

Association of Railway Enthusiasts Luncheon Outing Group (LOG)

For this outing we meet at the Old Treasury Building at 09:55 on the corner of Spring and Macarthur Streets. After viewing the Lost Jobs: The Changing World of Work & the other 7 exhibitions currently on, (Admission is free) we cross the road to Parliament Station to catch the train to Glenroy. After a six minute walk we arrive at Glenroy RSL club for lunch. After lunch we return to Glenroy Station for the short trip to Broadmeadows where we change to a bus on route 477 to Moonee Ponds. Arrival is at Moonee Ponds where the tour ends. You may also leave the bus at Essendon Station. At Moonee Ponds you may travel by route 82 tram to Footscray or travel on Route 59 tram to the City.

- 9:55 Meet at the Old Treasury Building Spring Street Melbourne.
- 11:15 Leave Old Treasury Building & cross road to Parliament Station.
- 11:32 Catch Craigieburn Train to Glenroy, walk 6 minutes to Glenroy RSL, passing Artwork representing Boom Gates?
- 13:30 or 13:50 Leave Glenroy RSL for the walk back to Glenroy Station, departure time depends on meal delivery times to catch one of the next services to Broadmeadows.
- 13:44 or 14:02 Depart Glenroy Station for Broadmeadows Station on a very winding route to Moonnee Ponds, see the map on page 4.
- 13:59 or 14:19 Arrive Broadmeadows Station & walk to 477 Bus Stop, the last one away from the Station towards the City.
- 14:53 or 15:13 Bus arrives at Essendon Station, you may depart the Tour here & catch a Metro Train back to the City.
- 15:03 or 15:24 Bus arrives at Moonee Ponds Junction, walk to Route 59 Tram to City or Route 82 Tram to Footscray, Tour ends here.

Lost Jobs: The Changing World of Work

Have you ever heard of a 'nightman', a 'scoop boy', or a phrenologist? How about a 'fairy tapper', a telegrapher, a 'dolly boy' or a lumper? These were all jobs that were once common, but have disappeared completely. Many jobs have vanished in Victoria over the years, while others have emerged, sometimes in completely new industries.

Old Treasury Building

The Old Treasury Building is widely regarded as one of the finest 19th century buildings in Melbourne. Sitting at the top end of Collins Street in the Melbourne CBD.

The Old Treasury building was designed by nineteen-year-old architect JJ Clark and built between 1858 and 1862.

What can I see?

The Old Treasury Building hosts the original gold vaults where gold bullion was stored during the gold rush era, as well as rare and historic documents from Public Record Office Victoria highlighting key moments from Victoria's history.

Come and explore the intriguing gold vaults and you may earn yourself a gold licence!

The Old Treasury Building on [Spring Street](#) in [Melbourne](#), built 1858-62 as a home for the Treasury Department of the [Government of Victoria](#) as well as the Governor In Council, now houses a range of functions, including a [museum](#) of Melbourne history, known as Old Treasury Building Museum.

History

The Treasury Building was constructed between 1858–62, and is considered one of Australia's finest [Renaissance Revival](#) buildings, constructed in [palazzo](#) form and built from wealth accumulated during the [Victorian Gold Rush](#). One original purpose was to house some of that wealth in the 'gold vaults' in the basement, but by the time it was finished the rush was over, and they were used to store government documents instead.

The building was designed by young architect [J. J. Clark](#) who was just 19 years of age.

The oldest surviving designs for the building date back to 1857, and many of J J Clark's drafts are on display throughout the building. Clark later went on to design many government buildings both in Victoria and elsewhere, notably the [Brisbane Treasury](#) in [Queensland](#), considered to be another fine example in a classical style. Architectural historian [Miles Lewis](#) once described The Old Treasury as the "finest public building exterior in Australia".

While the building itself was completed in 1862, a shortage of funds meant that the forecourt remained unfinished. Until 1868 the front steps and terrace were temporary, with individual staircases leading to the three main front doors. These were replaced with the grand forecourt still standing today.

It is the cornerstone of the Treasury Reserve government precinct adjacent to the [Treasury Gardens](#) and creates an important [vista](#) terminating [Collins Street](#), the financial spine of the city.

When the official treasury offices were moved next door to 2 Treasury Place in 1877-78, the building was nicknamed the 'Old Treasury'.

As a leading public building in Melbourne, located in a prominent position with open space around it, the Old Treasury has been the focus for many celebrations and major public events. The arrivals and departures of the Governors of Victoria were occasions for expressions of loyalty to the Crown and sometimes for political statements. In recent years it has been the destination for the [Grand Final](#) parade of AFL footballers.

The building is also notable for its role when Melbourne was the temporary capital city of Australia after Federation, with the National Executive Council meeting there. Previously in February 1899, a "secret" Premiers' conference was convened, when it was decided Melbourne's [Parliament House](#) would be the temporary capital until the location of the [Australian National Capital](#) was officially decided.

Establishment of a museum

During the 1970s, the Victorian government, led by Premier [Dick Hamer](#) was developing policy for museums in Victoria. In 1981, Hamer's Arts Minister, the Hon. [Norman Lacy](#), established a Museums Development Committee to develop a comprehensive museums policy for Victoria. He then also proposed to the Executive Committee of Victoria's 150th Anniversary Celebrations in 1984 that a new Museum of Social and Political History be established at the Old Treasury Building.

Finally in 1994 after restoration of the building, the Old Treasury Building Museum was opened with exhibitions detailing the [history of Melbourne](#), the [Victorian gold rush](#), and the history of the building. Operations of the buildings and the museum are vested in an Old Treasury Building Reserve Committee of Management, and is a registered charity. The Museum has changed name a number of times, becoming the Gold Treasury Museum, the City Museum at Old Treasury and then the Old Treasury Building Museum again. Since 2011 it has presented programs in partnership with [Public Record Office Victoria](#) (PROV).

In the media

The Old Treasury Building features in the climactic sequence of the film [Knowing](#) (2009). Though set in [Boston](#), Massachusetts, the movie was shot in [Melbourne](#) (the two cities are officially recognised as being [sister cities](#)). A number of other Melbourne landmarks are also featured.

Occupants

The Old Treasury was built to house the Treasury Department and store gold, but also provided offices for the leaders of the young colony, including the Governor, the Premier (at the time called Chief Secretary), the Treasurer and the Auditor General. Since its construction in 1862, it has also held the office of [His Excellency the Governor of Victoria](#), who still holds weekly meetings of the [Executive Council](#), consisting of the Governor and at least two [Ministers of the Crown](#), that is, the leaders of the governing party. The Governor in Council as this meeting is called, is the formal enacting of [legislation](#) when the Governor's signature and the [Great Seal of Victoria](#) is put in place on the [bill](#). Various other

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appointments and other regulations are also formally made at this weekly meeting, upon the advice of the [Premier](#) and [Parliament of Victoria](#).

