

# Tallarook

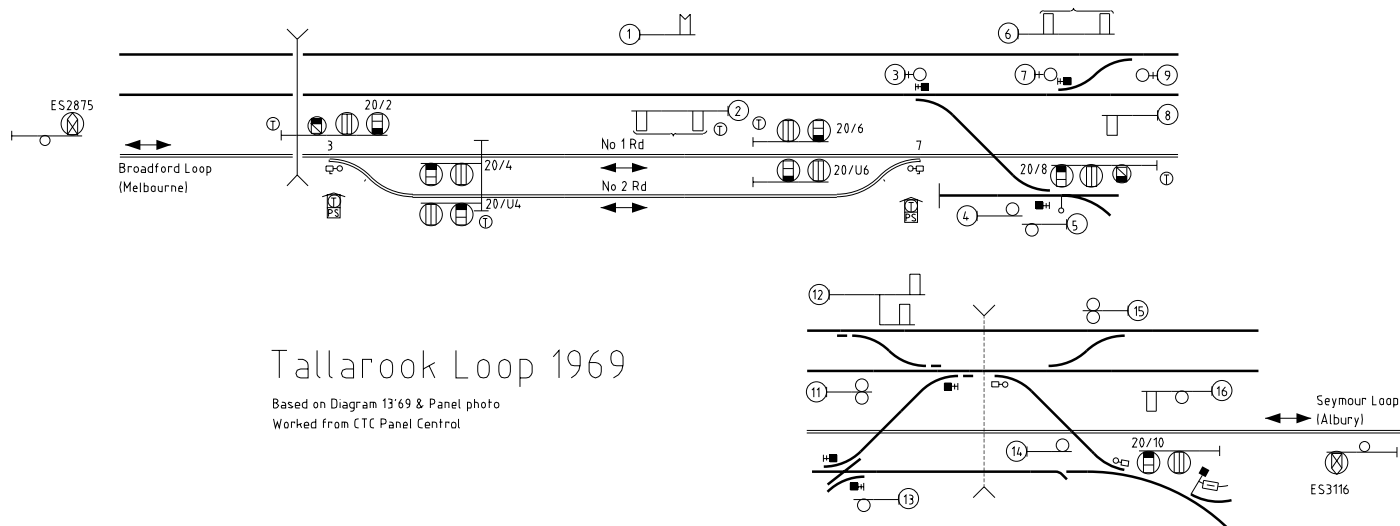
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## TALLAROOK LOOP (54 MILES 14 CHAINS)

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Tallarook Loop was the only additional Standard Gauge crossing loop found to be necessary after the opening of the line in 1962. It was opened in 1969 dividing the Broadford Loop - Seymour Loop section. The later construction is shown in the lack of the switch locked Cripple Roads at each end of the loop.

02.11.1969 Crossing Loop provided dividing Broadford Loop - Seymour Loop CTC section. Clear standing room is 3298 feet. Diagram 13/69 replaced 8/63. (WN 45)



23.07.1987 Signal prefix changed from '20' to 'TLK' (WN 29)  
22.10.1987 Up Home TLK.10 converted to an automatic signal with the same number. (WN 42)  
21.03.1989 Up Automatic TLK.10 abolished (WN 12)  
29.07.1999 Control of Standard Gauge transferred to ARTC Train Control (Mile End) (WN 31)

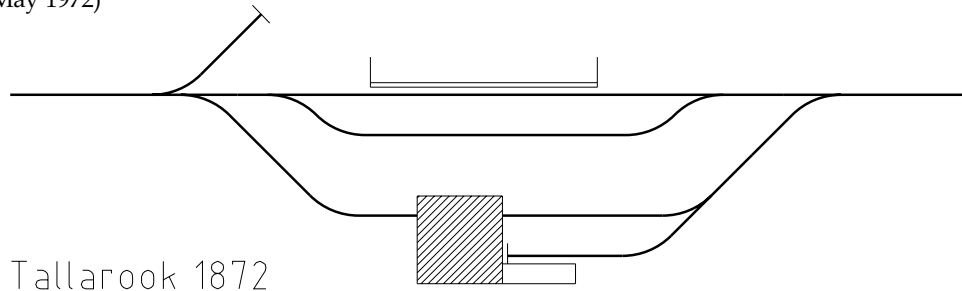
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## TALLAROOK (56 MILES 4 CHAINS)

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Tallarook is a small town on Dabyminga Creek just south of the Goulburn River. The station was opened with the line in 1872 and it was a Staff station from 1876. In 1883 Tallarook became the junction for the branch line along the upper Goulburn River to Yea (this branch eventually extended to Mansfield with a branch to Alexandra). The main line was duplicated in 1883 from Broadford and the duplication was extended to the south bank of the Goulburn River in 1886. Tallarook was interlocked in 1885 from an elevated signalbox at the end of the Down platform. Until 1911 the junction to the branch faced north towards Seymour, but in that year connections were provided to allow through running to Melbourne. In 1925 the Double Line Block northwards to Goulburn Junction signalbox (the end of the double line on the south bank of the Goulburn River) was replaced by automatic signalling in conjunction with the remote control of Goulburn Junction from Seymour A box. The coming of the Standard Gauge in 1961 saw significant changes at Tallarook. Lack of room saw the Gauge cut right through the station yard between the main line platforms and the goods yard requiring three gauge crossings. The 1885 signalbox and frame was replaced by a larger tappet frame in a new signalbay in the station building. The passenger service on the branch was withdrawn in 1977 and the branch closed in 1978. The direct connection between the Yea line and Melbourne was removed the following year resulting in the removal of one gauge crossing. The other gauge crossing at the Down end was removed in 1981 leaving the goods yard accessible only at the Up end. The last gauge crossing was abolished in 1984, but the remaining signalling in the goods yard and the connection to the Yea line was not removed leaving the curious site of signals that could not be passed by a train. Tallarook was closed as a block post in 1987 and the box abolished. The station remains open for passengers.

