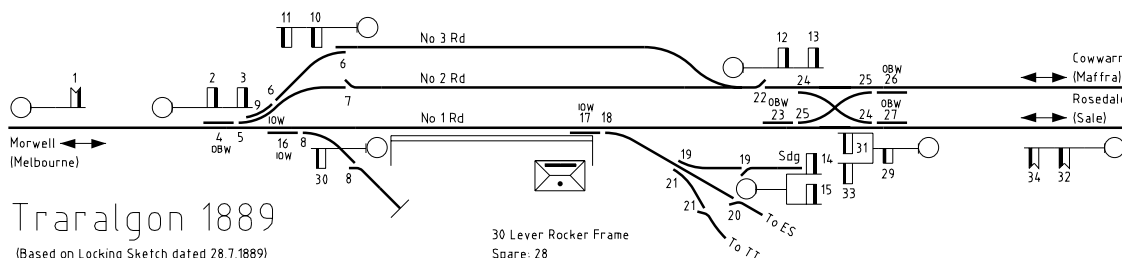
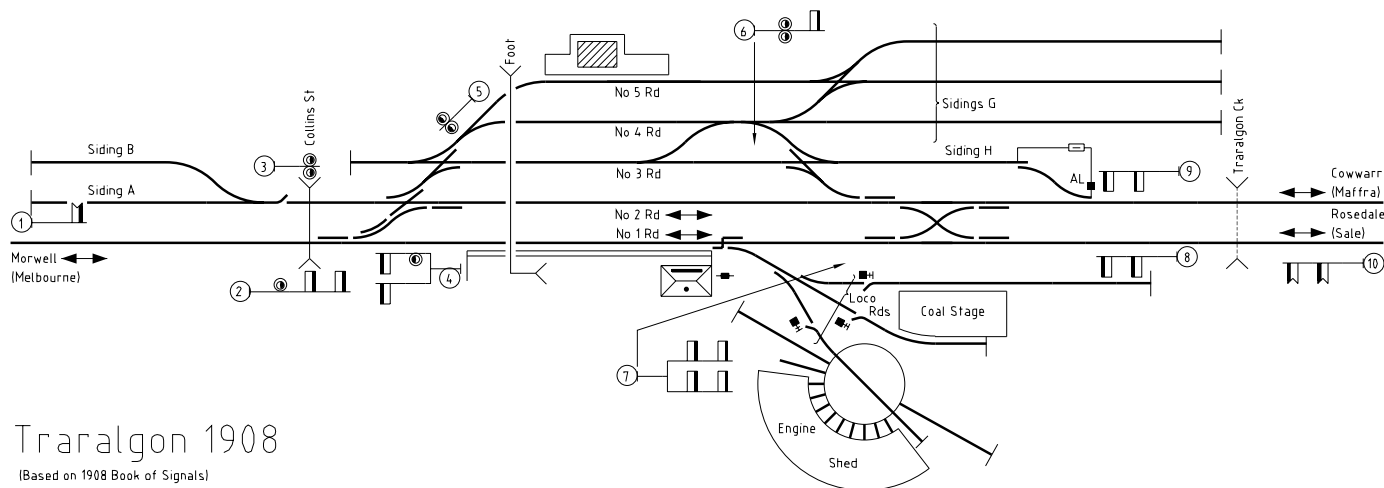


Traralgon

- 01.06.1877 Opened with line between Morwell and Sale. Staff and Ticket not provided initially. (VR to 62, Leo Harrigan, WTT)
- (01.04.1878) By this date, Staff & Ticket working introduced with sections Morwell - Traralgon - Rosedale (WTT, previous issue 4.3.78)
- 13.11.1883 Heyfield branch opened. By 3.12.85 Staff & Ticket section Traralgon - Heyfield (VR to 62, WTT)
- 01.07.1885 Interlocked. Worked from 34 lever No 6 Pattern frame (4 spare). (Interlocking Register)
- (03.12.1885) By this date Telegraph Block in use Morwell - Traralgon. Staff & Ticket section on Down now Traralgon - Flynn's Ck (WTT, previous issue sighted 1.12.83)
- 02.10.1889 New signals and lockbar provided. Additional 3 levers working. Probably Homes 10, 11, and Lockbar 9. (IR)



- 29.07.1895 Rearrangement (of yard?). Additional lever working; now no spare levers. Two lever Auxiliary frame (one point and one lockbar) provided; probably connection to goods yard off Maffra line. (IR)
- 01.05.1896 Carriage Dock removed. One lever used to work additional Disc provided on Post 2 (main line to Nos 3, 4, or 5 Roads). Post 4 relocated 76 yards 'ahead' of its existing position. Amend Diagram 227/96. Now one spare lever. (WN 45, IR, A1445/95)
- (01.07.1899) By this date, 34 lever frame contained 17 levers working signals, 10 levers working points, and 7 levers working lockbars. No spare levers. Two lever Auxiliary Frame with one point lever and one lockbar lever. (IR)
- 09.03.1900 Large Electric Staff replaced Train Staff & Ticket, Moe - Traralgon (WN 37)
- 23.05.1904 Yard extended. New 43 lever frame provided containing 24 signal levers, 12 point levers, and 7 lockbar levers (0 spare). Diagram 395/04 in use (WN 21, IR)
- (22.05.1905) Cattle pits replaced gates at No 60 Crossing at Traralgon (WN 21)