In addition to the museum, the Old Treasury Building is now home to the [Office of the Victorian Government Architect](#), [The Victorian Marriage Registry](#), and offices for most living former Premiers of Victoria.

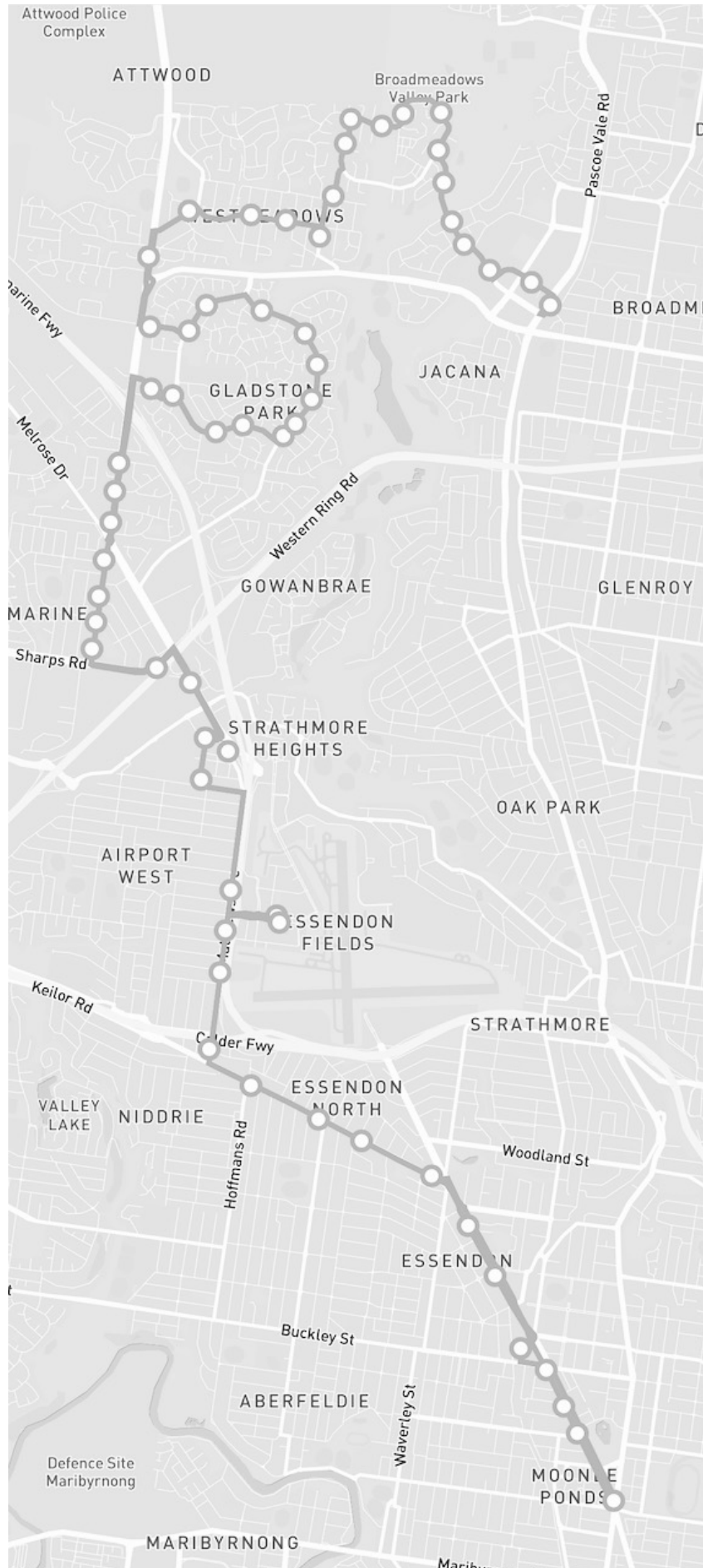


Old Treasury Building built 1858 [Old Treasury Building website](#)



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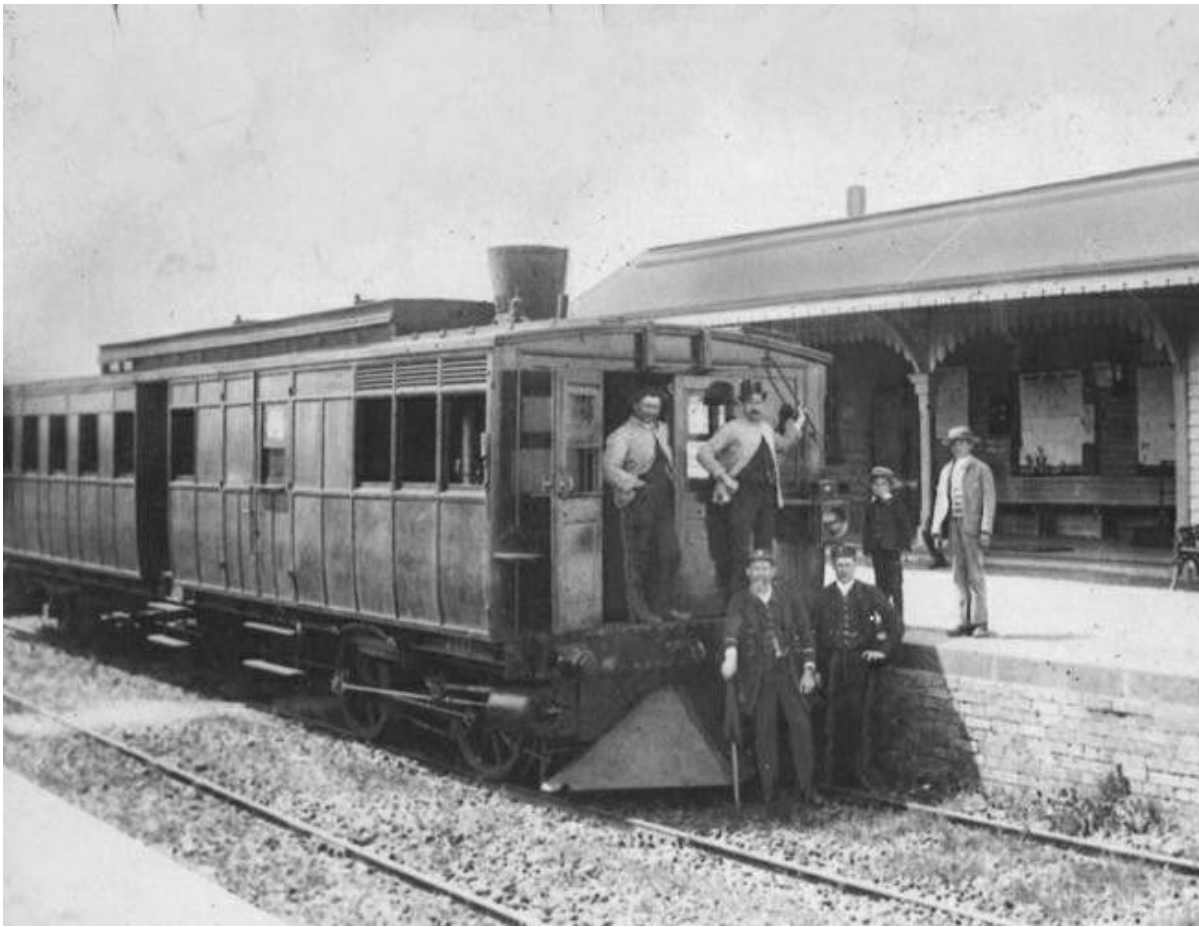
Old Treasury Building undergoing renovations externally 20230124 GWa



477 Bus route showing how it meanders from Broadmeadows to Moonee Ponds PTV Website



Broadmeadows Essendon with old N Class 252 c1899 VPRS not sure of location but look at the open fields in background.



