

Wandong

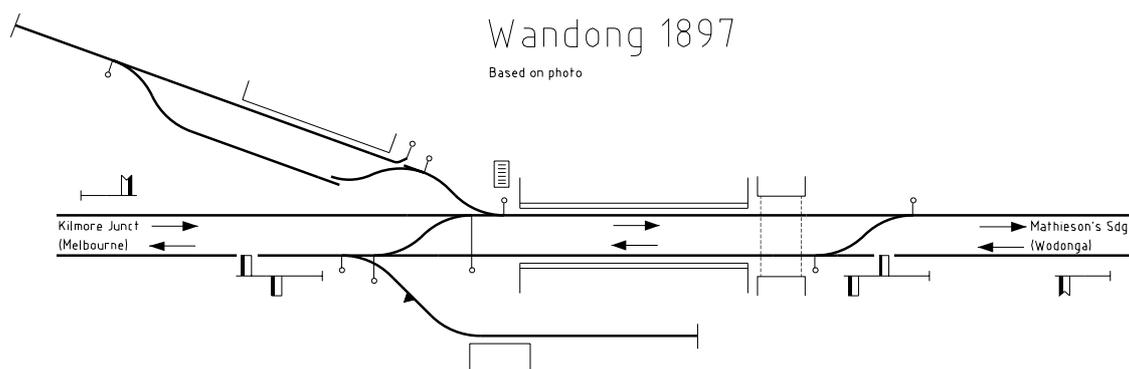
WANDONG (34 MILES 28 CHAINS)

Wandong is a small village just on the north side of the summit. It was opened as a wood siding and for passengers in 1876. By 1885 it was a telegraph block post, but not a Staff station. It remained a block post after duplication in 1886. The great days of Wandong lasted from 1885 until 1902 when the Australian Seasoned Timber Co ran a large timber seasoning and joinery works near the station. Timber was drawn from the hills to the east via a lengthy tramway. Wandong was interlocked in 1900 and the station remained essentially unaltered until 1961 when the Up side siding was lifted to provide room for the new standard gauge line. Wandong was closed as a block post until 1978 but remains open for passengers today.

- 11.04.1876 Morpeth's Sdg "Wandong" opened for passengers (CI)
- (30.06.1876) By this date open for goods (CR)
- (03.12.1885) By this date (since 1.12.82) open as a Telegraph Block post in the Wallan - (Wandong) Ballast Pits section, but not as a Staff station. (WTT)
- 18.01.1886 Duplication provided between Beveridge and Wandong Ballast Pits. (CI)
- 15.06.1886 Block Telegraph (Winter's instruments) provided with sections Wallan - Wandong - (Wandong) Ballast Pits (CI)
- 12.08.1887 Contract let for construction of shelter shed for £61.3.0 to F. Bone & Co (GG)
- (11.02.1895) To allow Wandong to switch out after passage of last Up passenger, Kilmore Junction and Kilmore East are not to ask Line Clear while the last Up Pass is running between Wandong and Kilmore Junction (WN 32)

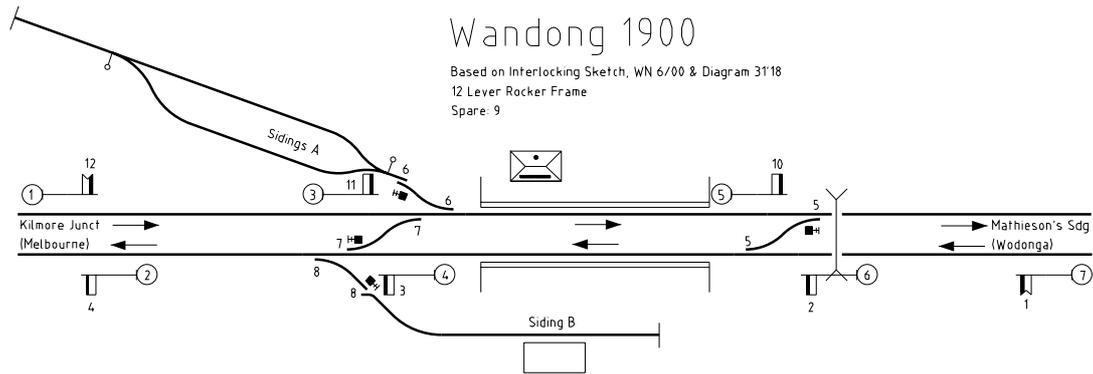
Wandong 1885

Source: The Centenary of the Opening of the Railway to Seymour, K.W. Turton, ARHS Bulletin, Apr 1972