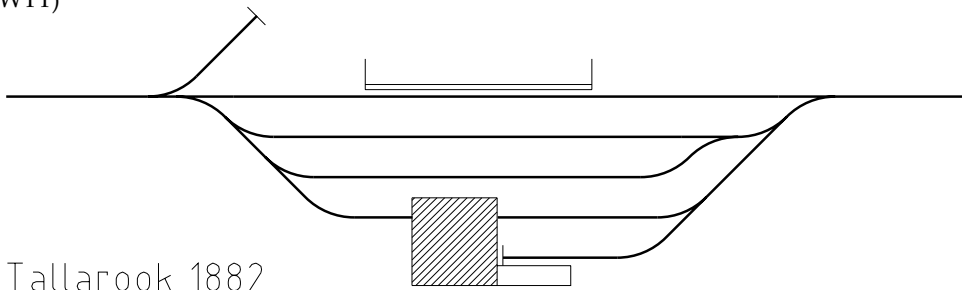
18.04.1872 Opened with line. ("The Centenary of the Opening of the Railway to Seymour, K.W. Turton, ARHS Bulletin, May 1972)



Tallarook 1872

Based on 'The Centenary of the Opening of the Railway to Seymour' by K.W. Turton, ARHS Bulletin May 1972

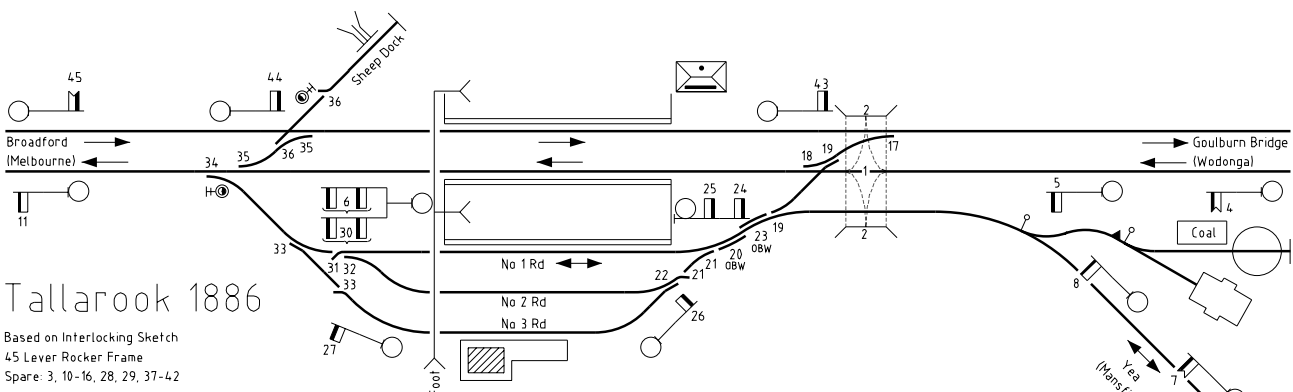
- 18.04.1873 Contract let for erection of goods shed etc £2202.17.8 Jas. Richardson (CR)
- 01.04.1876 Opened as a staff station. Sections Broadford - Tallarook - Seymour (Somersault Vol 4/1-7)
- ???.09.1876 Block system Essendon - Seymour established (Chronological Index)
- 22.02.1878 Contract let for erection of passenger station £516.15.11 James Richardson (Commissioners Report)
- (01.12.1879) By this date, Telegraph Block in use for Down trains between Broadford - Tallarook - Seymour. Up trains worked under 15 minute Time Interval. (WTT)
- (11.02.1882) By this date (since 31.05.80) Telegraph Block now in use for all trains between Broadford - Tallarook, but only Down trains Tallarook - Seymour. Up trains Tallarook - Seymour worked under 15 minute Time Interval (WTT)



Tallarook 1882

Based on 'The Centenary of the Opening of the Railway to Seymour' by K.W. Turton, ARHS Bulletin May 1972

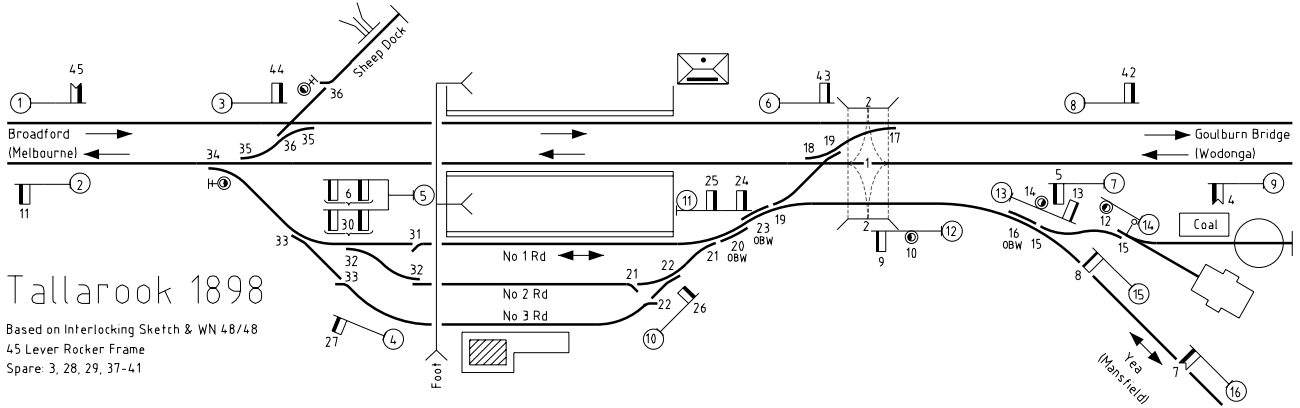
- 16.11.1883 Yea line opened. Contract let for erection of Engine Shed (etc) £735.15.5 H. Hart. Contract let for erection of Turntable £1113.14.3 (with erection of turntable & water supply works at Yea) P. Denholm (GG, CI)
- 12.12.1883 Double line Broadford - Tallarook brought into use (CI)
- 16.05.1884 Contract let for water supply works, erecting tank, etc. £1770.0.4 Dvaid Munro (GG)
- 13.06.1884 Contract let for erection of fuel platform £145.8.1 Charles Miller (GG)
- 08.08.1884 Contract let for erection of goods platform and shed £399.16.1 W. Blackwood (GG)
- 20.02.1885 Contract let for construction of wooden footbridge £222.13.8 C. Miller & Co (GG)
- 20.05.1885 Elevated signalbox provided at Down end of Down platform containing 45 lever frame (34 working). Works gates across Sydney Road. (IR)
- (03.12.1885) By this date (since (11.2.82) Telegraph Block in use for all trains Broadford - Tallarook (Double track) and Tallarook - Seymour (WTT)
- 07.02.1886 North end of yard rearranged. Now 31 working levers. (IR)
- 07.06.1886 Locking altered. Catch 21 locks Down starter from Yea platform (No 24) (IR)
- 12.07.1886 Block Telegraph (Winter's instruments) provided Broadford - Tallarook - Seymour (CI)
- 27.07.1886? New signal; probably Up Advanced Starting signal. Still 31 working levers. (IR)
- 18.10.1886 Duplication Tallarook - Goulbourn Junction ('Lagoon Bridge') brought into use. Now 29 working levers. Probably only change was the removal of lockbars from Points 17 and 19. (IR, S4.1-7)