- (03.04.1911) Post 11 (Up Distant) replaced by bracket post with each distant on a separate doll (WN 14)
- (04.03.1912) Two ground discs provided to work with turntable. One controls the entrance from the front and the second from the new road at the rear of the turntable. (WN 10)
- (07.04.1913) Electric Staff replaced Train Staff & Ticket, Traralgon - Rosedale (A 1208, WN 14)
- (22.11.1915) Large Electric Staff replaced Train Staff & Ticket, Traralgon - Glengarry (A 3699, WN 47)
- 14.04.1919 Discs provided on Posts 8 & 9 (Sale/Maffra line to Nos 3 or 4 Roads). These two levers formerly worked lockbars. (IR, Not notified until WN 21* issued on 26.5)
- (30.03.1926) Composite Staff provided in Traralgon - Rosedale section to allow Flynn to be opened as intermediate block post (WN 13*)
- 30.12.1927 Connection provided between Sale line and Loco Depot. Points secured by Staff Lock (WN 2*)

Glengarry to open as a Train Staff & Ticket station with sections Traralgon - Glengarry - Cowwarr. Composite Staff provided in Traralgon - Cowwarr section to allow Glengarry or Toongabbie to open as a Block Post. Master Key lettered Glengarry - Cowwarr provided. (A784, WN 18)

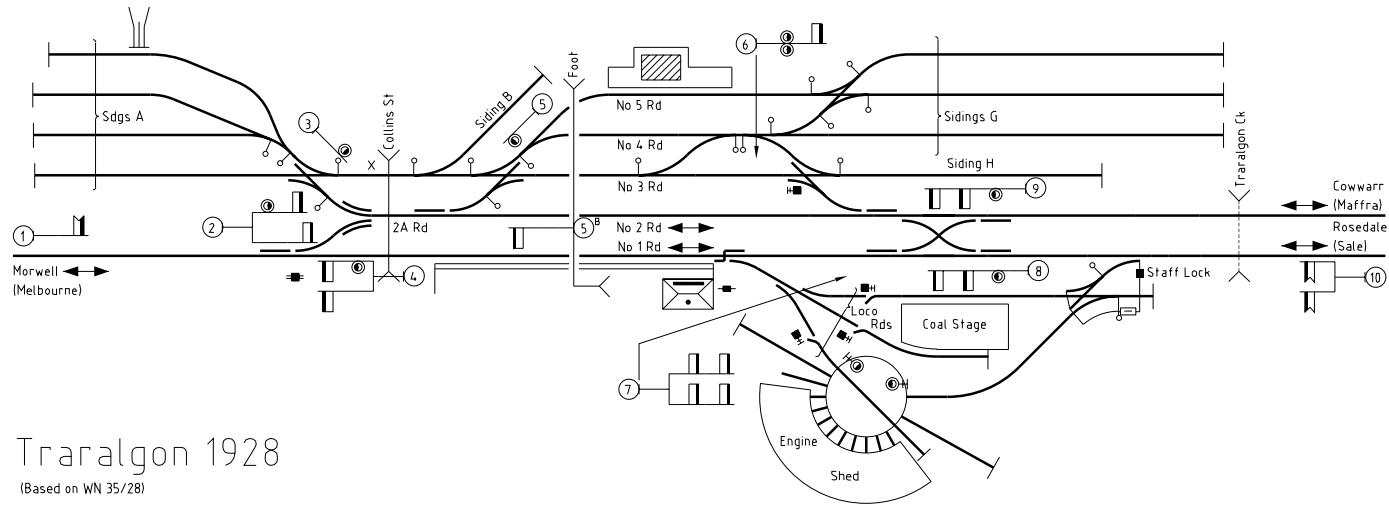
on Post 5 was abolished. Post 4 relocated closer to level crossing and new Post 5B provided on footbridge. No 5 Road was extended to Sidings G at Down end. Point Indicator provided on interlocked portion of compound leading to Nos 3/4 Roads at Down end. Diagram 17/28 replaced 21/19. (WN35, A1796, A1836 & A1838)

11.04.1929 Glengarry closed as Staff station and Large Electric Staff section now Traralgon - Cowwarr. Divided Staff provided in section to allow

29.06.1928 Connection between Maffra line and Siding H removed. Catch points and Auxiliary frame removed. Amend Diagram 21/19 (WN 29, A1545)

19.08.1928 Yard extended at Up end. Crossover between No 1 and No 2 Road relocated to Up side of level crossing and independent connection (via X) provided from Sidings A to Nos 3, 4 & 5 Roads. Post 2 replaced by a bracket Post. Right hand Disc on Post 3 abolished and post relocated to exit of Sidings A. Right hand Disc

