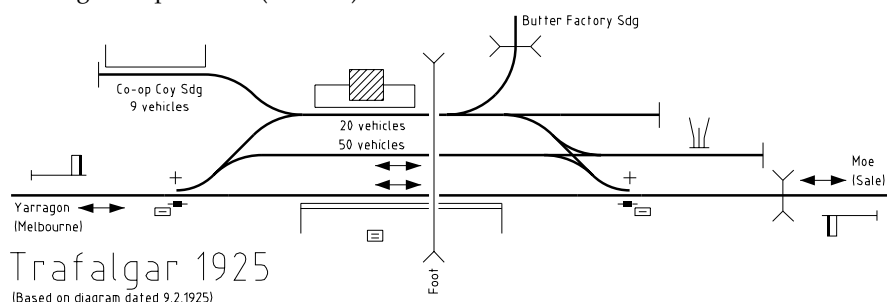


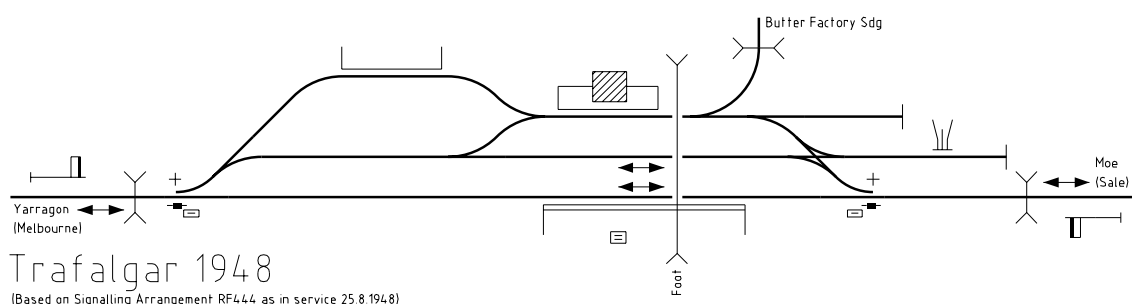
Trafalgar

(73 miles 77 chains 13 links, 120.266 km)

- 01.11.1879 Opened for passenger traffic (Chronological Index)
- (31.12.1880) By this date, opened for goods traffic (Commissioner's Report)
- (31.12.1885) By this date opened as a Staff & Ticket station with sections Yarragon - Trafalgar - Moe (WTT, previous issue 1.12.82)
- c1890 Staff sections: Yarragon - Trafalgar (No 4 Pattern, Red boxes), Trafalgar - Moe (No 1 Pattern, Blue boxes) (Staff Register)
- 20.05.1896 SM will go off duty after passage of No 11 Up. Guard of No 15 Down Goods will act as Officer in Charge and will exchange Staff. Staff & keys to chock blocks to be left locked in ladies waiting room (Guard to be supplied with duplicate key). Guard to perform shunting. Darnum and Yarragon worked similarly. (WN 47)
- 28.06.1897 Staffed for all trains and instructions for working with only one man in charge cancelled. (WN 51)
- 01.05.1899 Yarragon closed as staff station. Section now Darnum - Trafalgar (No 6, Blue boxes)
- (01.07.1899) By this date provided with Up and Down Home signals (Register of Signals at Non Interlocked Places)
- 09.02.1900 Electric Staff working replaced Train Staff & Ticket working. Sections not altered: Darnum - Trafalgar - Moe (WN 37)
- (17.01.1910) Trafalgar Co-Op Butter & Cheese Coy Sdg provided. Leads off No 3 Road. Engines must not proceed past the scotch block (WN 3)
- 01.06.1910 Main line points secured by plunger locks. (WN 23, Special Locks Register)
- (25.11.1912) Level crossing provided at 75 miles 78 chains 25 links (WN 48*)
- (27.03.1916) New level crossing provided at 73 miles 62 chains at Up end of station opposite Ashley St (sic) Existing level crossing at 73 miles 71 chains closed (WN 13)
- (23.08.1921) Down Home relocated 25 yards further out (WN 34*)
- (06.06.1922) Staff Exchange Box provided (WN 23*)



- 14.12.1927 Down Home relocated 300 yards further out (WN 51*)
- (24.01.1928) No 2 Road extended at Up end by 200 yards and plunger locked main line points relocated. Dead end extension of Shed Road connected to No 2 Road. (WN 4)
- 16.09.1929 Lie of points at Down end of No 2 Road altered to normally lie for dead end instead of main line. Due to scotch block in dead end, Drivers of arriving trains must not proceed past the points unless authorised. (A 1996/29)
- (12.09.1921) Dead end at Down end of No 3 Rd extended by 55 feet. (WN 32, 41/8190)