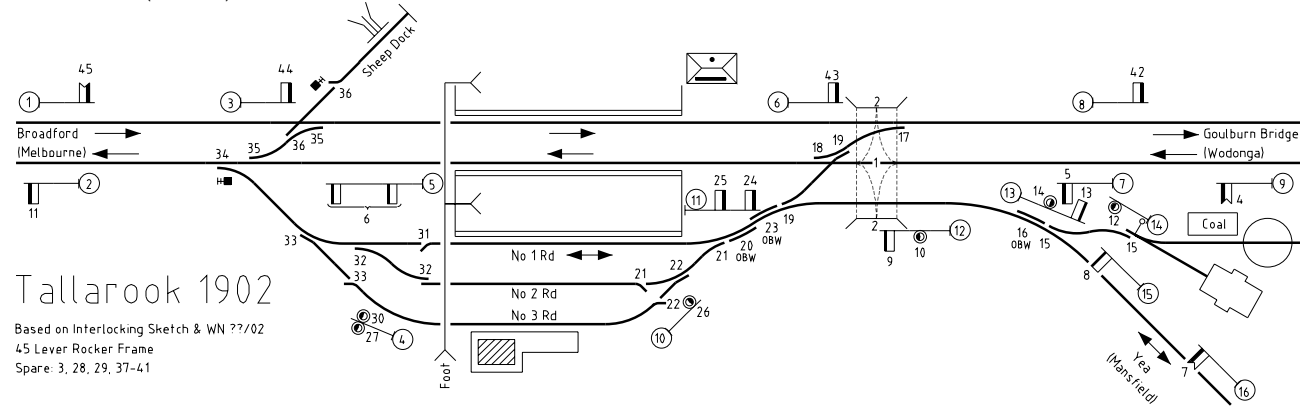
Tallarook 1886

Based on Interlocking Sketch  
45 Lever Rocker Frame  
Spare: 3, 10-16, 28, 29, 37-42

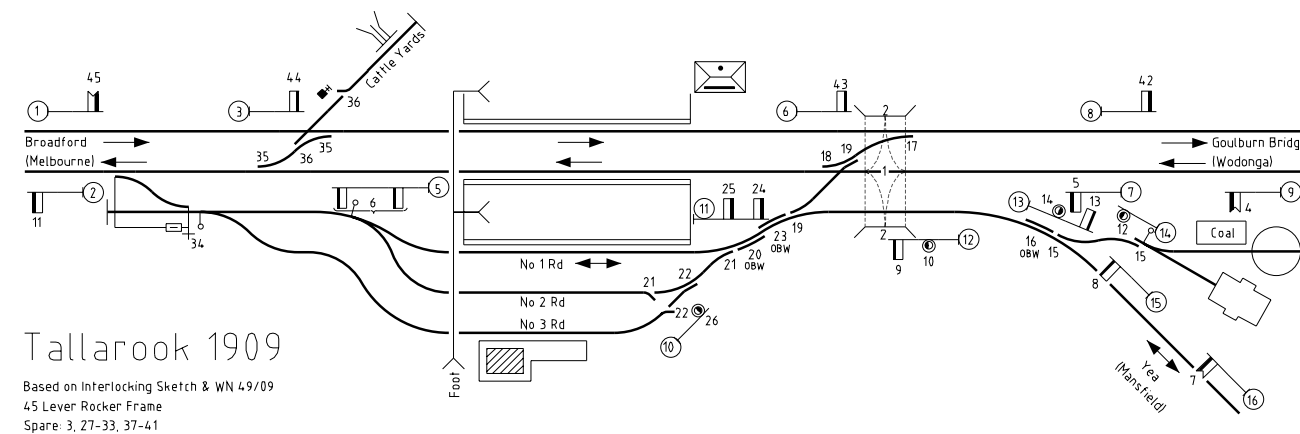
- c1890 No 3 Pattern Staff (White box) in use Tallarook - Yea (Staff Register)
- 05.07.1893 Connection to Loco Sidings off Yea line probably interlocked. Home 13, Discs 12 & 14, Lockbar 16, Points 15 and Catch 15 probably provided. Now 34 levers working. (IR)
- 20.07.1896 Down advanced starting signal, Lever 42, provided. (IR, WN 4)
- 22.01.1897 Contract let for erection of station buildings £1827.1.11 Bulte & Macpherson. Previous buildings burnt out (GG, KWT)
- 07.09.1897 Annett Key fitted to Yea Staff to unlock Falls Creek Siding (SR)
- 17.01.1898 New signal from Yea line to platform - probably Up Home 9. Still 35 working levers. (IR)
- 26.05.1898 New signal; - probably Disc 10 on Post 12. Now 37 working levers. Diagram 332/98 provided. (WN 48, IR)