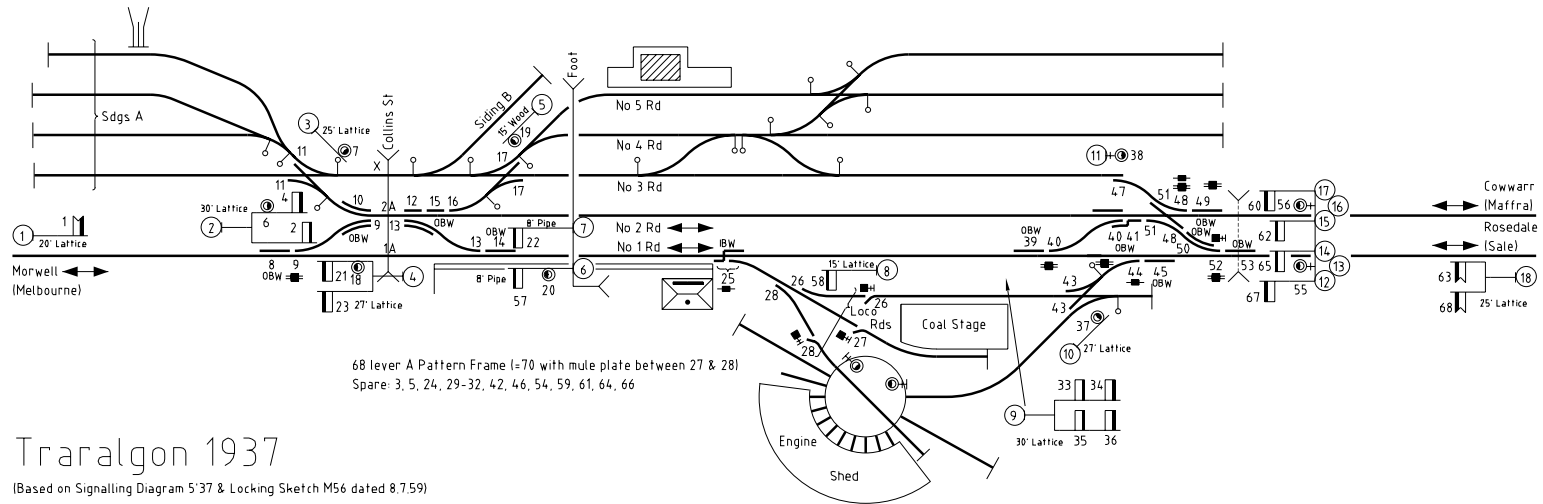
11.04.1929



- 26.05.1929 Connection provided from No 1 to No 2A Road at Down end and new Post 6 provided on footbridge. Connections at Down end rearranged. Delta crossover removed and two simple compounds provided. Turnout to Nos 3/4 Roads at Down end replaced by a connection to No 3 Road. Post 6 replaced by a ground disc. Connection from Loco Roads to Sale line connected to interlocking frame and new Post 10 provided. Posts 8 and 9 replaced by a signal bridge. Signalbox extended and 68 lever A pattern frame provided. Diagram 6/29 replaced 17/28. (WN 23, IR, A1156)
- (11.09.1934) Bank Engine Key provided in Cowwarr section. Goods trains may be assisted to the Stop Board at 98 mile 70 chains. Goods load for Glengarry section increased from 390 tons to 580 tons (K or N class), which is the through load for the Traralgon - Stratford Jn section. (WN 37)
- 10.07.1936 Distant signals released by all Homes in advance (but only via No 1 Road) (Locking

- 10.03.1937 Cowwarr equipped with switch out facilities. Through Electric Staff section Traralgon - Heyfield. Two Composite Staffs provided in Traralgon - Heyfield section to allow Glengarry, Toongabbie, or Cowwarr to be opened as an Intermediate Block Post. Divided Staff remains in Traralgon - Cowwarr section to allow Glengarry to open as a Staff station. Composite Staff probably also remains in Traralgon - Cowwarr section to allow Glengarry or Toongabbie to open as an Intermediate Block Post. Bank Engine Key to 98 miles 70 chains in both long and short sections. (WN 11, 35/10897, A522, A575)
- 15.06.1937 Locking alteration. Home 23 now locks Crossover 13 normal & Lockbar 14 in. (LS M59)
- 05.03.1940 Collins St level crossing closed. Home 21 and Disc 18 now lock Lockbar 12 out. (LS M59)
- 08.02.1944 Post 10 relocated 14 yards further in. Amend Diagram 5/37. (WN 7, AGST 14/2/3, A106)

- (16.05.1944) Bank Engine Key provided in Rosedale section. Goods trains may be assisted to the Stop Board at 98 miles 60 chains. Bank Engine to run uncoupled. Goods loads for Flynn section for K or N class increased from 390 tons to 510 tons. (WN 20)
- (19.02.1946) Turntable discs removed. (WN 8, AGST 16/337/13, A141)
- 28.10.1949 Glengarry equipped with switch out facilities. Through Electric Staff section Traralgon - Cowwarr, and short sections Traralgon - Glengarry - Cowwarr. Divided Staff removed from Traralgon - Cowwarr section (WN 45, AGST 18/3/1, A1167)
- 18.08.1955 Post 18 replaced by new 25' Steel post 87 yards further out (WN 35, ACTM 19/379/3, A1333)
- 02.10.1955 Fittings renewed on Post 4 (CI)