- 08.07.1898 Contract let for construction of timber bridge over line for £488.9.2 to M.J. Dillon (GG)
- 12.08.1898 Contract let for removal of gatehouses at No 11, 15, & 18 crossings, Lintons line, and re-erection as residence and offices at Wandong for £332.1.11 to W. Barry (GG)
- 07.12.1898 Green light provided in signals (WN 22)
- 17.04.1899 'Indicating arm' provided on Up Distant post. Fixed low on post to repeat Up Distant and can be seen from the platform (WN 42)
- (01.07.1899) By this date had Home, Distant and Starting signal in each direction (SANP)
- 17.12.1899 Contract let for removal of house from Wandong to Tallangatta for £96.13.2 to J.E. Livingstone (GG)
- 09.03.1900 Contract let for erection of station offices for £194.1.1 to D. Barry (GG)

07.08.1900 Interlocking provided in signalbay of station. Contains 12 lever rocker frame with 7 signal levers, 4 point levers, and 1 spare. Diagram 672/00 provided. (WN 6, IR, SANP)



26.08.1903 Block hours: 0730 to 1300 and 1630 to 2200 daily (WN 34)

(21.08.1905) Will be block post for all trains (replacing Kilmore Junction). Special instructions in GA cancelled. (WN 34)

b1908 Block Rule VI prohibited for Down trains (GA)

04.12.1910 Will switch out 0400 Sundays until first Down train Monday (WN 49)

(01.06.1911) By this date SM class 8 (Reg)

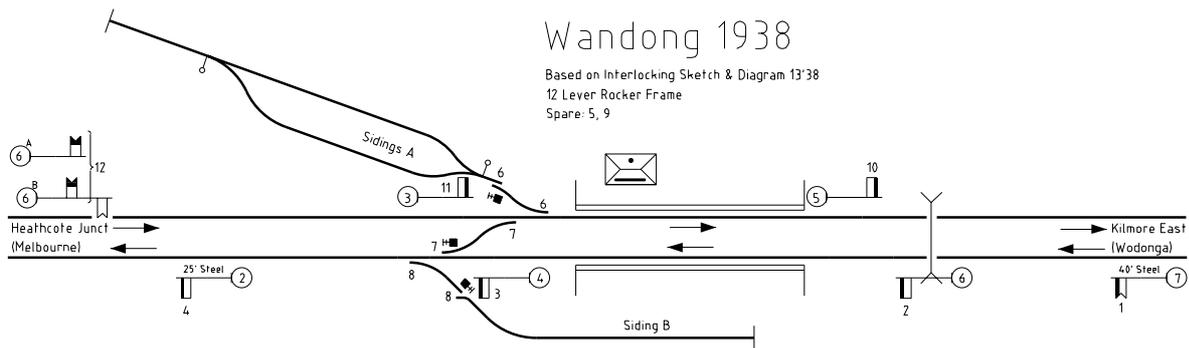
(04.09.1911) Down Distant Post 1 moved 70 yds further in and 18 feet nearer line (WN 36)

b1928 Block terminal for up trains (GA)

12.12.1932 SM withdrawn. (WN 49*)

01.12.1937 Down end Crossover 5 removed. Lever 5 now spare. Amend Diagram 31/18. (WN 49, IR, IS)

13.10.1938 Down Home Post 3 moved 216 yds further out. Post 1 abolished and Down Distant placed on Heathcote Junction's Up distant post which was renumbered 6B. Coacting arm for Down distant provided on new post 6B. Both Down Distant motor operated (WN 43, IS)



15.07.1941 Telegraph instrument removed (WN 28)

c1957 Open for passengers and goods. Supervised by Broadford. Has 2 400 foot platforms. (DS)

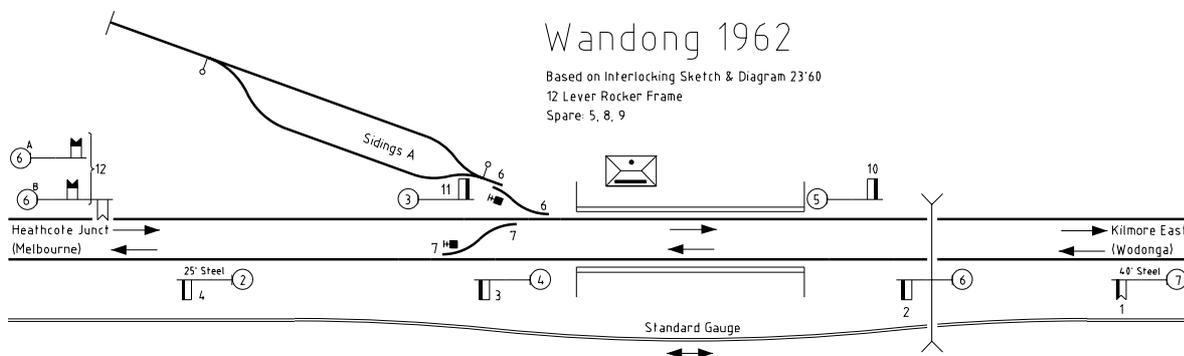
19.01.1960 Post 2 moved 2 yds closer to the track. (WN 5)