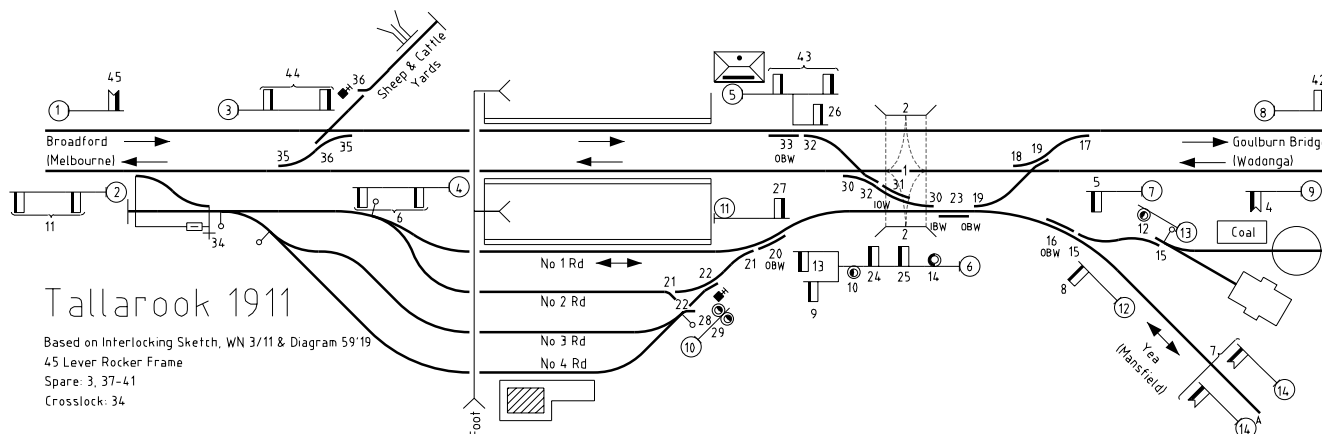
- 06.12.1898 Green light provided in signals and new pattern point indicators provided (WN 22)
- (01.07.1899) By this date, frame contains 20 signal levers, 12 point levers, 3 lockbar levers, 1 gate lock lever, 1 gate wheel, and 8 spares (IR)
- 14.01.1901 Contract let for construction of coal stage £100.2.6 Clydesdale Bros (GG)
- 25.03.1902 Siding signals on Posts 2 and 10 replaced by disc signals. Bracket Post 5 replaced by straight mast with co-acting Homes 6 for Up Line. Co-acting Homes 30 replaced by Disc 30 on Post 4. Diagram 259/02 provided. (WN 13)



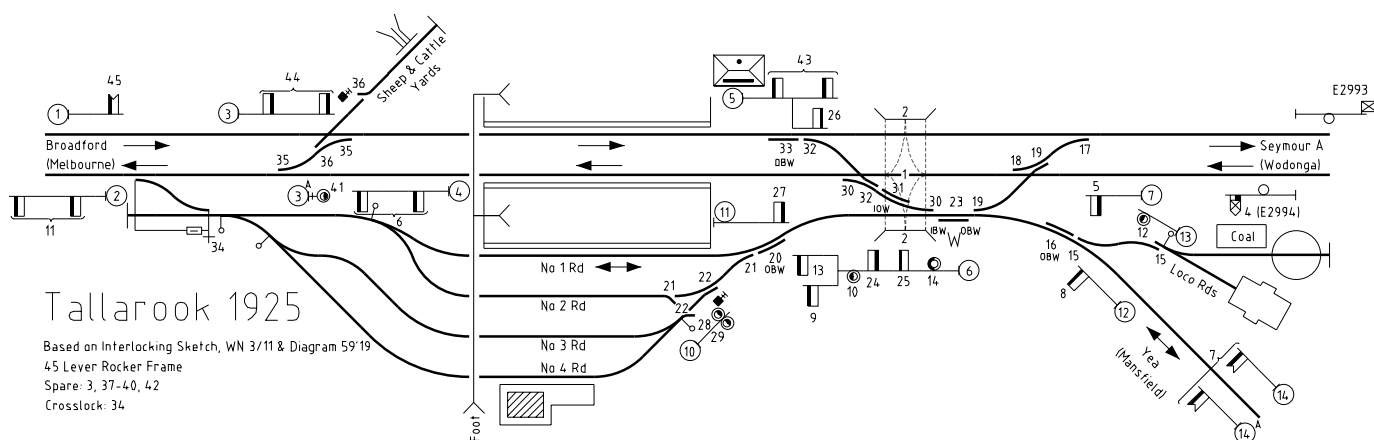
- 02.12.1909 Nos 1, 2, and 3 Roads extended at Up end to dead end. Points 32, 33 and 34 and Catches 31, 32, and 33 abolished. Crosslocked crossover provided from dead end to Up line. Crosslock lever 34 provided. Post 4 (Discs 27 and 30) abolished. Diagram 825/09 replaced 259/02. (WN 49, IR)



- (01.06.1911) By this date, SM class 6, Signalbox was class 4. Gatekeeper (Short Rd, Sunday Ck Rd?) female class 5 (Reg)
- (26.06.1911) Posts 12 and 13 removed and signals on them moved to new bracket Post 13. Up Distant (Post 9) moved closer to line to improve view. (WN 26)
- (03.07.1911) Coacting arms provided on Post 2 and Post 3. New co-acting Post 16A provided on left hand side of line opposite Post 16 (WN 27)
- 24.07.1911 Direct connections between Melbourne and Yea line provided. Connections from yard to Down line at Down end moved further out. Post 6 replaced by a bracket post, and additional signals provided on Posts 10 and 13. Posts renumbered. Diagram 23/11 replaced 825/09. (WN 31, IR)

