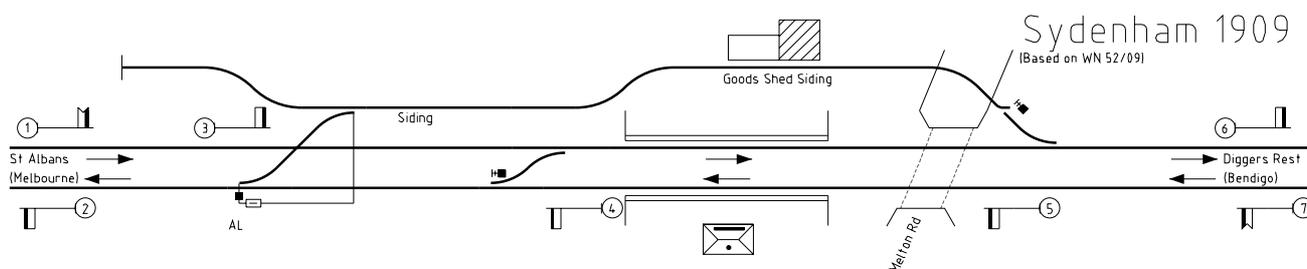
SYDENHAM (15 MILES)

Sydenham was opened as Keilor Road in 1859; it was renamed Sydenham in 1887. Block working had been introduced by 1890 but interlocking was not provided until 1902. A new interlocking frame was provided in 1926 in conjunction with the provision of interlocked gates at Melton Road. This interlocking frame remains in service today, but not for very much longer as the station is to be replaced by a new station closer to Melbourne in conjunction with electrification.

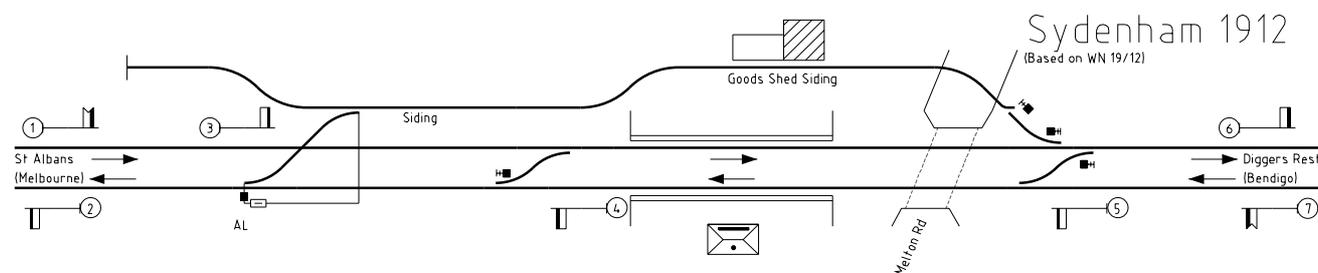
- 01.03.1859 Opened as 'Keilor Road'. (VR62)
- ??.11.1877 Opened as a telegraph post on railway circuit (PTT)
- 15.11.1878 Closed as a telegraph post on railway circuit (PTT)
- 27.03.1879 Opened as a telegraph post on railway circuit (PTT)
- (23.12.1881) Tenders called for erection of gate cottage at 16 1/2m (GG)
- b31.12.1885 Closed as a telegraph post on railway circuit (PTT)
- 01.04.1887 Renamed 'Sydenham' (CI, CR)
- (11.08.1890) Block working (Winters instruments) introduced (since 1.10.88) with sections St Albans - Sydenham - Diggers Rest (WTT)
- 04.11.1898 Green lights provided in lieu of white. (WN 17)
- b01.07.1899 Distant/Home/Starting in each direction (SNIP)
- 22.10.1902 Interlocked. 12 lever frame provided (7 signal levers, 2 point levers, 3 spare). Signalling rearranged. Diagram 883'02 issued. (WN 43, SNIP, IR)



- 23.12.1909 Goods siding extended behind Down platform, across level crossing, to a new trailing connection at Down end. Former connection to goods siding at Up end of platform probably removed. Down Starting removed from Post 5 to new Post 6. Diagram 872'09 replaced 883'02. (WN 52, IR. Note WN & 1913 BoS refer to crossover from Goods Shed Siding to Down line)



- 02.05.1912 New trailing crossover provided at Down end. Now three point levers. Post 5 moved 30 yards further out (WN 19, IR)