Glenroy Station Date Unknown pinterest,

Did the Rowan Cars ever run on this line?



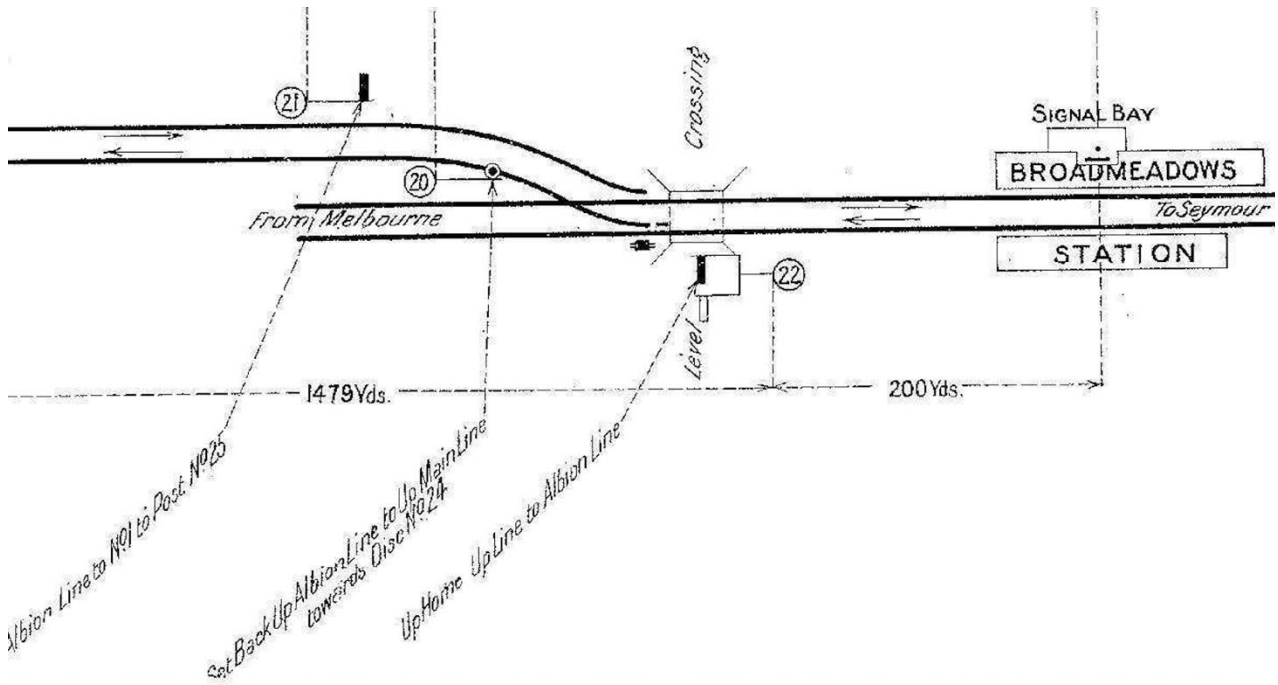
Sydney Express at Broadmeadows on the up VPRS Date unknown but suggest 1930's?

Passengers	
2005–2006	939,308 ^[1]
2006–2007	1,008,479 ^[1] ▲ 7.35%
2007–2008	1,126,716 ^[1] ▲ 11.72%
2008–2009	1,295,025 ^[2] ▲ 14.93%
2009–2010	1,383,916 ^[2] ▲ 6.86%
2010–2011	1,351,289 ^[2] ▼ 2.35%
2011–2012	1,290,348 ^[2] ▼ 4.5%
2012–2013	Not measured ^[2]
2013–2014	1,099,367 ^[2] ▼ 14.8%
2014–2015	1,061,885 ^[1] ▼ 3.4%
2015–2016	1,085,598 ^[2] ▲ 2.23%
2016–2017	1,112,330 ^[2] ▲ 2.46%
2017–2018	1,165,220 ^[2] ▲ 4.75%
2018–2019	1,193,185 ^[2] ▲ 2.4%
2019–2020	1,037,400 ^[2] ▼ 13.05%
2020–2021	399,100 ^[2] ▼ 61.52%

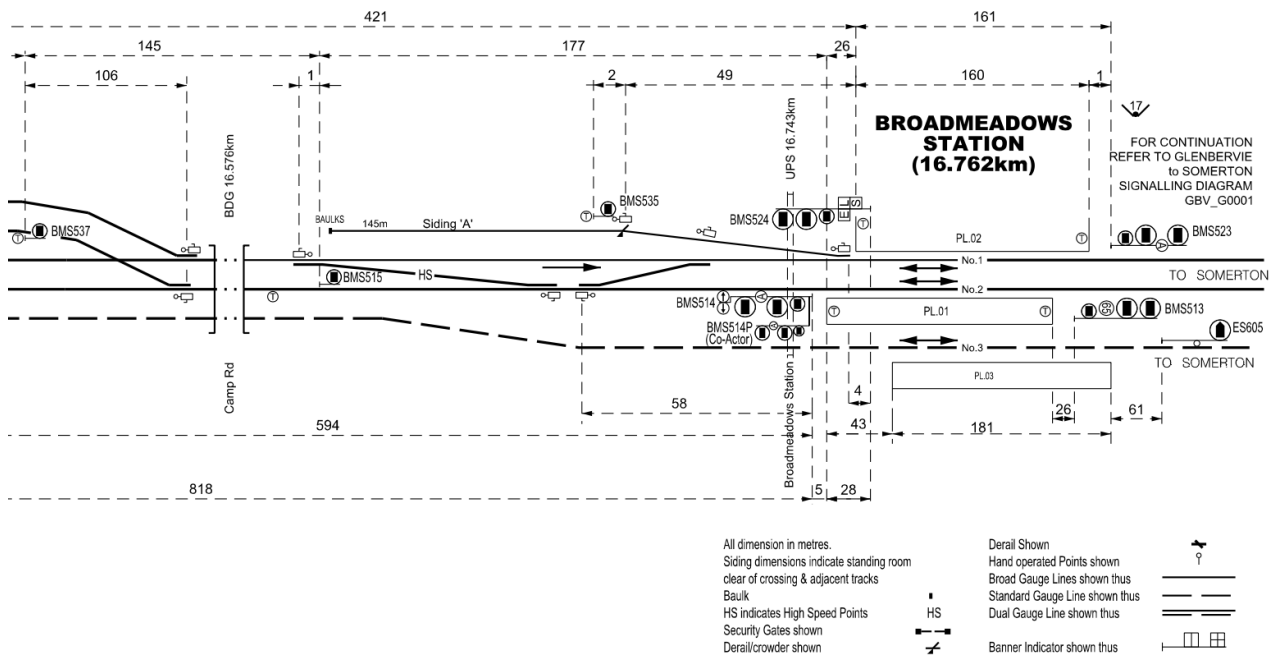
Glenroy Passenger Stats 2007 to 2021 VicSig.net