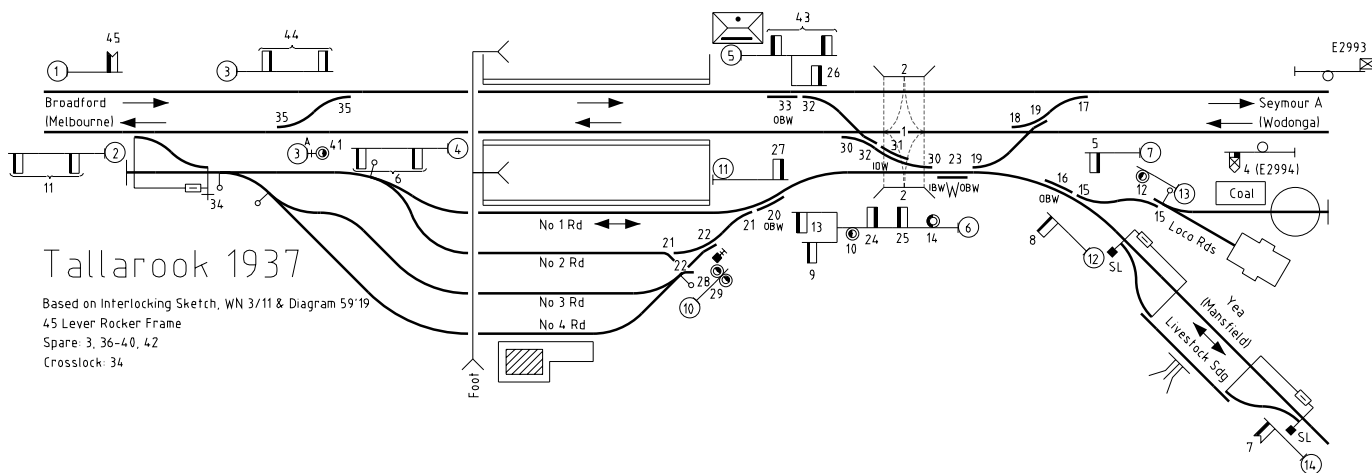


- (22.04.1912) Large Electric Staff (Tallarook - Yea) replaced Train Staff & Ticket on the same sections (WN 17)
- (16.09.1912) Composite staff provided in Yea instrument account Kerrisdale (WN 38)
- 19.06.1914 Ground disc Post 3A (Disc 41) provided applying from Dead-end sdg to No 1 Rd (WN 25, IR)
- b1919 Line clear may not be accepted on Up or Down lines until previous train is proceeding past starting or advanced starting signals (GA)
- 16.08.1925 Automatic signalling replaced Double Line Block between Tallarook to Goulburn Junction due to abolition of signalbox at junction. Posts 8 & 9 removed. Automatics E2993 and E2994 provided, the later controlled by lever 4. Lever 42 removed (WN 25, IR, IS)



- 08.06.1926 Special instruction: To allow van goods to be transferred between 6.30 am Down NE passenger and No 5 or No 7 Mansfield Mixed: Mixed will be placed on Up main line prior to arrival of 6.30 am Down. A hand locking bar and padlock is provided on Up end of Crossover 30 to secure points reverse. This must be locked on by Signalman before Mixed sets back to Up line and levers 5 and 30 sleeved. Mixed not to be despatched until Driver has Yea staff and Signalman has verbally authorised him to depart. (SB)
- (13.07.1926) Block Rule VI authorised for Down trains shunting at McDougall. Train to be signalled as per Rule 10 (i.e. as Goods train requiring to stop in section, 1-2-2) (WN 28\*)
- (01.02.1927) Established as a Block Terminal station for Down trains in clear weather only (WN 5\*)
- 10.09.1930 Coacting up distant from Yea line abolished. Post 14A replaced by new 20' post and numbered 14. (WN 37\*, IS)
- 27.11.1935 Staff locked livestock siding provided on Yea line between Home and Distant signals (IS, notified in WN 11 issued on 17.3.36)

08.09.1937 Old Livestock Siding at up end abolished. Points 36 and Catch 36 removed. (WN 37, IR, IS)



20.01.1938 Special instructions: Up Goods trains, after shunting, may set back onto Yea line to wait line clear from Broadford. Signalman to hold staff for Yea section. (SB)

07.10.1938 Post 1 replaced by a new post 588 yds further out. Distant now motor operated (WN 42, IS)

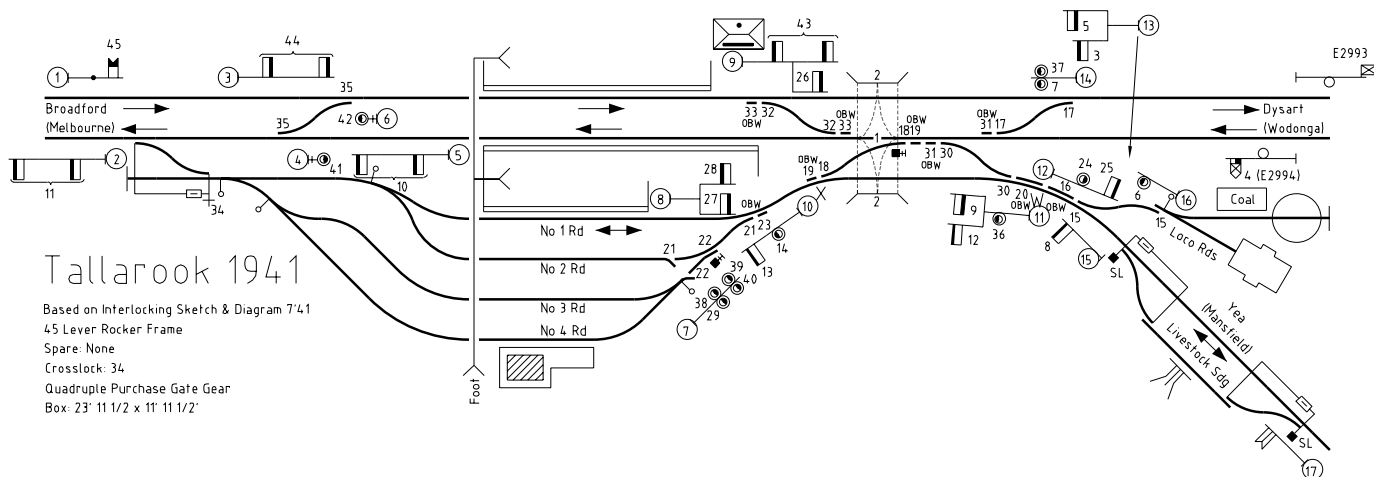
(16.07.1940) Block Rule VI prohibited. (WN 29)