Victorian Signalling Histories No 7

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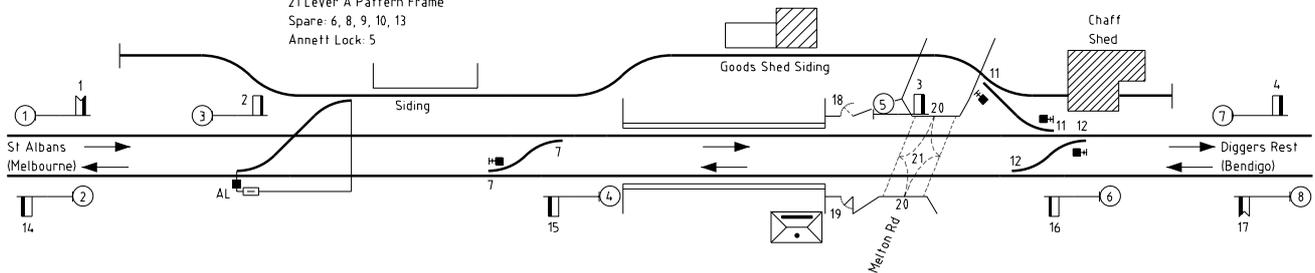
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Version 1.1 (September 2001)

- (29.03.1921) J. Sloane & Sons siding provided. Probably dead end at Down end serving Chaff Mill. (WN 13\*)
- (08.12.1925) By this date Block Terminal on Down (probably since 1922) (WN 49\*)
- 29.04.1926 Interlocked gates and wickets provided. Down Home departure signal provided. New 21 lever A Pattern frame provided in signal bay. Posts renumbered and Diagram 4'26 issued. (WN 19\*, IR, LS has 20.04.23)

### Sydenham 1926

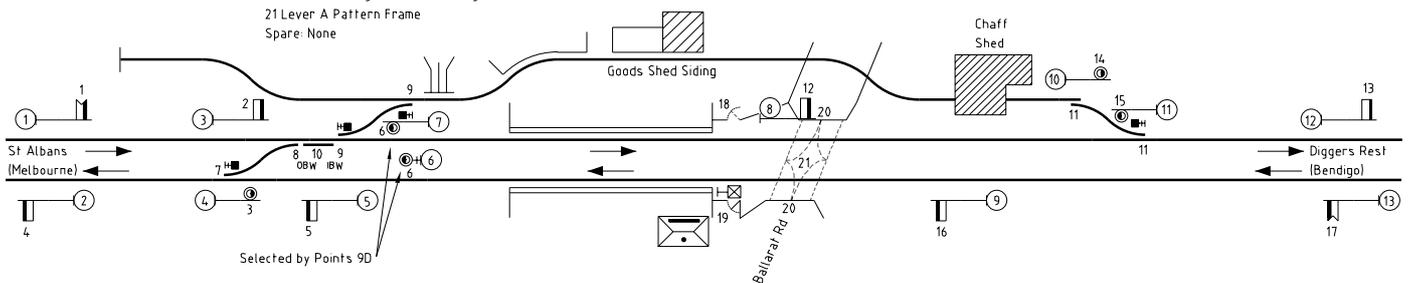
(Based on Locking Sketch)  
 21 Lever A Pattern Frame  
 Spare: 6, 8, 9, 10, 13  
 Annett Lock: 5



- 23.08.1948 The Up end crossover was abolished (WN 35)
- 28.09.1948 Post 3 moved 4 yards further out (WN 40)
- 12.12.1948 Connections to siding altered. At Up end Annett locked connection to Up line replaced by facing connection from Down line and trailing main line crossover. Crossovers 7/8 and 9, Lockbar 10, and Discs 6 (selected by Points 9) provided at Up end. Crossovers 7 and 12 were removed. At the Down end the existing Crossover 11 was removed and a new connection to Down line proved from former dead end. Discs 14 and 15 provided. Home signals renumbered. Posts renumbered. (WN 51, LS, IR)

