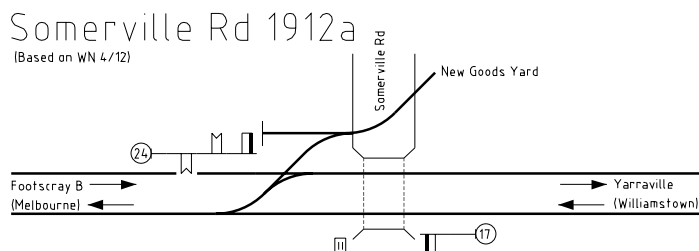


Yarraville

YARRAVILLE A

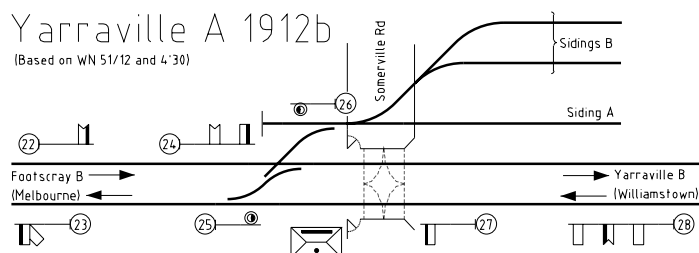
This box, situated at Somerville Road, was provided in 1912 to control the Up end of the extended Yarraville goods sidings as well as the Somerville Road gates. The box lasted until 1969 when it was abolished as part of the provision of an overpass at Somerville Road.

(22.01.1912) Temporary block post provided at Somerville Road for Ballast trains account construction of new sidings at Yarraville. No interlocking: signal levers must be chained reverse when switched out and points secured by hand locking bars and padlocks. Repeating station only for through trains and must get line clear before allowing train to leave siding. Hours Mon - Fri 0700 to 1500 and Sat 0700-1200 hours. (WN 4/12)



(08.04.1912) Somerville Road block post closed until further notice. Down home crossed. Lever working slot on Up home sleeved reverse. Points secured by hand locking bar and padlock (WN 15/12)

22.10.1912 Yarraville A opened with 21 lever frame (8 spare). Works connections to extended goods yard and gates at Somerville Road. Opened as a block post (replacing Seddon) with sections Footscray B - Yarraville A - Yarraville B. (IR)

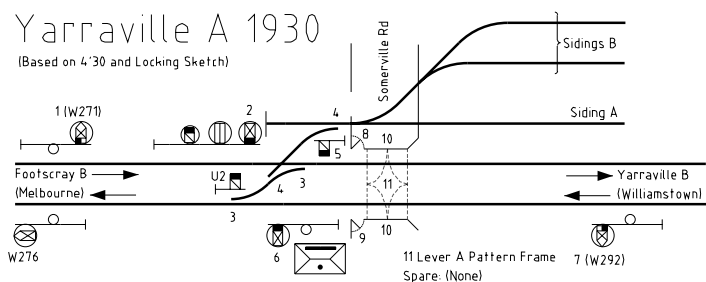


(04.11.1912) Special instruction: Sidings at A Box not gated or fenced at level crossing & shunter must ensure line is clear (WN 45/12)

(27.01.1927) Annett lock placed on lever working crossover (unwired) (WN 4/25)

07.08.1927 Automatic signals provided between Footscray and Yarraville. One signal lever removed. (IR)

24.03.1929 Automatic signals provided between Yarraville and Newport. Block working Yarraville 'A' - Yarraville 'B' abolished. Two position signalling replaced by three position signals. One signal lever abolished and frame shortened to 11 levers (IR, WN 14/29)



18.10.1946 New 38 foot gates at Somerville Road (CI)

01.05.1958 Post U2 moved 2 yards further out (CI)

08.05.1958 Renewal of points and crossings at Up end (CI)

12.02.1969 Crossovers 3 and 4 disconnected and spiked normal. Dwarf 5 removed. Levers sleeved normal (IR)

20.04.1969 Box abolished. Controls removed from W271 and W292. Homes 2 and 6 converted to Automatics W281 and W288. Manually controlled boom barriers (worked by gatekeeper) provided. Posts W.288 (No 7) and W.281 (No 8) controlled by gatekeeper (WN 18/69)