18.04.1941 Post 11 replaced by a bracket post. Home 27 moved to right hand doll. (WN 18)

22.04.1941 Post 7 replaced by a bracket post. Home 5 moved to right hand doll. (WN 18)

13.05.1941 Posts 12 & 13 moved 62 yds further out. Amend Diagram 59/19. (WN 20)

31.07.1941 Single compounds at Down end replaced by simple crossovers. Signalling at Down end extensively rearranged. Posts renumbered. Diagram 7/41 replaced 6/41. (WN 31, IR has 29.6)



18.10.1945 Bell communication provided with Gatekeeper at Sunday Creek Road (55 miles 33 chains) to signal Up trains. (WN 43)

06.02.1946 Turntable disc removed (WN 7, CI)

(01.04.1947) Telegraph instrument removed (WN 13)

26.05.1949 Special Instruction. Up branch rail motor may be backed from No 1 Road to behind No 11 Post and then despatched (SB)

17.02.1952 Trunking and rod leads at Hume Hwy level crossing renewed (CI)

c1957 Open for passengers and goods. Up platform is 541 feet; down platform 416 feet. Sheep and cattle race, 4 ton crane, and 53 foot turntable. No watering facilities. (DS)

18.10.1959 Post 2 renewed 7 yds closer to track (WN 44, CI)

04.02.1961 Posts 13 & 14 moved 30 yards further out (WN 7)

05.02.1961 Crossover 17 moved 30 yards further out (WN 7)

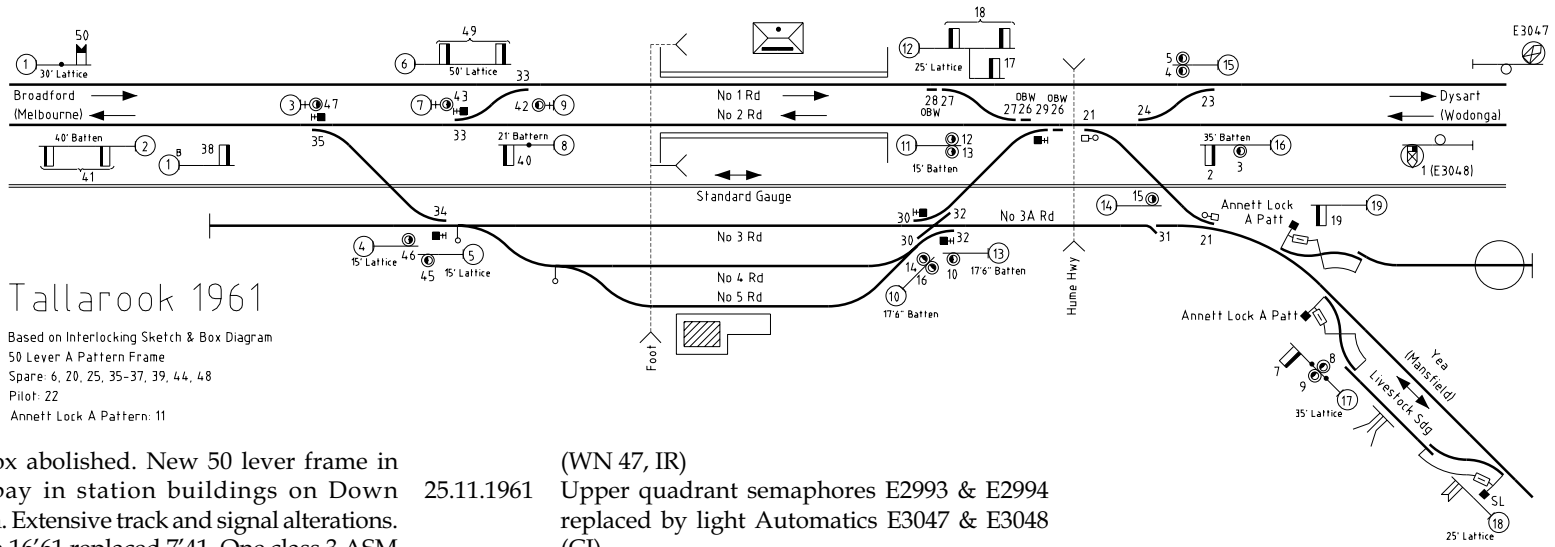
12.02.1961 Rearrangement of rodding and lifting of points (CI)

16.09.1961 Crosslocked connection from Sdg A to Up main line taken out of use. (WN 39)

17.09.1961 No 1 Rd taken out of use. Posts 4 & 8 abolished and Home 13 on Post 10 fixed. A new crosslocked connection from Sdg 'A' to Up line brought into use 43 yards further out. Levers 13, 27, 28, & 41 sleeved normal. (WN 39, IR)

01.10.1961 Posts 15 and 17 moved 107 yards further out. Posts 12 and 16 abolished. Points to Turntable Sdg and Up end of Livestock Sdg secured by an Annett Lock (WN 42.61)