26.06.1960 Post 6 moved 25 yds further out. Post 7 replaced by new post 100 yds further out (WN 27)

06.07.1960 Siding B abolished due to provision of Standard Gauge line. Points 8 abolished (WN 28, IR)

(13.09.1960) Siding A extended 150 feet (WN 37)

(29.05.1962) Diagram 23/60 replaced 13/38 - year is correct! (WN 22)



18.12.1962 Post 5 renewed (CI)

11.05.1964 Extra class 5 ASM position provided (now two positions) (WN 32)

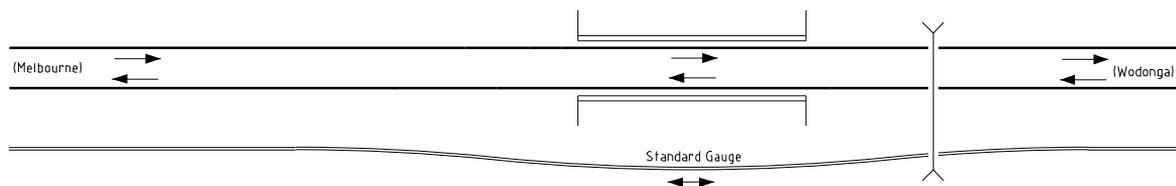
02.12.1970 Electric light provided on Down distant No 12 and coacting arm No U12 (CI)

19.08.1976 Pole line and signalling apparatus relocated for construction of Hume Hwy overpass (CI)

29.11.1976 ASM Class 1 (2 positions) replaced by Caretaker class 4 (WN 11/77)

- (07.12.1976) Will be switched in only as arranged by Train Controller (WN 49)
 08.08.1977 Rail Agent class 4 withdrawn. No one in charge (WN 35)
 14.11.1978 Closed as block post. Signals and interlocking abolished. Points spiked (WN 47, IR)

Wandong 1970



- 27.03.1990 Construction of Bus shelters commenced (RNV7-21)

 NO 24 CROSSING (36 MILES 4 CHAINS)

- (01.10.1912) By this date Mathieson's Rd gates worked by Class 5 female gatekeeper (Reg)
 (26.04.1915) Hand gates replaced by cattle pits at 36m 46ch (WN 17)

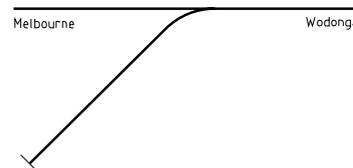
 MATHIESON'S SDG (36 MILES 40 CHAINS)

A quarry was provided on the Up side of the line at 36 1/2 miles during construction in 1871/2. The siding was reopened in 1885 as 'Wandong Ballast Pits' to provide ballast for the duplication. For a brief period in 1886 the siding was the end of the duplication from Melbourne. It appears the quarry, and siding, was closed when the duplication was completed in 1886. It was opened again in 1888 as Mathieson's Siding, probably to provide ballast for the Kilmore line for Munro & Co. The siding remained in use to load outwards firewood after the quarry was closed again. The quarry was opened for a third time in 1900 and finally closed in 1924.