Passengers	
2005–2006	727,413 ^[1]
2006–2007	828,840 ^[1] ▲ 13.94%
2007–2008	802,034 ^[1] ▼ 3.23%
2008–2009	682,694 ^[2] ▼ 14.88%
2009–2010	716,054 ^[2] ▲ 4.88%
2010–2011	684,283 ^[2] ▼ 4.43%
2011–2012	733,841 ^[2] ▲ 7.24%
2012–2013	Not measured ^[2]
2013–2014	779,094 ^[2] ▲ 6.16%
2014–2015	791,681 ^[1] ▲ 1.61%
2015–2016	918,790 ^[2] ▲ 16.05%
2016–2017	937,078 ^[2] ▲ 1.99%
2017–2018	948,979 ^[2] ▲ 1.27%
2018–2019	953,371 ^[2] ▲ 0.46%
2019–2020	810,850 ^[2] ▼ 14.94%
2020–2021	395,750 ^[2] ▼ 51.19%

Broadmeadows Passenger Stats 2007 to 2021 VicSig.net



Albion to Broadmeadows Goods Line Partial 1929-010 Oldest Signal Diagram for this location I have. Geoff Wallace Collection



Albion to Broadmeadows Good Line Partial 2022-027 Current Signal Diagram for this location. Geoff Wallace Collection

Glenroy

All the details about Glenroy were given in the Tour Notes for LOG Outing #15 held on the 20th of September 2022.

If you were not on that Outing contact Geoff Wallace for an electronic copy of the Tour Notes as a pdf <gwallace@mac.com>.

Date	What was done?	Date of WN or WON
Sat, 1 Feb 1873 Thu, 18 Apr 1872	Broadmeadows Station Opened Line opened Essendon - Schoolhouse Lane.	(Waugh 2002, Victorian Railways Chronological Index, VR to 62)
Sat, 1 Feb 1873	Opened. Had 150ft-long platform on down side of line with goods siding behind it serving a goods shed and crossing loop (note - this is contradicted by the diagram in ARHS Bulletin.)	(Waugh 2002, Victorian Railways Chronological Index, ARHS Bulletin April 1972)
Sun, 31 Dec 1876	By this date open for goods traffic.	(Waugh 2002, Victorian Railways Chronological Index)
September 1877	Opened as a telegraph station.	(Somersault Vol.22 No.2)
November 1877	Closed as a telegraph station.	(Somersault Vol.22 No.2)
Mon, 1 Dec 1879	Contract let for construction of station building for £553/17/10 to D. Spence. By this date open as a Staff station with sections Essendon - Broadmeadows - Craigieburn. The Telegraph Block section, however, was Essendon - Craigieburn.	(Waugh 2002, Commissioners Report)
March 1880	Opened as a telegraph station.	(Waugh 2002, Working Time Table)
Mon, 31 May 1880	By this date, open as a Telegraph Block post for all trains between Essendon and Broadmeadows and Up trains between Broadmeadows and Craigieburn. Down trains between Broadmeadows and Craigieburn worked under 15 minute Time Interval	(Somersault Vol.22 No.2)
Mon, 16 Nov 1885	Duplication brought into use between Essendon - Broadmeadows. Crossover at Up end removed and timber platform for Up line provided.	(Waugh 2002, Victorian Railways Chronological Index, ARHS Bulletin April 1972)
Thu, 3 Dec 1885	By this date, open as a Telegraph Block post for all trains Essendon - Broadmeadows - Craigieburn.	(Waugh 2002, Working Time Table)
Mon, 22 Mar 1886	Duplication extended to Donnybrook.	(Waugh 2002, Victorian Railways Chronological Index)
Tue, 15 Jun 1886	Winters Block introduced with sections Essendon - Broadmeadows - Craigieburn.	(Waugh 2002, Victorian Railways Chronological Index)
Fri, 15 Feb 1889	Eight lever ground frame (no spares) provided.	(Waugh 2002, Interlocking Register)
Mon, 2 Mar 1891	Provide new apparatus to properly cover station; 9 signals, 4 points, 1 lockbar.	(Interlocking Register)
Mon, 5 Sep 1898	By this date, all up north-east goods trains must stop here, rather than at Somerton, to perform a brake test.	(WN10/1898, Waugh 2002)
Wed, 26 Oct 1898	Green light provided in signals.	(WN16/1898, Waugh 2002)
Sat, 1 Jul 1899	By this date, frame contained 6 signal levers, 1 point lever, and 1 lockbar lever.	(Waugh 2002, Interlocking Register)
Fri, 1 Sep 1899	New 14 lever frame provided for complete interlocking of station. Frame contains 9 signal levers, 4 point Levers, 1 lockbar, and no spares.	(WN09/1899, Waugh 2002, Interlocking Register)
Mon, 28 Sep 1903	By this date, catch points removed from Down line outside Distant signal.	(Waugh 2002, WN39/1903)