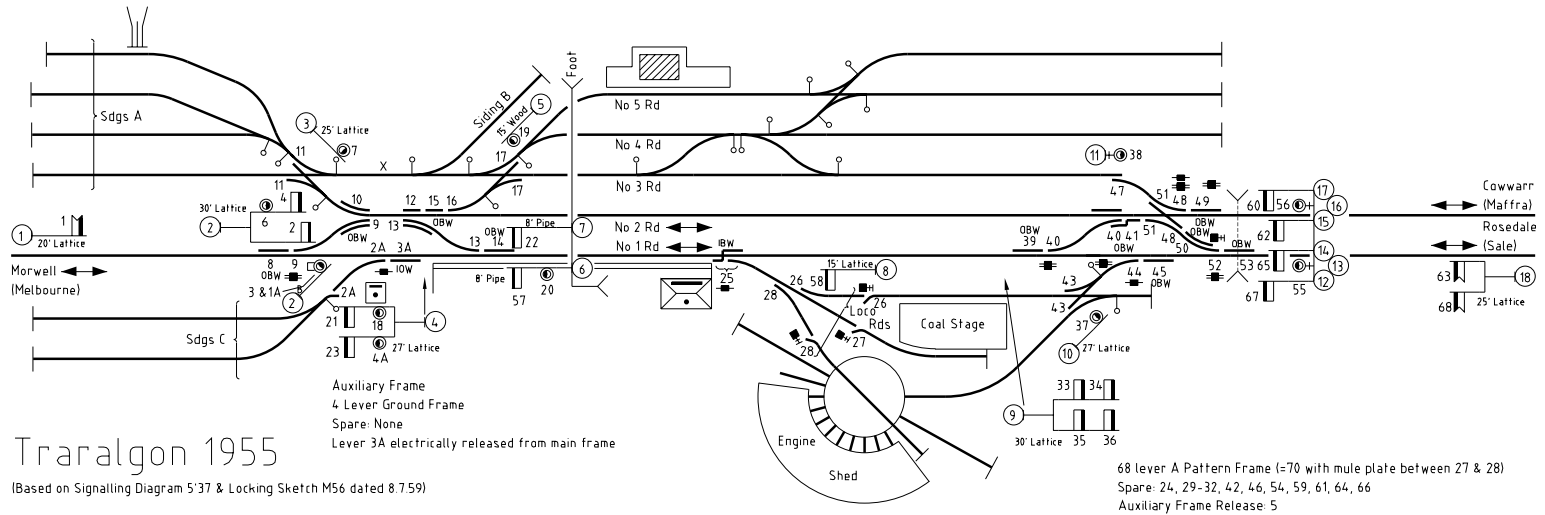


Traralgon 1937
 (Based on Signalling Diagram 5/37 & Locking Sketch M56 dated 8.7.59)

31.10.1955 Two sidings 600 feet long (Sidings C) provided at Up end of station on Down side of line. Points to sidings worked by Auxiliary Frame electrically released from signalbox. New Post 2B provided for moves from sidings, and disc provided on left hand doll of Post 4 for moves to siding. Discs worked from 4 lever Auxiliary Frame. (WN 45, IR, LS M59, ACTM 19/285/3, A1706)

08.01.1956 Signal bridge at Down end raised 6'6" to provide clearance for overhead (CI)

14.03.1956 Overhead commissioned for electric traffic. Roads wired: No 1, 2, 3, & 4 Roads. Sale & Maffra lines to Stop Boards. X and left hand road in Sidings A. Sidings C to Stop Board. (WN 11/56, ACTM 19/427/3, A165 amended)



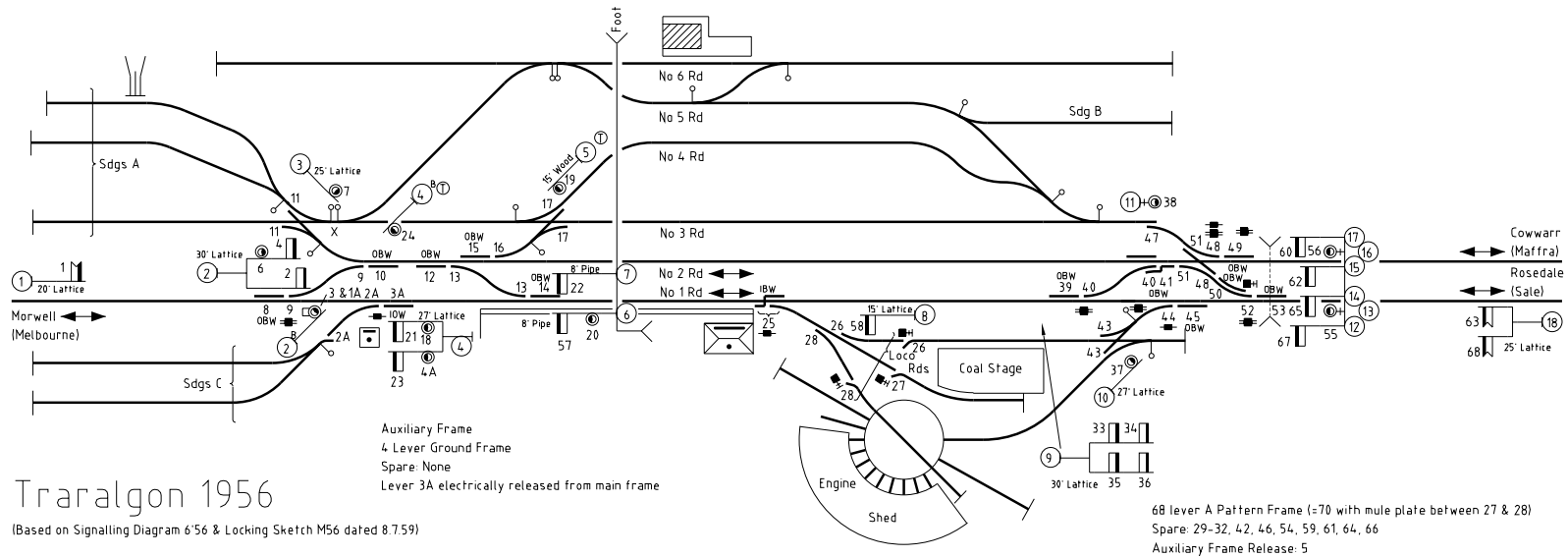
22.03.1956 Yard widened and goods shed relocated or replaced. No 4 Road removed together with its dead end extension at Down end. No 5 Road renamed No 4 Road. New No 5 & 6 Roads provided together with dead end extensions of No 6 Road at Up and Down ends. Siding B was abolished and a new connection provided between Sidings A and No 5/6 Roads. Second road in Sidings A was abolished. Additional Post 4B (Disc 24) provided. Goods shed relocated or replaced by new shed on No 6 Road. Diagram 6/56 replaced 5/37. (WN 14, IR, LS M59, ACTM 19/431/3, A441)