- (12.08.1941) Dead end at Down end of No 3 Rd extended 55 feet (WN 32)
- 11.11.1951 Large electric staff instruments replaced by miniature electric staff instruments on the sections Yarragon - Trafalgar - Moe (WN 47, ACTM 18/5/2, CI has 10.10)
- 02.03.1955 Down Home replaced by a new Post 16 yards further out and 39 feet from track (WN 10, ACTM 19/315/2)
- 01.01.1955 Up Home moved 17 feet further from the line (WN 19)
- 25.08.1955 Works Siding (future Down line) provided at Up end on the Down side of the line. Up Departure Home

- 19.09.1955 Overhead energised. All roads and stock siding wired (WN 38, ACTM 19/383/4)
- 30.10.1955 Main line slewed to connect with Works Siding between 73 miles 30 chains and 74 miles. Former main line became Works Siding. Points to Works Siding rodded to catch point in Siding and are secured by an Annett lock. Up

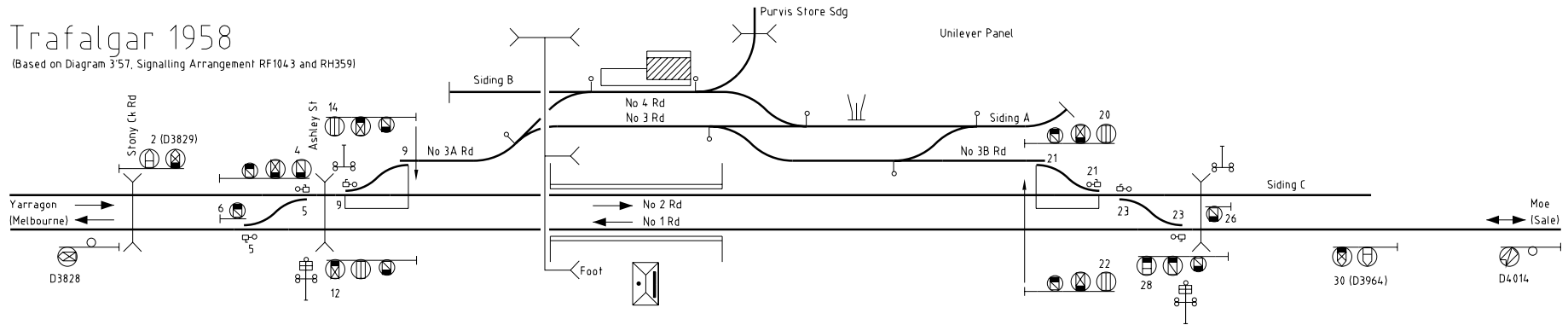
- 02.09.1956 Works Siding became the main line between 73 miles 10 chains and 73 miles 70 chains. New line on Up side of former line which was taken out of use (WN 37, ACTM 19/369/1)
- 25.08.1957 Up end plunger locked points (and connection to Shed Road) relocated 97 yards further out. Up Departure Home abolished. (WN 36, ACTM 20/94/3)
- 23.02.1958 Main line deviated on the Down side between 74 miles 30 chains to 76 miles 10 chains. (WN 9, ACTM 20/145/3)
- 23.03.1958 Line duplicated between Yarragon and

Departure signal remains in use. (WN 45, ACTM 19/382, 1)

Trafalgar. Electric staff working replaced by three position automatic signalling. Trafalgar interlocked and worked from a panel in office. Three position signalling provided in yard. New Down platform provided. Flashing lights provided at level crossings at 69 miles 64 chains, Ashley St (sic) (73 miles 64 chains) at Up end of yard and unnamed crossing, later Summerlee Rd, at Down end of yard (74 miles 27 chains). Diagram 3/57 provided. (WN 13, ACTM 20/76/2, IR)

Trafalgar 1958

(Based on Diagram 3/57, Signalling Arrangement RF1043 and RH359)



- Copyright 2004, Andrew Waugh
- 26.06.1960 Switch out facilities provided and illuminated letter 'A's provided on Homes 4, 12, 22, and 28. (WN 27, ACTM 20/404/5, IR)
 - 27.06.1960 Line duplicated between Trafalgar and Moe. Electric staff working replaced by three position automatic signalling. Block hours initially: M-F 0755-0932 & 1622-1735, Sa 0755-0932. (WN 27, ACTM 20/404/5)
 - 03.1973 W.A. Purvis Siding transferred to Moe Co-op Dairying Co (CI)
 - 19.01.1996 Footbridge closed. Crib crossing provided at Up end of platform (120.185 km). Automatic flashing lights and bell provided (WN 4)
 - 23.06.1996 Level crossing at Summerlee Rd at Down end of yard closed. Boom barriers removed. Boom barriers provided at Loch Ck Rd (121.288 km). (WN 26)
 - 23.03.1997 Boom barriers and traffic light co-ordination provided at Ashely St (119.945 km) (WN 12)
 - 28.09.1999 All points and sidings out of use. Crossovers 5 and 23 and Points 9 and 21 spiked normal. Lever 18 sleeved reverse. (WN 39)