Victorian Signalling Histories No 3

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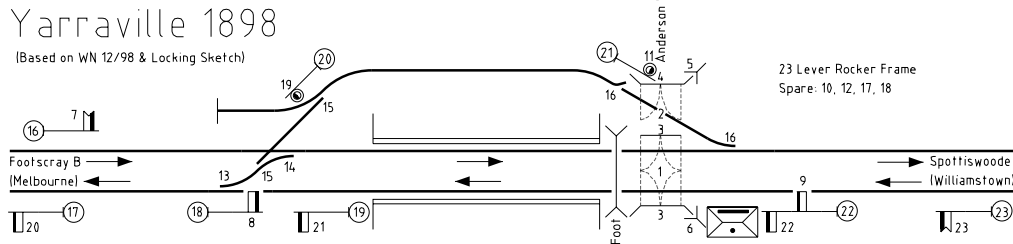
Version 1.1 (July 2001)

- 14.09.1969 Boom barriers now automatically controlled. Control removed from Post W.281. but W.288 now controlled by lever 7 Yarraville 'B' (WN 38/69)
- 18.05.1970 Overpass provided at Somerville Road. Boom barriers removed. (IR, WN 21/70)

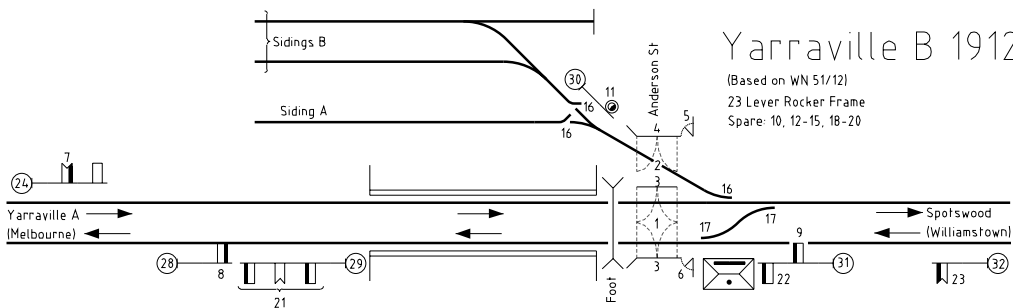
YARRAVILLE B

The first box at Yarraville was provided in 1890 on the Down side of Anderson Street. This was replaced by a new box in 1927 situated on the other side of the level crossing.

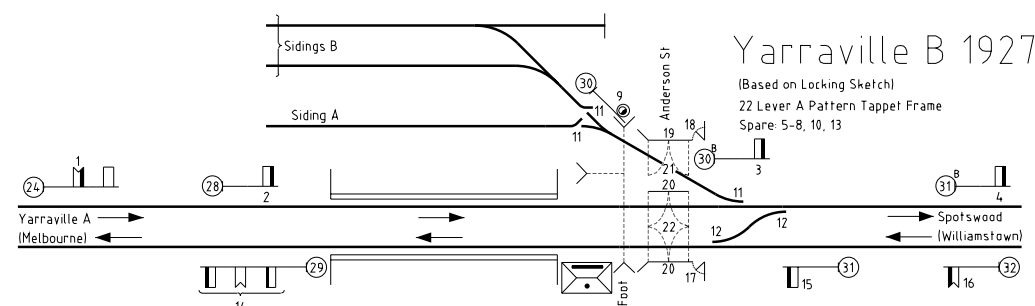
- 20.11.1871 Opened for passengers (temporary platform) (VR62, CI)
- 18.04.1883 Opened for goods (CI)
- b19.01.1887 Winters Double Line Block in use Footscray Junction - Yarraville - Spottiswoode. Had been introduced since December 1885 (WTT)
- 17.02.1890 Interlocked with 23 lever No 6 pattern frame (19 levers working, with 2 sets of gate gear) (IR)
- 10.10.1898 Green all clear lights provided. (WN 15/98)