06.04.1959 Trackwork renewed in Loco Yard. Catches 26, 27, & 28 at Up end of Loco Roads replaced by Derails (WN 16, LS M59, ACTM 20/312/3)

11.04.1959 Steel supports provided under interlocking machine. Over following weeks signal box foundations renewed. (CI)

09.06.1959 Overhead wiring provided over Loco Road through to buffer stops and crossovers from Loco Road to main line at Up and Down ends (WN 25)

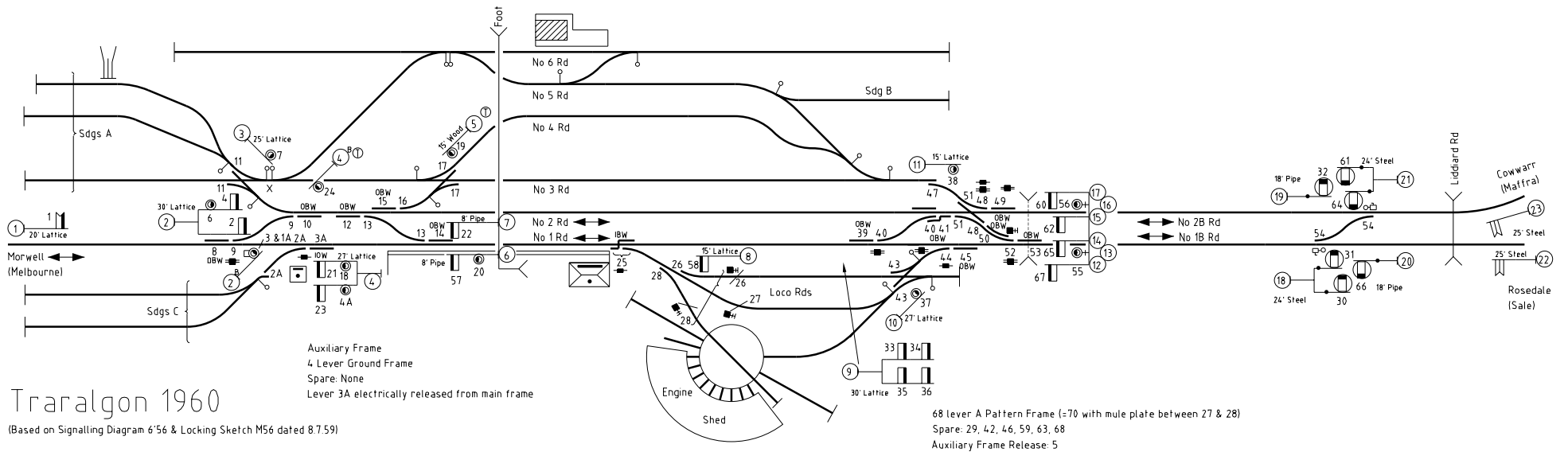
24.06.1959 Overhead extended 1420 feet in the Down direction over both Sale and Maffra lines (WN 26)



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- 08.07.1959 Ground Disc 38 (Post 11) replaced by new 15' post. Amend Diagram 6/56. (WN 29, LS M59, ACTM 20/349/5, A 902)
- 20.11.1960 Crossover 54 provided between Sale and Maffra lines near the point of divergence to allow Up trains from Maffra to cross to No 1 Road. Crossover 54 fitted with dual control point machines. Posts 18 (Homes 30/31), 19 (Home 32), 20 (Home 66), and 21 (Homes 61/64) provided. Former Post 18 abolished Up distant relocated to new Posts 22 and 23 further out. Both Up Distant fixed at Caution. Levers 63 & 68 now spare. Levers 30, 31, 32, 54,

- 61, 64, & 66 formerly spare. Diagram 13/60 replaced 5/56. (WN 48, IR, LS M59, ACTM 20/481/4, A1433)
- 08.11.1961 Flashing lights provided at Princess Hwy (98 miles 65 chains) on Maffra line. Stop Board for Bank Engines relocated from 98 miles 70 chains to 98 miles 77 chains. To ensure that the flashing lights work correctly, Bank Engines must come to a stand at the Stop Board before returning to Traralgon (WN 46, ACTM 21/146/1, A1736)
- 04.09.1962 Flashing lights provided at Liddiard Road (98



Traralgon 1960

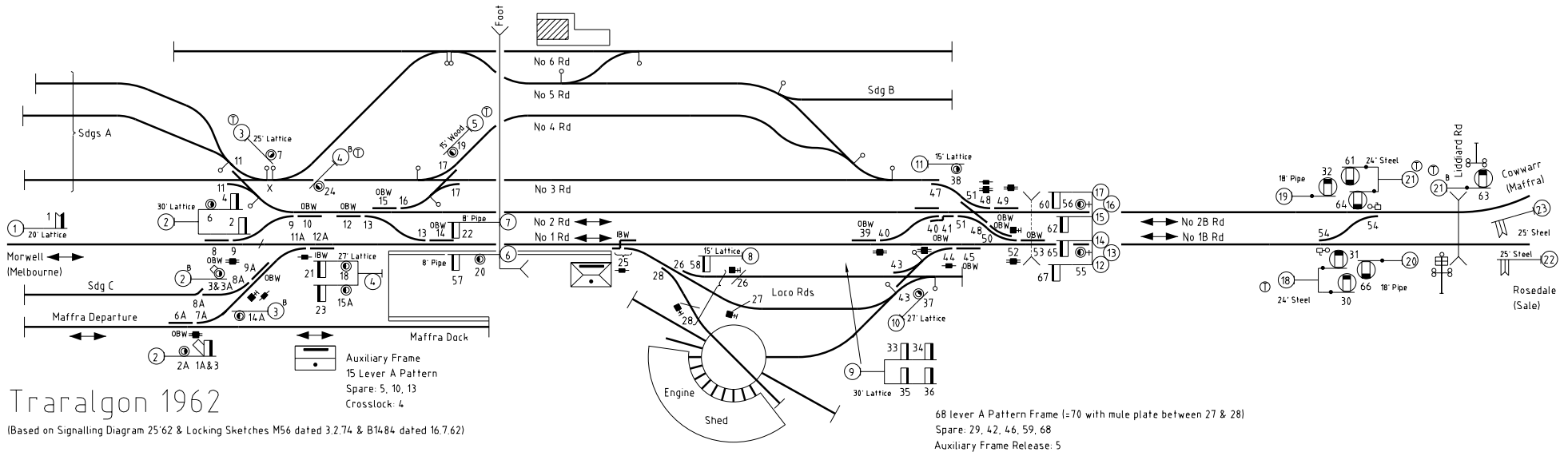
(Based on Signalling Diagram 6/56 & Locking Sketch M56 dated 8.7.59)