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Date	What was done?	Date of WN or WON
Fri, 3 Mar 1905	Up distant moved 150 yards further in. Up Distant relocated 150 yards further out.	(WN09/1905) (WN09/1905, Waugh 2002)
Mon, 16 Apr 1906 1908	By this date, No 11 Gates (10 miles 24 chains) - later Camp Road - replaced by cattle pits. Special instruction: All Up goods exceeding 259 tons must stop at Broadmeadows and perform a brake test. If test fails, and cannot be fixed, load must be reduced to 300 tons.	(Waugh 2002, WN16/1606) (Waugh 2002, 1908 General Appendix)
Fri, 28 May 1909	Block Rule VI authorised.	(WN28/1909)
Tue, 1 Jun 1909	Block Rule VI continued to be authorised for Down trains.	(Waugh 2002, WN28/1909)
Thu, 1 Jun 1911	Now classified as Stationmaster class 8.	(Waugh 2002, Reg)
Thu, 24 Aug 1911	Down Refuge siding provided on Down side of station. Down Starting signal, Post 14, moved 165 yards further out. Frame extended by one lever to work the crosslock that releases the siding points.	(Waugh 2002, Interlocking Register, WN35/1911)
Mon, 28 Aug 1911	By this date, down starting signal post 14 moved 165 yards further out. Provide siding off down line at down end secured by crosslock.	(WN35/1911)
Sun, 6 Sep 1914	Special arrangements for Military traffic provided; only brought into use for special traffic when authorised by General Superintendent of Transportation. New facing crossover located between level crossing and existing crossover at Up end, allows access direct from Down main line to Up platform. Short engine road "D" provided leading off Up line. Additional arm provided on Post 8 and additional disc on Post 9. New ground disc 9A provided at exit from Siding "D". New points and signals worked from crosslocked 10 lever auxiliary frame. Ground frame points normally spiked and signals on Posts 8 & 9 crossed. None of the signals need be lit. Lockbar on crossover from Down platform now worked by an escapement crank, so it also frees a lever to work one of the crosslocks for new auxiliary frame. Second crosslock worked by existing crosslock lever; Down refuge now secured by Annett lock. Auxiliary frame has 10 levers: 3 signal levers, 2 point levers, 3 lockbars, and 2 crosslocks (none spare).	(Waugh 2002, Interlocking Register, 1919 General Appendix, WN39/1914, WN32/1915)
Mon, 9 Aug 1915	By this date, provide Annett lock in lieu of crosslock on points from siding C to down line at down end.	(WN32/1915)
Mon, 7 Feb 1916	By this date, down home signal post 10 moved 10 yards further out.	(WN06/1916)
Sat, 1 Jul 1916	By this date, Cambellfield Rd had a Class 3 assistant female gatekeeper.	(Waugh 2002, Reg)
Mon, 4 Sep 1916 1919	By this date, provide hand gates at Camp Road (10M 24C). By this date, Special Instructions: 1) All up goods trains must stop at Broadmeadows and perform a brake test. 2) May use "Section clear but station or junction blocked" for all ordinary down trains.	(WN36/1916) (Waugh 2002, 1919 General Appendix)
Thu, 30 Jan 1919	Wheat sidings provided; 15-locks-6 removed at Mr Cook's urgent request by Mr Baker. Abolish auxiliary frame. Special facilities for defence traffic removed. Auxiliary frame removed. Annett lock on Down Refuge removed and points once again cross-locked. Grain Sidings provided at Down end leading from Siding B and new Post 11B provided for moves from Grain Sidings. 15 locks 6 taken off at urgent request by Mr. Baker, via Mr Cook.	(Interlocking Register) (Waugh 2002, Interlocking Register, WN05/1919)
Mon, 3 Feb 1919	By this date, provide crosslock in lieu of Annett lock on points to siding C. Provide new disc 11B, for grain sidings to 2 road.	(WN05/1919)
Mon, 21 Jun 1920	By this date, Block Rule VI authorised for up goods trains shunting at Somerton.	(WN25/1920)
Tue, 21 Dec 1920	By this date, Block Rule VI permitted for Up goods shunting at Somerton.	(Waugh 2002, WN25/1920)
Tue, 28 Dec 1920	By this date, Grain Sidings abolished. Disc on Post 11B now applies to moves from Siding B.	(Waugh 2002, WN52/1920)
Sun, 4 Sep 1921	Overhead alive between Essendon and Broadmeadows.	(WN36/1921, VR to 62, Waugh 2002)
Tue, 17 Jan 1922	By this date, Block Rule VI prohibited for down trains.	(WN03/1922)
Tue, 15 May 1923	Down departure home signal post 10 moved a further 10 yards out.	(WN20/1923)

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Date	What was done?	Date of WN or WON
Tue, 2 Oct 1923	By this date, Campbellfield Road gates worked by Class 3 female gatekeeper and Class 6 female gatekeeper (asst)	(Waugh 2002, Reg)
Tue, 24 Mar 1925	By this date, Block rule IV modified for up trains; Line clear may be given provided the line is clear to Post 9.	(Waugh 2002, WN12/1925)
Fri, 1 Apr 1927	Up starting signal post 7 moved 45 yards further in.	(WN15/127)
Tue, 20 Sep 1927	Down distant post 6 moved 190 yards, down home signal post 8 moved 194 yards further out.	(WN39/1927)
Tue, 6 Dec 1927	By this date, connection provided trailing into Down line from new Works siding (new Goods lines) at Down end. Points secured by Annett Lock.	(Waugh 2002, WN49/1927)
1928	Block terminal in both directions. Use of Rule VI and special acceptance conditions prohibited. Sidings A electrified as is Siding B (to stop board) and both crossovers.	(Waugh 2002, 1928 General Appendix)
Tue, 21 Feb 1928	By this date, works siding open for construction traffic on branch line. Only one engine in steam allowed at one time.	(WN08/1928, Waugh 2002)
Wed, 5 Jun 1929	New 30 lever A pattern interlocking frame provided on down platform to work junction to the Albion Goods line. Ground Disc Post 29 provided. Now 16 signals, 6 points, 3 lockbars, 1 cross-lock, 4 spare levers.	(Waugh 2002, WN25/1929, Interlocking Register)
Sun, 30 Jun 1929	Albion - Broadmeadows goods line opened for traffic. Line worked by three position automatic signalling.	(Waugh 2002, Locking Sketch, WN28/1929)
Tue, 19 Apr 1932	By this date, bell communication provided to Glenroy Road to announce Up trains when Glenroy switched out.	(Waugh 2002, WN16/1932)
Mon, 8 Nov 1937	Home and distant locking altered. Distant 1 formerly released by signals to either Albion or Essendon lines. Now only to Essendon line.	(Waugh 2002, Locking Sketch)
Fri, 20 Jan 1939	Ground discs Posts 22B, 23B, and 26B provided. Disc 16 on Post 23 provided. Point indicator on Catch 18 removed and point indicator provided on Up end of Crossover 20. Lockbars 17 formerly Out One Way, now Out Both Ways. Levers 8, 14, 15 & 16 now work discs. Since 1929, Post 19 has been moved out 66 yards. Now 20 signals, 6 points, 3 lockbars, 1 cross-lock, no spares.	(Waugh 2002, Interlocking Register, Locking Sketch, WN05/1939, Signal Diagram)
Mon, 23 Mar 1942	Post 27 moved 58 yards further out.	(WN13/1942)
Fri, 10 Jul 1942	Defence Siding connected to signal box, leads off Siding B. Post 26 moved 35 yards further out and additional disc provided for moves Defence siding to 2 road. Lockbar 17 removed. Plunger 17 now worked by lever 19. Lever 17 now works points to Defence Siding. Discs on Post 26 both worked by lever 9, selected by position of points 17. Now 20 signals, 7 points, 2 lockbars, 1 cross-lock.	(Waugh 2002, WN29/1942, Interlocking Register, Locking Sketch)
Tue, 8 Sep 1942	By this date, defence department ordinance siding renamed Broadstore.	(WN36/1942)
Mon, 12 Oct 1942	Broadstore Sidings completed and available for use.	(Waugh 2002, WN42/1942)
Fri, 27 Nov 1942	Gatekeeper at Camp Road provided with controls on signals on Posts 19, 21, and 22. Bell communication provided to gatekeeper from signal bay. Up trains signalled by two rings, Down Albion trains signal is a short ring and a long ring. Down main line trains, one long ring. Signalmen especially instructed not to operate up distant until the home on Post 22 is at proceed.	(Waugh 2002, Locking Sketch, Book of Signals, WN48/1942)
Tue, 19 Oct 1943	Telephone provided on Post 21.	(Waugh 2002, WN42/1943)
Fri, 5 Jul 1946	SM reclassified from class 6 to class 7.	(Waugh 2002, WN30/1946)
Fri, 23 Apr 1948	Alterations to locking on levers 27 & 29 account the down end of Crossover 18 being run through on 21.01.1948, due to Signalman operating the lever before a down suburban had cleared the points. Plunger 19 (held by track circuits) now holds the points whilst down moves are in progress. Estimated locking cost: £5.	(Waugh 2002, Victorian Railways Chronological Index, Locking Sketch, Book of Signals)
Mon, 22 Dec 1952	Provide bell communication to gatekeepers at Pascoe Vale Road, Devon Road and Glenroy Road.	(WN01/1953)