### Sydenham 1948

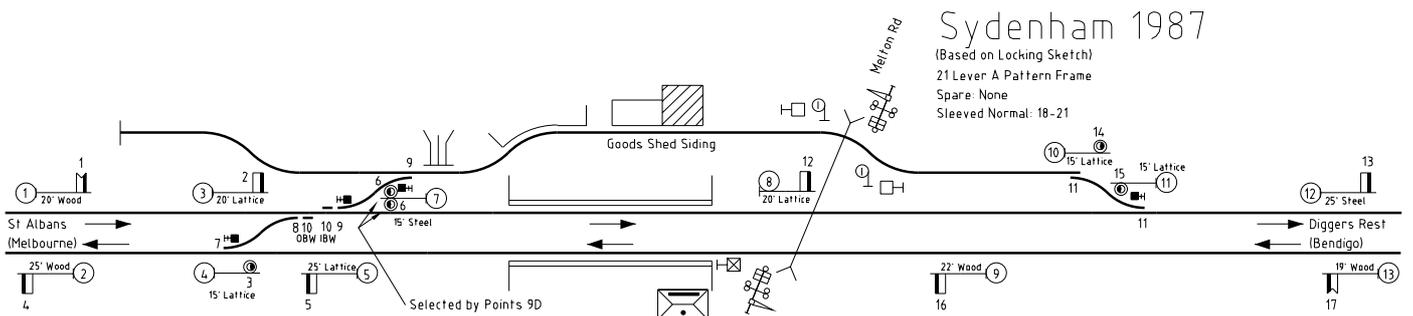
(Based on Locking Sketch & Box Diagram)  
 21 Lever A Pattern Frame  
 Spare: None



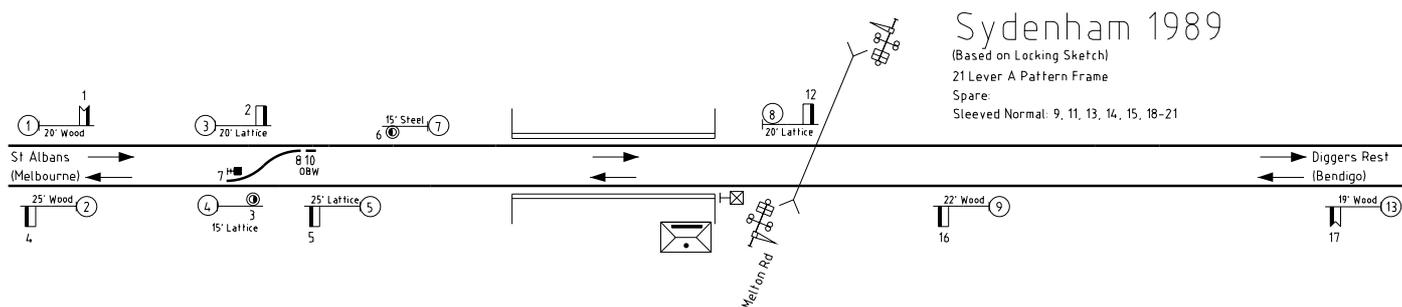
- 30.03.1950 New concrete foundations provided under gate columns & lifting concrete trunk (CI)
- 20.03.1963 Post 13 replaced by new 30' mast located 300 yards further out (WN 13)
- 03.03.1965 Post 1 renewed (CI)
- 04.03.1965 Post 3 renewed (CI)
- 31.10.1967 Catch 11 moved 94 feet further out. Post 10 moved 103 feet further out (WN 45)
- 22.12.1976 Rotating lights provided at Melton Road interlocked gates. (WN 2, LS, IR)
- 23.09.1986 Ground Disc Post 6 abolished. Disc 6 relocated to Post 7. Disc from siding now on right hand side of post and disc from Down main now on left hand side of post. Both discs still selected by Points 9. (WN 37)
- 22.02.1987 Boom barriers replaced interlocked gates and wickets at Melton Road. Boom barriers operate automatically for all main line movements, but 5P key switches provided on each side of level crossing to operate boom barriers for moves along the siding. Noticeboards provided on siding lettered 'Trains must not enter roadway until booms are horizontal'. Pushbuttons and lever locks provided for levers 12 and 16. Levers 18-21 abolished, but remained in frame for a fair time. Switchout facilities provided and initial block hours are: M-F 0545-1330 and 1445 to clearance of 8070. Goods siding through level crossing never brought back into service. (WN 8, LS)