Version 1.0 (April 2004)

- 16.11.1962 Maffra Dock provided behind main platform at Up end of station. Dock leads off second Road of Sidings C which was renamed the Maffra Departure Road. Auxiliary Frame replaced by new 15 lever frame on new site. New Post 2C and 3B provided. Diagram 25/62 replaced 13/60. (WN 48, IR, LS M59, LS M59, ACTM 21/329/3, A1416)
- 08.05.1964 Connection provided between 'X' and No 5 Road. Post 4 relocated to right hand side of line. (CI)
- 08.05.1968 Post 10 relocated 45 feet further out. (WN 22, A726)

- 23.08.1970 Overpass provided for Princes Highway at 98 miles 65 chains on Maffra line and flashing lights abolished. Line deviated to a new alignment. Post 23 relocated 1600 feet further out. (WN 35, A1585)
- 09.02.1972 Down Distant 1 (Post 1) fixed at stop. Lever 1 now spare. Amend 25/62. (WN 9, IR, LS M59, A322)
- 03.02.1974 Lockbars 8, 10, 12, & 15 removed and lever now secured by track circuit. Plunger 15 now worked by lever 12. Lever 15 now spare. (LS M59)
- 21.07.1974 Post 8 relocated 30 metres further in and Post 9 relocated 50 metres further in due to bridge work (WN 32, A1326)
- 25.08.1974 Points 44 (together with Lockbar 45) relocated. Up end of compound points 43 spiked towards

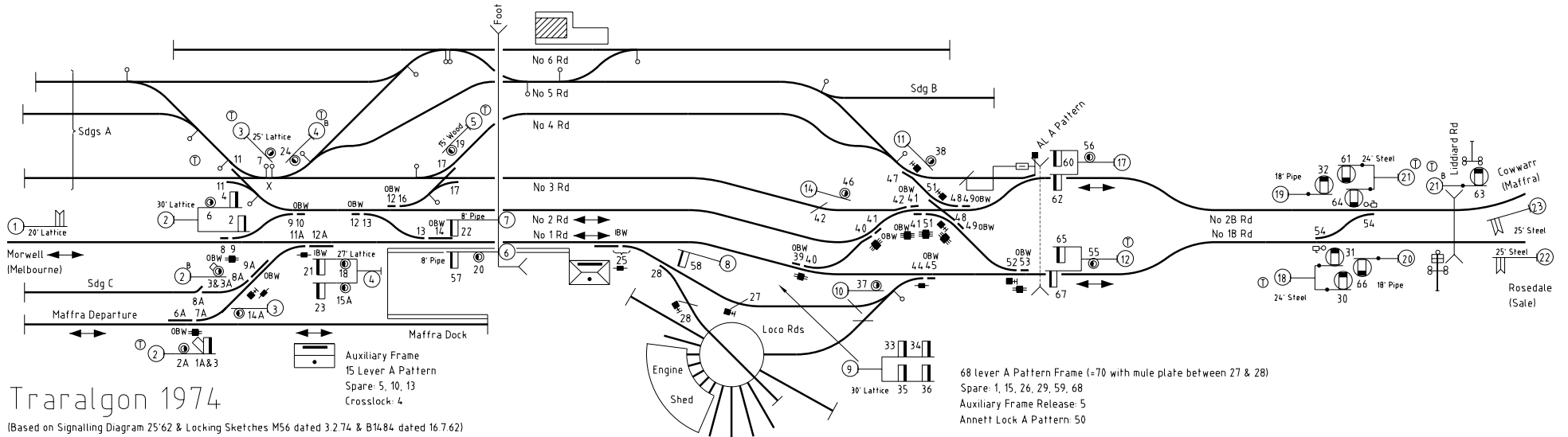
- 03.09.1974 Substage A of Down end rearrangement in service (LS M59)
- 08.09.1974 Crossover 40 between No 1 and No 2B Roads restored to use together with plungers 39 and 41. Points 42 provided in No 2 Road together with rodded Derail 42 in No 3 Road. No 3 Road no longer connected to No 4 Road. New disc on Post 16? Additional disc provided due to Stage 2 Down end re-arrangement (IR, CI)
- (17.09.1974) Diagram 10/74 in service. (WN 42, A1748)
- 21.09.1974 Existing compound points 43 (spiked) replaced by new turnout worked by lever 44 with plunger 45. Signalbridge with Posts 12 to 17