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Date	What was done?	Date of WN or WON
1953	By this date, Special Instructions: 1) cancelled.	(Waugh 2002, 1953 General Appendix)
1957	By this date, open for goods, had cattle race and ramped platform.	(Waugh 2002, Directory of Stations)
Sun, 7 Sep 1958	Bracket Post 23 replaced by new posts 23 and 23C. Up platform extended by 27 yards at up end.	(Waugh 2002, WN extracts, Locking Sketch, signal diagram)
Sun, 21 Sep 1958	One class 5 ASM position abolished.	(Waugh 2002, WN37/1958)
Wed, 24 Sep 1958	Overhead over Siding B extended 340 feet & fixed train stop removed.	(Waugh 2002, WN40/1958)
Sun, 7 Dec 1958	Post 23 moved 5 yards further out from platform.	(Waugh 2002, WN50/1958)
Wed, 1 Jul 1959	Station Master from class 7 to class 6.	(Waugh 2002, WN46/1959)
Sun, 15 May 1960	Three class 5 ASM positions upgraded to class 4.	(Waugh 2002, WN50/1960)
Sun, 10 Jul 1960	Station Master upgraded from class 6 to class 5.	(Waugh 2002, WN46/1960)
Mon, 11 Jul 1960	Post 17 moved 267 yards further out and Distant 30 motor operated.	(Waugh 2002, WN29/1960, Locking Sketch)
Sat, 8 Oct 1960	Down goods line slewed on the Down side between 16 miles 32 chains and 16 miles 75 chains.	(Waugh 2002, WN43/1960)
Sun, 30 Jul 1961	Points and crossings at Up end renewed.	(Waugh 2002, Victorian Railways Chronological Index)
Thu, 9 Nov 1961	Post 26 moved 87 yards further out and renumbered 26C, Right-hand disc removed to new ground Post 26 provided 9 yards further out than former Post 26.	(Waugh 2002, WN47/1961)
Sun, 26 Nov 1961	Provide additional five levers at left end of frame, lettered A to E then existing frame 1-30, along with three-lever panel provided in box to work end of single line. Up goods line to Albion taken out of use for conversion to standard gauge. Two way running introduced on former Down goods line, worked by Automatic and Track Control. Home signals worked by levers 17 and B (posts 25B & 26B) provided on Standard Gauge. Standard gauge pilot lever E brought into use. Broadstore Siding spiked out of use. Frame extended by 5 levers A-E at north end. Now 22 signals, 1 pilot, 6 points, 2 lockbars, 1 cross-lock and 3 spare levers, plus 2 signals and one point lever on the panel.	(Waugh 2002, WN51/1961, Interlocking Register)
Thu, 7 Dec 1961	Provide manual control of boom barriers (lever 28) in lieu of hand gates at Camp Road (10M 24C). Now 22 signals, 1 pilot, 6 points, 2 lock-bars, 1 cross-lock, 1 boom barrier and 2 spare levers.	(WN51/1961, Waugh 2002, Interlocking Register)
Wed, 3 Jan 1962	Goods service introduced on Standard Gauge.	(Waugh 2002, Victorian Railways Chronological Index)
Wed, 4 Apr 1962	Post 29 replaced by a new post further out and new up outer home signal (Post 28B) provided. Up distant now worked by lever A and Up outer home worked by B. Standard gauge Home signals on Posts 25B and 26B replaced by automatic signals ES605 & ES632 controlled by lever 17.	(Waugh 2002, WN16/1962)
Mon, 4 Mar 1963	CTC provided between West Footscray and Tallarook.	(Waugh 2002, Victorian Railways Chronological Index)
Sun, 17 Mar 1963	Post 19 renewed.	(Waugh 2002, Victorian Railways Chronological Index)
Mon, 18 Mar 1963	Automatic signals ES605 and ES632 converted to home signals 8/2 & 8/4, protecting Broadstore siding diamond crossing. Provide pilot lever E controlling access to Broadstore siding. Broadstore Siding restored to service. Points 1 & 2 previously spiked. Lever 17 out of use. Now 21 signals, 1 pilot, 8 points, 2 lock bars, 1 cross-lock, 1 boom and 1 spare lever.	(Waugh 2002, Victorian Railways Chronological Index, Interlocking Register, Locking Sketch, WN13/1963)