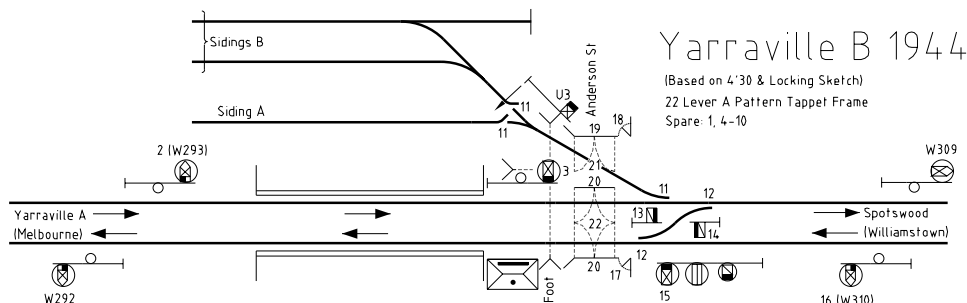
- b01.07.1899 Wickets abolished. Repeater provided for Down Distant. Ground bell provided at Down Distant. (IR, GA)
- (11.07.1904) In the event of an Up Goods stalling on the bank at Yarraville and assistance being required at the rear, the assisting engine may push to No 2 Gate (Somerville Road) just beyond the Up Starting Signal) without coupling on (WN 28/04)
- 15.01.1906 Crossover provided at Down end of station (IR)
- (05.02.1906) Post 20 moved 20 yards further out and on opposite side of line (WN 6/06)
- (03.12.1906) Post 16 moved 11 yards further in and on opposite side of the line (WN 49/06)
- (05.06.1911) Telephone provided at Post 17 (WN 23/11)
- (05.02.1912) Coacting arm placed on Post 19 account new verandah obscuring view (WN 6/12)
- 22.10.1912 Yarraville A box opened. Connections to yard at Up end abolished, as well as Posts 17 and 20. Box renamed Yarraville B. (IR)



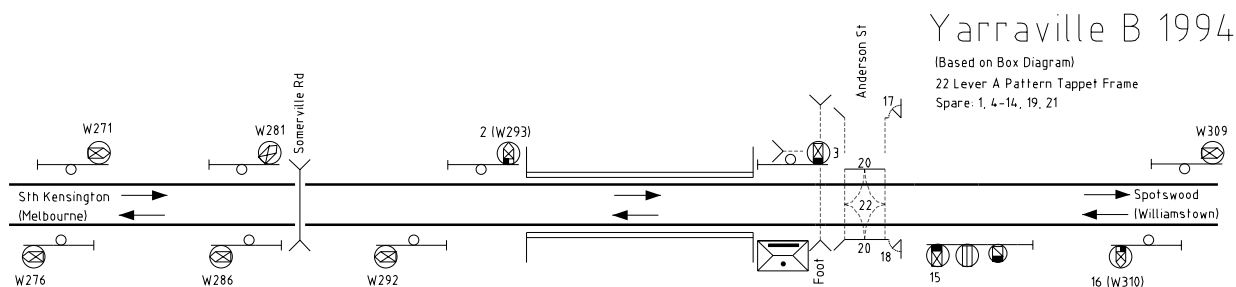
- (16.12.1912) Special instruction: To avoid stopping heavy Up goods on incline, Signalman at B Box must not accept them until accepted by A Box. In the event of an Up Goods stalling on the bank at Yarraville and assistance being required at the rear, the assisting engine may push to A Box without coupling on. If loco has been obtained from Spottiswoode, it must return right line from A Box. Instructions re assisting engine in GA until at least 1953. (WN 51/12)
- (16.11.1914) Track locking provided on Up line from Post 23 (WN46/14)
- 27.03.1927 New signal box provided with 22 lever frame. Wickets provided on down side of line. (IR)
- 01.07.1927 Posts 30B (Down starting) and 31B (Down advanced starting) provided. Lever 4 previously spare (IR, LS)