- 22.09.1974 abolished and two bracket posts (12 and 17) provided. (CI)
- 06.10.1974 Compound points 48/51 and points 52 relocated in the Up direction. Temporary connection provided between Points 51 and the Maffra line (CI)
- 05.10.1976 No 2 Track slewed to its final position over new bridge and temporary connection taken out of use. Annett locked connection to No 2B Track in service. Down end rearrangement in service. (WN 42, A1847, CI & IR has almost identical entry on 28.9)
- 11.06.1980 Down end of yard extended (CI)
- Flashing lights provided at Banks Street (95 miles 1482 metres) on Up side of station. (WN

- 11.12.1980 26, A564)
- 15.12.1981 Pneumatic point assistance provided for points 9, 40, 48 & 52 (CI; similar entry for same date in 1981)
- 18.10.1983 Post 12 relocated to opposite side of track (CI)
- Independent Annett locked connection from Maffra line to Goods Yard abolished. Annett locked points in No 2B Track abolished. Points 47 replaced by Catch points. Lever 50 spare. (WN 17, IR, A366)
- (13.01.1987) Line between Traralgon and Cowwarr closed. (WN 2)
- 02.07.1987 Overhead between Warragul and Traralgon decommissioned. (WN 29, A2413)

- (01.09.1987) The centre road of Sidings A was removed, together with the connection from Points 11 to the right hand road of Sidings A (Ballast Road). Double compound 11 was replaced by a turnout which is interlocked with signals 7, 18, 19, & 24. (WN 34, O116)
- 02.06.1988 Flashing lights provided at Minnidale Rd (WN 22*)
- 11.12.1988 Train Order Working introduced beyond Traralgon and Electric Staff section Traralgon - Sale abolished. Commence and End Train Order Working provided. Three Master Keys



Traralgon 1974

(Based on Signalling Diagram 25'62 & Locking Sketches M56 dated 3.2.74 & B14.84 dated 16.7.62)

14.06.1990 Signal box abolished and yard equipped with plunger locks. All signal posts except for 2, 12, and 20 were abolished and these posts were equipped with a single Home each. The points to the yard were equipped with plunger locks. The points to Sidngs C and the Loco Sidings were secured by an Annett lock and rodded to a Hayes Derail and Crowder. The Maffra Dock was abolished. The Annett key is normally kept in a lock on the pilot quadrant is provided on the platform. Removal of the key secures the Up and Down Home signals normal. Chains and a padlock are provided to secure the

23.08.1990 Plunger locked points at the Down end relocated 50 metres further out. Down Arrival Home relocated 108 metres further out. The two position 5P keyswitches that operate Home E were replaced by three position V5PSW keyswitches. Home E will track cancel. (WN 33, O640)

19.03.1991 The Up end plunger locked points were relocated 59 metres further out. (WN 10, O2180)

15.04.1994 Down Home Post 1 converted to a light signal (WN 14*)

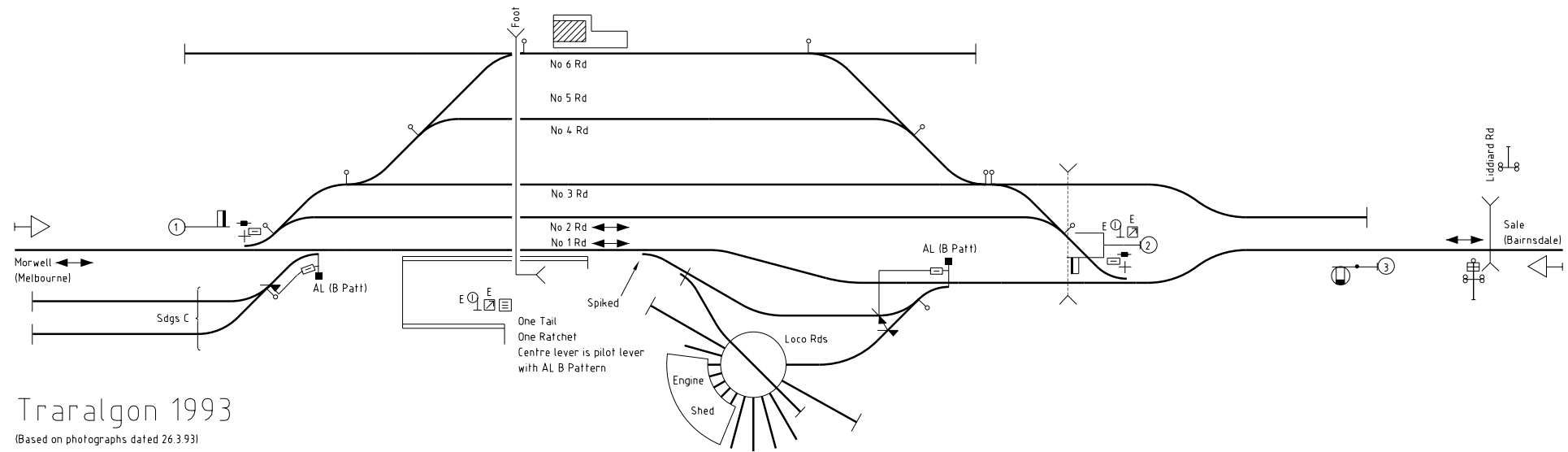
04.06.1995 Composite Staff provided in Traralgon - Sale section (WN ?)