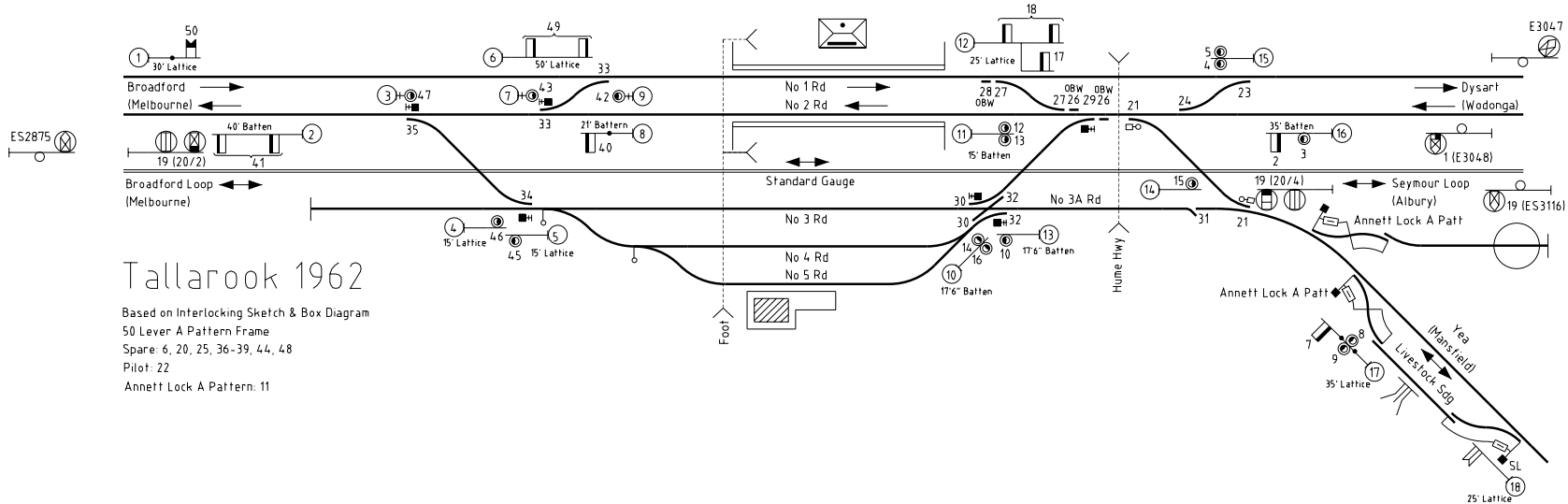
16.10.1961 Interlocked gates at Hume Hwy abolished and underpass brought into use. Gates secured across highway. Gate wheel & stop lever removed (WN 43, CI, IR)



### Tallarook 1961

Based on Interlocking Sketch & Box Diagram  
 50 Lever A Pattern Frame  
 Spare: 6, 20, 25, 35-37, 39, 44, 48  
 Pilot: 22  
 Annett Lock A Pattern: 11

- 29.10.1961 Signalbox abolished. New 50 lever frame in signal bay in station buildings on Down platform. Extensive track and signal alterations. Diagram 16'61 replaced 7'41. One class 3 ASM replaced by two class 5 ASMs (WN 45, WN 3, IR, IS)
- 12.11.1961 Up Home 19 (Post 1B, 540 yds on Up side of signalbay) and Down Home 38 (Post 19, 490 yds on Down side of signalbay) provided on Standard Gauge line to protect Yea line grade crossing. Both worked from Tallarook frame.
- 25.11.1961 Upper quadrant semaphores E2993 & E2994 replaced by light Automatics E3047 & E3048 (CI)
- 03.01.1962 Standard gauge goods service introduced (CI)
- 08.04.1962 Power signals provided on Standard Gauge line. Posts 1B and 19 removed. Posts 20/2, 20/4 & ES3116 provided all worked by lever 19 at Tallarook. Lever 38 previously working. (IR, CI, IS)
- 16.05.1962 Post 8 renewed (CI)

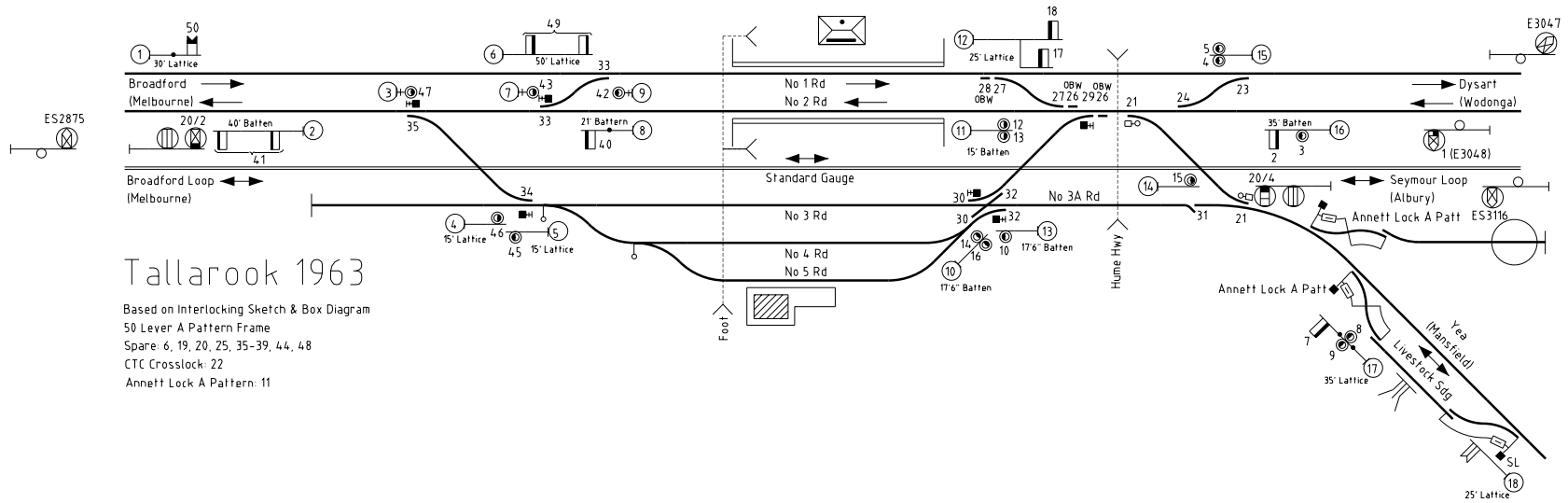


### Tallarook 1962

Based on Interlocking Sketch & Box Diagram  
 50 Lever A Pattern Frame  
 Spare: 6, 20, 25, 36-39, 44, 48  
 Pilot: 22  
 Annett Lock A Pattern: 11