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Date	What was done?	Date of WN or WON
Mon, 25 Mar 1963	Control of single line to Albion transferred to Centralised Traffic Control panel at Spencer Street. Automatic and Track Control System Albion - Broadmeadows now CTC. Three-lever panel abolished in box as end of single line worked from CTC panel.	(Waugh 2002, Interlocking Register, WN14/1963)
Wed, 24 Apr 1963	Turnout replaced catch in Siding C.	(Waugh 2002, Victorian Railways Chronological Index)
Fri, 17 May 1963	Provision of crib crossing at Camp Rd.	(Waugh 2002, Victorian Railways Chronological Index)
Tue, 6 Aug 1963 Sun, 13 Oct 1963	By this date, siding B extended 500 feet. Provide additional ten levers at left end of frame, now 31-40, A-E, 1-30, total 45 levers in frame, comprised of 24 signals, 1 pilot, 10 points, 3 lockbars, 1 cross-lock, 1 boom barrier and 5 spare levers. Additional refuge siding provided on Down side of station. Facing crossover from No 1 Road to Siding C provided. New posts 29 and 32 provided. Additional disc on Post 28 provided. Ground disc 31 (post 26B) moved 80 yards further out. Frame extended by 10 levers at left-hand end Posts renumbered.	(WN32/1963) (Waugh 2002, Interlocking Register, WN43/1963, Locking Sketch RN380)
Thu, 14 May 1964	Refuge siding off Siding "C" extended 500 feet and Siding "B" slewed.	(Waugh 2002, Victorian Railways Chronological Index, WN32/1964)
Tue, 2 Jun 1964	By this date, refuge siding leading off siding C extended 500 feet in down direction and siding B slewed to new alignment.	(WN22/1964)
Sun, 27 Sep 1964	Station Master increased from class 5 to class 4.	(Waugh 2004, WN50/1964)
Sun, 18 Jul 1965	Two class 4 Assistant Station Master positions abolished. Remaining Assistant Station Master class 4 positions to special class.	(Waugh 2002, WN30/1965, WN48/1965)
Mon, 15 Nov 1965	Provide 3 position signals to Essendon in lieu of double line block to Glenroy and Pascoe Vale. Posts 17 & 18 removed. Post 22 replaced by three position Home signal Post 5, and disc post 20 replaced by dwarf 20. Disc 24 replaced by light signal (but see 6.10.1966). Down distant and up starting abolished. Levers 6 & 7 now spare, previously signal levers. Locking altered.	(Waugh 2002, WN47/1961, Locking Sketch, Locking Sketch RN380 rev.A)
Thu, 6 Oct 1966	Provide additional automatic signal MG934 in Jacana Loop. Camp Road boom barriers (Victorian gauge) converted to automatic operation. Signal 24 previously disc, now light signal. Home signal 27 previously slotted, now motorised. Lever 28 previously boom lever, removed from frame. Locking altered. Post MG934 provided. Now 22 signals, 1 pilot, 10 points, 3 lock-bars, 1 cross-lock, 8 spare levers.	(WN42/1966, Locking Sketch RN380 Rev.B, Waugh 2002, Interlocking Register)
Sun, 28 May 1967	Points 18 & 20 renewed. Disc 23 moved 18 feet in Up direction.	(Waugh 2002, Victorian Railways Chronological Index)
1969	Up Home on Post 34 electrically lit.	(Waugh 2002, Victorian Railways Chronological Index)
Fri, 4 Feb 1972	Boom barrier control circuit modified.	(Waugh 2002, Victorian Railways Chronological Index)
Sun, 20 Aug 1972	Station Master class 4 to class 3.	(Waugh 2002, WN48/1972)
Sun, 10 Sep 1972	Post 28 relocated 45 feet in Down direction due to platform extension.	(Waugh 2002, Victorian Railways Chronological Index)
Sun, 25 Nov 1973	Crossover 11 renewed.	(Waugh 2002, Victorian Railways Chronological Index)
Thu, 6 Jun 1974	Track indicator provided over lever 25 to indicate when train has passed Post 36. Posts 28, 34, & 36 electrically lit.	(Waugh 2002, WN25/1974)
Tue, 26 Aug 1975	Provide co-acting signal on up outer home signal post 35 account Riggall Street overpass.	(WN35/1975, Locking Sketch RN380 Rev.C)

#20 Old Treasury Building Glenroy & Broadmeadows ARE Tour Notes 07-03-2023

Date	What was done?	Date of WN or WON
Wed, 17 Sep 1975	Proposal assembled for temporary level crossing at 16.54km, fitted with boom barriers, to allow the Camp Road overpass to be constructed.	(616/75)
Sun, 23 May 1976	Express push button provided for Up trains.	(Waugh 2002, WN22/1976)
Thu, 10 Jun 1976	Camp Road level crossing moved 40m in the Up direction due to erection of overpass.	(Waugh 2002, WN24/1976)
Thu, 16 Jun 1977	Repeater for Home 25 provided.	(Waugh 2002, WN26/1977)
Wed, 25 Jan 1978	Camp Road level crossing and boom barriers abolished, provide overpass in lieu.	(WN05/1978)
1979	Special Instructions: 5) Before an up goods train may depart, permission of Train Control to be obtained to attempt to ensure that it has a clear run into Essendon.	(Waugh 2002, 1979 General Appendix)
Thu, 4 Sep 1980	Temporary removal of mixed gauge diamond in Broadstore Siding (permanently removed by 1982).	(Waugh 2002, Victorian Railways Chronological Index)
Tue, 20 Dec 1983	New pedestrian crossings provided on the Down side of Broadmeadows at Smeaton Ave (18.400km) and Almurta Ave (19.650 km). Both equipped with pedestrian boom barriers.	(Waugh 2002, WN02/1984)
Tue, 21 Jul 1987	Controlled signals on Standard Gauge renumbered from	(Waugh 2002, WN28/1987)
Wed, 2 Sep 1987	Lockbar 40 removed and lever lock provided. Short dead end at up end of Siding B was removed.	(Waugh 2002, Locking Sketch)
Fri, 16 Oct 1987	Home signals converted to automatic signals.	(WN42/1987)
Mon, 10 Oct 1988	Hand points to Sidings C spiked normal. Sidings C out of use.	(Waugh 2002, WN41/1988)
Tue, 4 Apr 1989	Posts BME/2 & BME/4 renamed ES603 and ES650 due to abolition of grade crossing and Broadstore line. Note numbers do not match previous identities ES605 and ES632.	(WN15/1989)
Fri, 18 Aug 1989	Disc posts 24, 27, 29, 30, 31 and 32 electrically lit.	(WN35/1989)
Wed, 20 Sep 1989	Paper release added to lever locks on levers 19 & 40.	(Waugh 2002, Locking Sketch)
Tue, 19 Dec 1989	Down home signal post 21 (lever 27) converted to light.	(WN01/1990, Waugh 2002)
Tue, 10 Apr 1990	Home 29 converted to a light signal.	(Somersault Vol.13 No.3 p.46)
Tue, 15 May 1990	Cross-locked points between down line and refuge siding removed; lever 10 sleeved normal.	(WN20/1990)
Wed, 30 Oct 1991	Post 34 (Home C) was abolished and Post 35 (Home B) was replaced by a new light signal 200 metres further out worked by lever C. Down starting signal Post 36 (lever 25) replaced by new light signal 600 metres further out.	(Waugh 2002, WN42/1991)
Wed, 19 Feb 1992	Provide flashing lights and audible alarms at Dunkeld Street pedestrian crossing (20.268KM). Provide indicating light in signal box to show when trains have passed down starting signal.	(WN07/1992)
Wed, 4 Mar 1992	Provide guard's indicating light on platform coping for post 28 (amended WN13/1992 to platform verandah, not coping).	(WN09/1992, WN13/1992)
Sat, 18 Dec 1993	CCTV camera provided near Post 35 to allow Signaller to observe end of train marker.	(Waugh 2002, WN01/1994)
Thu, 13 Feb 1997	Guards Indicator light relocated inside station office.	(Waugh 2002, WN07/1997)
Sun, 17 Aug 1997	Post 26 replaced by three position Home signal Post 4. Train Stop provided and approach locking of 30 seconds provided on the signal. Point detection provided on Points 18 and 20 and a lever lock on lever 20 to prevent Points 20 being restored until train has cleared the points.	(Waugh 2002, WN35/1997)
Mon, 10 Jul 2000	By this date, Terminal Block Post on Up line.	(Waugh 2002, WN27/2000)
Wed, 8 Nov 2000	Post 37 replaced by new post 133 metres further out and converted to a LED signal.	(Waugh 2002, WN45/2000)
Mon, 13 Nov 2000	Crossover 11 was replaced by new high speed crossover (which was not brought into service). Crossover 38/39 was booked out of service and Sidings C and D were out of use. Plunger 40 was abolished. Points 39 were spiked normal. Disc 37 on Post 28 was abolished. Posts 29 (Disc 36), 31 (Disc 8) and 32 (Disc 35) were	(Waugh 2002, WN45/2000)