- 1871/72 Open for supplying ballast for construction of line. No reference to siding being open after line was finished. ('The Centenary of the Opening of the Railway to Seymour, K.W. Turton, ARHS Bulletin April 1972).
- 12.08.1885 Wandong Ballast Pits Sdg opened. 4 lever frame provided (no spaces) (IR, CI)
- (03.12.1885) By this date open as a Telegraph Block Post and Staff Station. Staff sections Wallan - Ballast Pits Siding - Kilmore, while block sections are Wallan - Wandong - Ballast Pits Siding - Kilmore (WTT)
- 17.01.1886 Alterations for duplication (IR)
- 18.01.1886 Duplication provided from Beveridge to Wandong Ballast Pits Siding (CI)
- 15.06.1886 Winters Block introduced Essendon - Ballast Pits Sdg (CI)
- 12.07.1886 Duplication extended to Broadford. Winters Block extended to Seymour. Probably closed as Block post. (CI)
- 21.07.1886 Frame removed (IR)
- (19.01.1887) By this date closed as block post (WTT)
- 02.07.1888 Mathieson's Sdg opened (at 36 1/4 miles?) for Munro(?) (CI)
- 06.03.1889 Opened for firewood outwards (CI)
- 05.07.1889? Opened as a temporary block station between 7am and 5pm (CI)
- 14.09.1889 Closed as block station (CI)
- (17.01.1898) Before engine of an Up goods train is detached to perform shunting at this place the Home Signal must be placed at danger. The train must be left standing on the Main Line, and sufficient lever brakes dropped to prevent it running away. The Guard must be careful to pull off the signal just before resuming Up journey (WN29)
- (01.07.1899) By this date had a single Home signal (SANP)
- 07.03.1900 Established as a Block post for working ballast train. Switched in 0700 to 1730 daily (except Sunday). Acceptance of trains under Block Rule VI is prohibited and, except for terminating ballast trains, Siding is a repeating station only. Down Home and main line crossover probably provided. Four lever frame provided - 2 signal levers, and 2 point levers. Diagram 187/00 provided. (WN 37, IR, SANP)
- 08.05.1900 Closed as Block post due to cessation of Ballast train shown in S1293/00. Crossover disconnected and Down Home signal crossed (WN 45)
- 07.08.1900 Diagram 672'00 provided (WN 6)

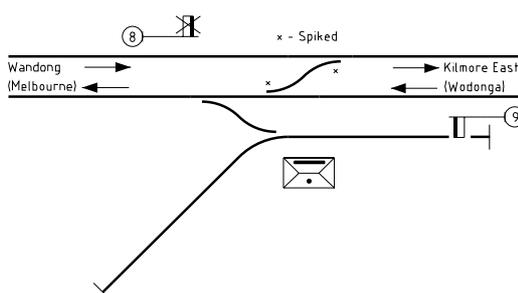
Wandong Ballast Pits 1872

Source: The Centenary of the Opening of the Railway to Seymour, K.W. Turton, ARHS Bulletin, Apr 1972



Mathieson's Sdg 1900

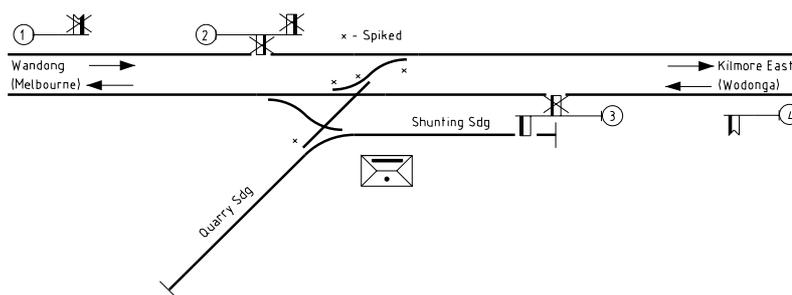
Source: WN 6'00



15.02.1901 Open as Block post. Switched in 0730 to 1730 daily (except Sunday). Acceptance of trains under Block Rule VI is prohibited and, except for terminating ballast trains, Siding is a repeating station only. Regulation 213 to be strictly complied with. Direct connection provided between Quarry Siding and Down line. Up and Down Distant and Starting signals provided. New signalbox provided with 10 lever frame.

Mathieson's Sdg 1901

Source: WN 34'01



(6 signal levers, 4 point levers). Diagram 110/01 provided. (WN 34, IR)

(01.04.1901) Any daylight goods train may shunt whilst open as a block post (WN 40)

(23.12.1901) Closed as block post account Ballast train shown in S1991/01 ceasing to run. Crossover points and points from siding to Down line are spiked. All Down signals and Up Starting signal crossed. (WN 26)

(28.07.1902) Open as block post 0600-1800 (except Sunday). See S2203/02. (WN 30)

b1908 Connection from Up line the only one in use. All work to be done by authorised Up train & Up Home and Up Distant to be placed to stop to protect shunting train. Signals not lighted. Keys of box kept at Kilmore East. Open as block post when required & instructed by GST. On these occasions, Rule VI prohibited in both directions (GA)

11.02.1924 Box abolished (IR)

(26.02.1924) Closed to all traffic. Points and signals abolished (WN 9)

NO 25 CROSSING (37 MILES 12 CHAINS)

21.08.1900 Contract let for removal of gatehouse to Toolamba for £104.8.8 to J. Amess (GG)