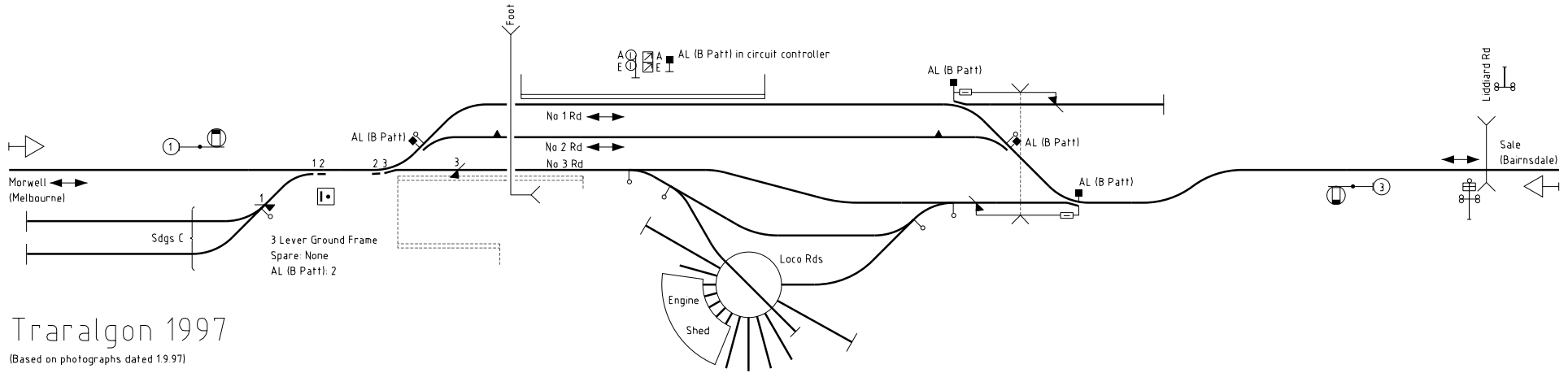
15.06.1995 Staff instrument relocated to new station

16.06.1995 New passenger platform on No 3 Track brought into service. Original platform retained, but out of use. Signals continue to be operated from levers on former platform. Lie of plunger locked points at Up and Down ends reversed to lie for No 3 Track. No 2 Track and Maffra Siding spiked out of use. Temporary Scotch Blocks provided at both ends of No 2 Track and Maffra Siding. (WN ?)

(29.10.1996) Composite Staffs in Traralgon - Sale section withdrawn (WN 43)

08.04.1997 Main line points at Up end relocated further in to a new position 15 metres on Down side of points leading to Siding C. Plunger lock on points replaced by E Pattern Annett Lock. Three





Traralgon 1997

(Based on photographs dated 1.9.97)

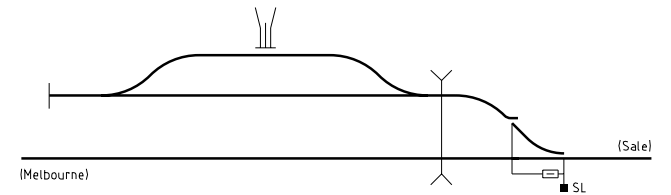
- 10.05.1997 Existing signal quadrants on old platform abolished. Up Home Post 2 abolished. New panel provided in locked cabinet on new platform. Panel has V5PSW keyswitches to control Up and Down Homes on Posts 1 and 3. Plunger lock on Down end points replaced by B Pattern Annett lock. Hayes Derail and Crowder provided at the Up end of No 1 Track rodDED to lever 3 of ground frame. B Pattern Annett lock on points to Loco Depot abolished and WSa lever provided. Cabinets provided at both ends of the yard adjacent to the main line points containing V5PSW keyswitch to control Home for moves to yard and a Staff (or Master) Key/Annett Key exchange apparatus. Insertion of a Staff or Master key will release an E Pattern Annett key. (WN 8)
- 01.06.1997 Boom barriers provided at Liddiard Rd (159.310 km) on Down side of station (WN 21)
- (12.08.1997) Traralgon - Bairnsdale Master Keys 17 & 18 withdrawn. Key 16 remains in use (WN 30)
- (11.11.1997) Special instruction re the issuing of return Train Orders withdrawn as with is now dealt with in SW 370/97 (WN 43)

- 06.04.1999 Train Order Working between Traralgon - Sale replaced by Train Staff and Ticket working with section Traralgon - Sale. (WN 12)
- 01.10.1901 Staff Exchange Box provided. Used for Train 9442. (WN 39)

TRARALGON LIVE STOCK SIDING (98 MILES 68 CHAINS 16 LINKS)

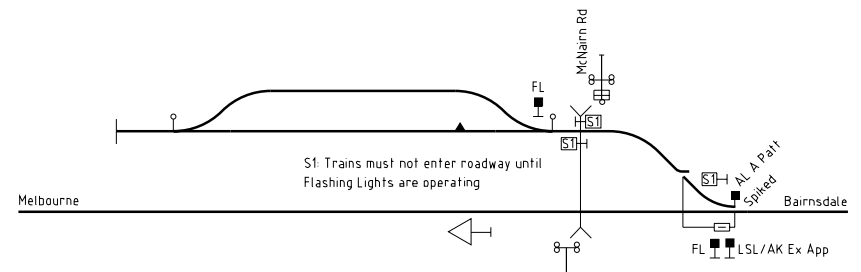
- 09.11.1959 Staff locked siding provided on Sale line for new cattle yards. Points rodDED to catch blade in sidings. (WN47, Signalling Arrangements F4420)
- 04.06.1980 Flashing lights provided at McNairn Road. Staff lock on points probably replaced by Annett lock with key kept in Staff/Annett Exchange Apparatus (CI)

- 16.10.1996 Points spiked. Trains operating between Traralgon and Sale will not need a Master Key (WN 42)



Traralgon Stock Yards 1959

(Based on Signalling Arrangement dates 9.7.59)



Traralgon Cement Sdg (2003)

(Source: Inspection 27.04.2003)