#20 Old Treasury Building Glenroy & Broadmeadows ARE Tour Notes 07-03-2023

Date	What was done?	Date of WN or WON
	abolished. Levers 8, 11, 35, 36, 37, 38, and 39 were sleeved normal. Lever 40 became a pilot lever.	
Mon, 20 Nov 2000	Mechanical frame replaced by SSI. New high speed crossovers provided.	(Waugh 2002, WN44/2000)
Mon, 5 Feb 2001	Locking altered so that train stops will remain raised when moves to the Jacana Loop line are signalled.	(Waugh 2002, WN04/2001)
Thu, 21 Jun 2001	Route indicator provided on Home BMS524. It will display E (for Essendon), S (for Siding) and L (for Jacana Loop).	(Waugh 2002, WN25/2001)
Fri, 3 May 2002	Purple LED installed as a trial in Dwarf BMS515.	(Waugh 2002, WN16/2002)
Tue, 16 Nov 2004	Comeng trains (3 or 6 cars) or Siemens trains (6 cars) are not to shunt or dock to/from A siding whilst another Comeng or Siemens train is stationary or departing no.1 platform	
Sat, 19 Feb 2005	Train Number transmitter upgraded to PC based equipment	
Wed, 31 Jan 2007	Sidings C and D booked out of service to allow track slew works to be carried out as part of the Craigieburn Rail Project. Points 432U secured normal.	(SW.017/2007, WN05/2007)
Sat, 24 Feb 2007	Siding B abolished. Dwarf Signal BMS502 abolished. Points 402 removed and the track straight railed.	(SW.041/2007, WN08/2007)
	Westrace and Moviola screen software upgraded.	
Sat, 3 Mar 2007	Down Home signal BMS513 relocated 41 metres in the Down direction. Down starting signal BMS521 relocated 64 metres in the Up direction.	(SW.044/2007, WN09/2007)
Sat, 12 May 2007	Stage 2 Commissioning Unit Level control panel abolished and replaced with a Westcad signalling interface. Down starting signal BMS521 relocated 64 metres in the Up direction. Up Repeating signal E654 relocated 38 metres in the Up direction to a twin track cantilever. A co-acting signal provided on a mast on the right hand side of the running lines.	(SW.113/2007, WN19/2007)
Wed, 27 Jan 2021	New diagram 99/20 issued, replaces 53/20.	(WN06/2021, SW.147/2021)
Thu, 11 Mar 2021	New diagram 17/21 issued, replaces 99/20.	(WON 11/2021, SW.213/2021, SW.182/2021)
Tue, 28 Sep 2021	By this date, Siding D booked out due to track condition.	(WON 39/2021, SW.661/2021)
Fri, 6 May 2022	In conjunction with the grade separation at Glenroy, axle counters are provided on the down line as far as BMS529 (15.879km). SW.305/2008 re the level crossing stopping/express selection at Glenroy is cancelled. Signals E571 (down, 15.911km) and BMS414 (up, 16.176km) are abolished and effectively replaced by BMS529 (15.877km) and BMS534 (6.141km) respectively. The new signals are equipped with post phones. Additional TPWS grids are provided, BMSU527V (16.128km) and BMS529V (15.877km). Train speeds over the section are the same as previous, except that on the up line N Class locomotives are restricted to 70 km/h (down from 80 km/h), and freight restricted to 40 km/h (previously 65 km/h), and down freight train speeds are reduced from 65 km/h to 55 km/h.	(WON 17/2022, SW.441.2022)
Tue, 31 May 2022	Provide ground frame, six signals, 1 point, 1 lockbar.	(Interlocking Register)
Mon, 19 Sep 2022	The Westrace MkI interlocking is abolished and replaced with a Westrace MkII interlocking. Signals BMS510, BMS512, BMS513, BMS514, BMS523 and BMS527 are fitted with TPWS.	(WON 36/2022, SW.0715/2022)
Wed, 5 Oct 2022	The V/Line network location code changed from BRQ to BMS, to match the designation by Metro Trains Melbourne, Department of Transport and Public Transport Victoria.	(S.22/8016)
Sun, 4 Dec 2022	The signalling control system at Craigieburn is updated, and SW.400/2018 is withdrawn; the latter restores crossover 424 to service, having resolved the fouling point deficiency.	(WON 47/2022, SW.0791/2022)

Line History

#20 Old Treasury Building Glenroy & Broadmeadows ARE Tour Notes 07-03-2023

Date	What was done?	Date of WN or WON
Thu, 18 Apr 1872	Line Opened Essendon - Craigieburn	
Sat, 1 Feb 1873	Broadmeadows Station Opened	
Mon, 1 Dec 1879	Staff and Ticket Broadmeadows - Craigieburn	
Mon, 31 May 1880	Staff and ticket Broadmeadows - Craigieburn (Down trains worked at 15min time interval.)	
Mon, 16 Nov 1885	Duplicated Essendon - Broadmeadows	
Thu, 3 Dec 1885	Telegraph block post Essendon - Broadmeadows	
Thu, 3 Dec 1885	Telegraph Block post Broadmeadows - Craigieburn	
Mon, 22 Mar 1886	Duplicated Broadmeadows - Craigieburn	
Tue, 15 Jun 1886	Double Line Block Essendon - Craigieburn (Winters Instruments)	
Tue, 8 Oct 1889	Double Line Block Broadmeadows - Somerton	
Thu, 1 Dec 1892	Telegraph Block Broadmeadows - Craigieburn	
Sun, 4 Sep 1921	Electrified Essendon - Broadmeadows	
Sun, 19 Jul 1959	Double Line Block Broadmeadows - Craigieburn (Somerton may switch in)	
Mon, 15 Nov 1965	Three Position Signalling Provided Essendon - Broadmeadows	
Mon, 28 May 2007	Three Position Signalling Provided Broadmeadows - Craigieburn	
Sun, 22 Jul 2007	Electrified Broadmeadows - Craigieburn	
Sun, 30 Sep 2007	Electric Services Commenced Broadmeadows - Craigieburn	

Photos by Geoff Wallace GWA, Signal Diagrams Geoff Wallace Collection, information from <vicsig.net> Chris Gordon, Old Treasury Building Website, Wikipedia, Victorian Public Records, pinterest & map of 477 Bus Route from PTV Website.

Notes compiled by Geoff Wallace

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