### Sydenham 1987

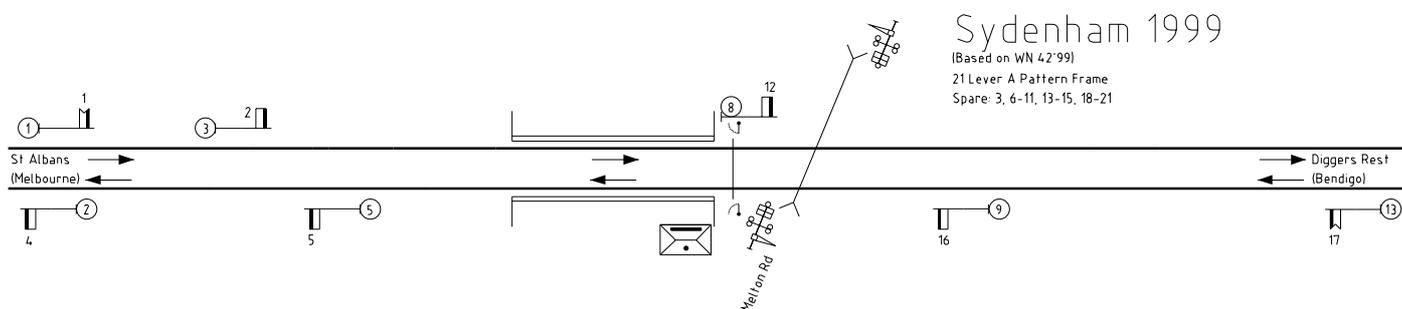
(Based on Locking Sketch)  
 21 Lever A Pattern Frame  
 Spare: None  
 Sleeved Normal: 18-21



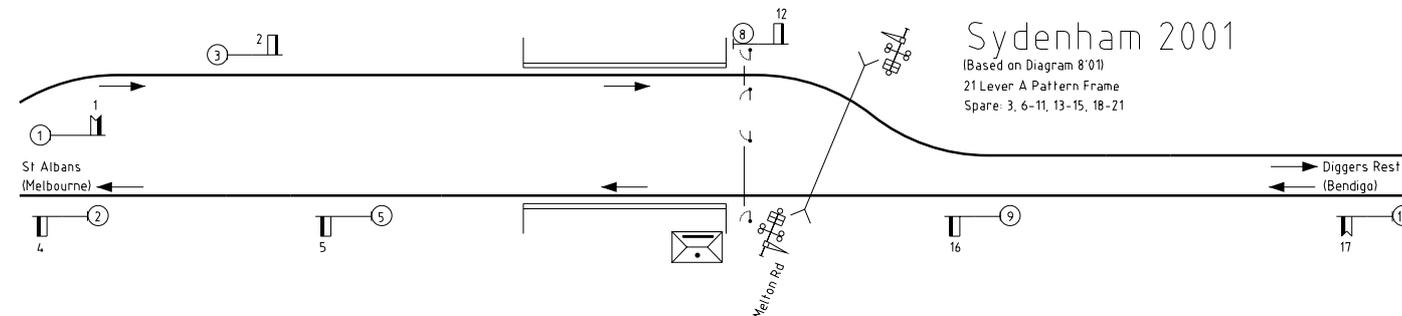
31.05.1989 Goods siding abolished. Crossover 9, Points 11, and Catch 11 abolished. Righthand disc on Post 7 and Posts 10 and 11 abolished. Post 12 abolished. 5P control of boom barriers removed. Levers 9, 11, 13, 14 and 15 were sleeved normal (WN 22)



08.08.1991 Healthy State lights provided at Melton Road (24.026 km) (WN 31)  
 27.08.1995 Main line crossover abolished. Posts 4 and 7 removed. Levers 3, 6, 7, 8, and 10 sleeved normal (WN 11)  
 21.11.1999 Post 8 relocated 7.5m in Up direction to allow provision of automatic pedestrian gates (WN 46)  
 01.12.1999 Automatic pedestrian gates provided on Up side of level crossing. Home 12 electrically locked normal until Home 2 has been reversed, push button operated, and booms detected horizontal (WN ?)



25.01.2000 Traffic light co-ordination commissioned at Melton Road (WN 4)  
 04.06.2001 Down line slewed to a new alignment on Up side of Melton Hwy. Temporary Down platform provided with additional set of pedestrian gates over Down line. Posts 3 and 8 relocated to the left hand side of the new Down line. Post 1 was not relocated and is now on the right hand side of line (WN 20)



31.07.2001 Post 5 relocated 35 metres further in (WN 30)

CALDER PARK DRIVER (25.777 KM)

01.02.1990 Flashing lights were provided at Calder Park Drive (25.777km). Flashing lights operate automatically for all moves. (WN 6)

HOLDEN (18M)

01.05.1860 Opened. (VR62)  
 b31.12.1860 Closed (VR62)  
 (29.01.1861) Contract let for removal of station to Gisborne. £1607/11/0. John Bett (GG)