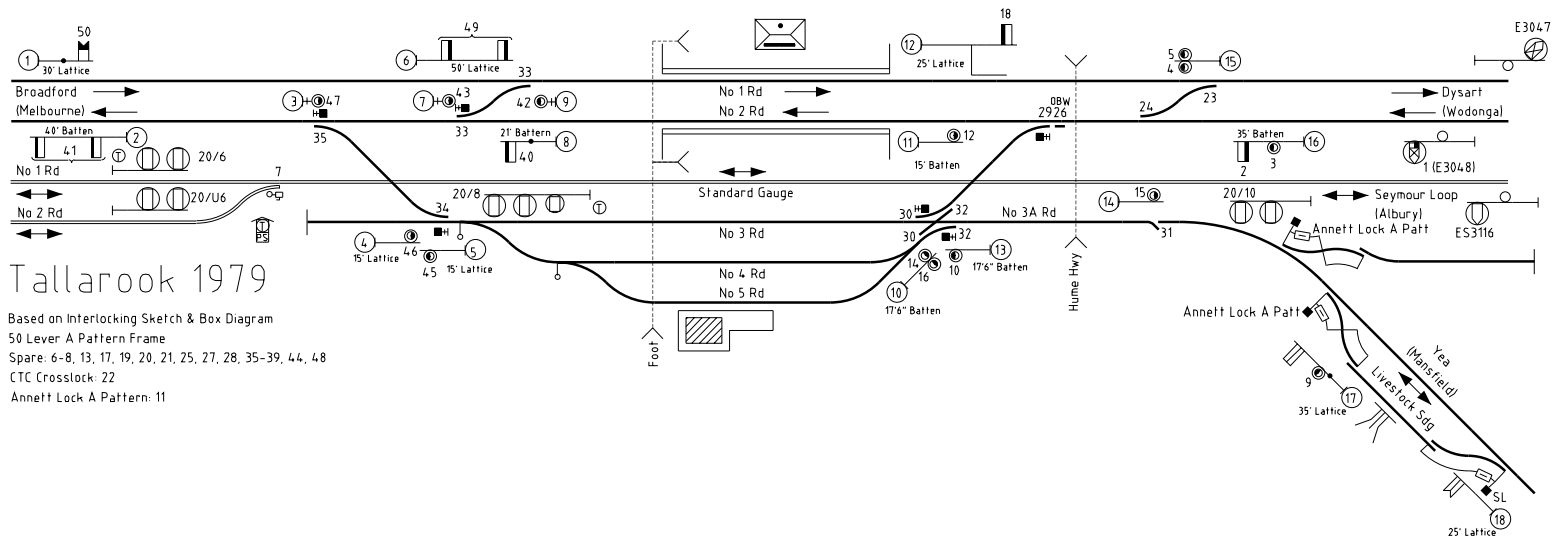
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|--------------|---|--------------|---|
| 04.03.1963   | Control of standard gauge signals 20/2, 20/4, & ES3116 transferred to CTC panel Melbourne. Lever 19 now spare. Lever 22 now the CTC release. (IS) | 20.07.1973   | Posts 2, 6 & 8 electrically lit (CI)  |
| 12.03.1963   | Coacting arm on Post 12 removed (WN 12, IS)   | 27.05.1977   | Last regular passenger train to Mansfield ran (WTT)   |
| 14.03.1966   | Two class 5 ASMs and two Yard Assts replaced by one class 3 ASM and two Signal Assts (WN 24)  | 03.02.1978   | Last regular goods train to Mansfield ran (WTT)   |
| 24.04.1969   | Siding 'A' shortened by 636 feet due to provision of Tallarook Loop. (WN 19)  | 20.02.1978   | Large Electric Staff (Tallarook - Yea) replaced by Train Staff and Ticket. Composite Staff abolished. (WN 9.78)   |
| 04.05.1969   | Post 1 moved 873 feet further out. Post 20/2 moved 814 feet further out (WN 19)   | 10.07.1978   | Crossover 21 removed together with grade crossing to Yea line. Lever 21 sleeved normal. (WN 29)   |
| (02.06.1970) | Turntable removed (WN 22)   | (25.07.1978) | Crossover 27 spiked normal. Home 17 (Post 12), Disc 13 (Post 11), and Home 7 and Disc 8 (Post 17) taken out use. Levers 7, 8, 13, 17 and 27 sleeved normal. (WN 30) |
| 10.08.1972   | Points 27U renewed. (CI)  | 08.11.1978   | Mansfield line closed (WTT)   |
| 18.08.1972   | Crossover 27 spiked account renewal of points. (CI)   | 23.09.1979   | SM removed (WN 40)  |
| 20.08.1972   | Crossover 27 back in service 16' in down direction. (CI)  |              |   |



Version 1.0 (August 2002)

- 17.10.1979 Connections between Nos 1 & 2 Rds to Yea line abolished. Crossovers 21 & 27 removed. Signals 8, 13 & 17 removed. Home 7 fixed at Stop. Levers 7, 8, 13, 17, 21, 27, & 28 removed. (IR, CI, IS, WN 44)
- 31.03.1981 Grade crossing at Down end removed. Points 29 and 30 spiked normal. (WN 14, IS)
- 26.05.1981 Points 29 removed. Lever 3 sleeved normal. (IR, CI, IS)
- (23.11.1982) Closed to goods (WN 47)



Tallarook 1979  
 Based on Interlocking Sketch & Box Diagram  
 50 Lever A Pattern Frame  
 Spare: 6-8, 13, 17, 19, 20, 21, 25, 27, 28, 35-39, 44, 48  
 CTC Croslock: 22  
 Annett Lock A Pattern: 11



- 06.09.1984 Grade crossing at Up end removed. Points 35 abolished and Points 34 spiked normal. Levers 22, 34, & 35 sleeved normal. Ground Disc Post 3 (Disc 47) removed. (IR has 7.9, WN 37)
- 07.09.1984 Down Home 18 electrically lit (WN 37, IR)
- 13.09.1984 Crossover 23/24 abolished. Post 15 (Discs 4 &

03.05.1987

- 5) removed. Lever 23 sleeved normal. (WN 37, IR & IS have 14.9)
- Signalbox abolished. All points and signals abolished. Automatic signals between Tallarook and Dysart taken out of service. Double line block section now Broadford -

- Seymour. Signals E3048 & E3116 crossed. Signal E3047 converted to a Repeating signal. Train description bells to Seymour out of use. (IR, WN 18, IS)