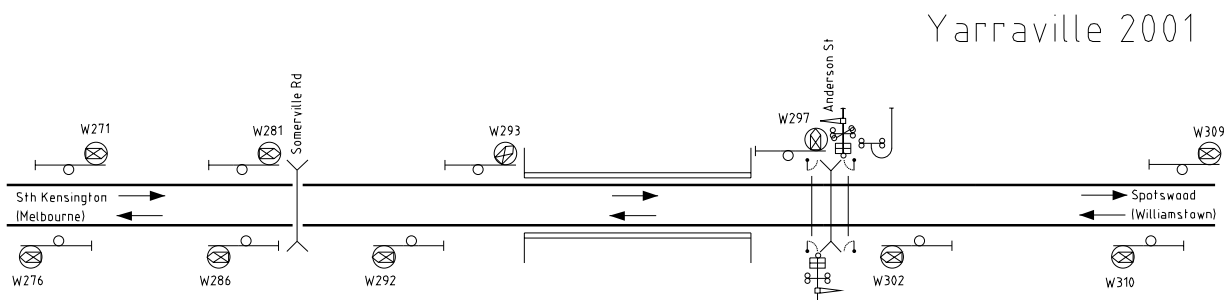
- 24.03.1929 Automatic signals provided between Yarraville and Newport. Block working Yarraville 'A' - Yarraville 'B' - Spotswood abolished. Two position signals replaced by three position signals. Levers 1, 4, & 9 now spare. (IR, WN 14, LS)
- 10.07.1929 Low speed light provided on Post 15 (WN 30, LS)
- 18.06.1930 Dwarf V30 in service (LS)
- 04.05.1944 Power Dwarfs 13 and 14 converted to mechanical operation. Dwarf V3 now worked by 13 and renumbered 13. Lever 13 previously spare. Lever lock on lever 14 removed. Detectors provided at both ends of Crossover 12 (IR, LS)



- 07.10.1965 Renewal of crossover at Down end (CI)
- 14.09.1969 Post W 288 controlled by lever No 7 account provision of boom barriers at Somerville Road. Express button provided in box. (IR, WN 38)
- 18.05.1970 Overpass provided at Somerville Road. Control of Post W 288 removed (IR, WN 21)
- 05.10.1972 Catch 11 and trailing points in Down main line disconnected account ballast cleaning (CI)
- 04.03.1972 Post W.288 relocated 230 feet and W.292 relocated 54 feet in the Up direction account platform extensions. Post W.288 renumbered W.286 (WN 11*)
- 03.06.1976 Rotary flashing lights provided at Level crossing (LS, WN 24 has 09.06)
- 08.10.1978 Renewal of timber foundations and accommodating cranks for points 11 and 12 (CI)
- 14.02.1984 Down approach extended to Post W.235 (WN 8)
- 03.09.1991 Crossover 12 and lead to Good Yard (Points 11 and Catches 11) removed. Dwarfs 13 and 14 removed. (since 2.7.85). Levers still in frame (except for gate wheel 21), but removed by 30.4.94. (Photos)



- 18.06.1995 Interlocked gates and wickets were replaced with manually controlled boom barriers and pedestrian gates. Boom barriers are operated manually by existing gatestop lever, but will rise automatically behind a train. Gatewheel 22 and Wickets 17 & 18 abolished (WN25)
- 30.06.1996 Signalbox abolished. Manual control of boom barriers and pedestrian wickets removed and these will operate automatically. Homes 3 and 5 were converted to Automatic signals and renumbered W297 and W302 respectively. Control removed from W293 and W310. The VT100 terminal was relocated to Newport. Diagram 21/96 replaced 21/95 (WN 26*)



- 23.03.1997 Automatic pedestrian wickets provided on Up side of Anderson Street on site of former subway (WN 12*)
- 04.10.1998 Upper ('A') heads on Posts W276, W281 and W293 replaced by Westinghouse LED signals (WN 29*)
- 20.12.1998 W292 converted to a LED signal (WN 50*)

