



**AUSTRALIAN RAILWAY
HISTORICAL SOCIETY**

MELBOURNE BRANCH

**ARHS Melbourne Luncheon Outing Group,
Wangaratta & ARTC Inland Rail Inspection Tuesday 6th February 2024.**

Today we are travelling to Wangaratta via the XPT and return via SG VLocity. The outing will look at the rebuilding of the station with a new platform on the western side to replace the cutting the original standard gauge line was placed in.

8:30 am	Depart Southern Cross on the XPT for Wangaratta.
11:06 am	Arrive Wangaratta.
	Meet Jacinta PIAZZA from the ARTC Inland Rail Shop Front to show us the work site around Wangaratta Station and then we will visit the Rail Shop Front at 48a Norton St to learn about other parts of the project which is currently being worked on between Beveridge to Parkes.
11:50 am	Walk to North Eastern Hotel via Footbridge approx. 600 metres for Lunch.
1:25 pm	Depart Hotel for walk back to Station.
1:44 pm	Depart Wangaratta on SG VLocity to Southern Cross.
4:36 pm	Arrive Southern Cross, tour ends here.

On the way we will pass work on the new Intermodal Freight Company freight terminal at Somerton, projected to be "the largest intermodal terminal ever built in Australia."

It will accommodate port shuttles & 1.8 km double stack trains. It is projected to be finished in 2025.

We then pass an empty paddock south of Wallan that is projected to be the Beveridge freight terminal for double-stack freight trains operating on the Inland Railway.

If you want to contact Geoff or John on the day of travel only Geoff 0412 056 033 or John 0418 384 718.

If you wish to leave the group before Southern Cross, please let John or Geoff know please.

Wangaratta History

Wangaratta (WANG-gə-RAT-ə) is a city in the northeast of Victoria, Australia, 236 km (147 mi) from Melbourne along the Hume Highway. The city had a population of 29,808 per the 2021 Australian Census.

The city is located at the junction of the Ovens and King rivers, which drain the north western slopes of the Victorian Alps. Wangaratta is the administrative centre and the most populous city in the Rural City of Wangaratta local government area.

The original inhabitants of the area were the Pangerang peoples (Pallanganmiddang, WayWurru, Waveroo).

The first European explorers to pass through the Wangaratta area were Hume and Hovell (1824) who named the Oxley Plains immediately south of Wangaratta. Major Thomas Mitchell during his 1836 expedition made a favourable report of its potential as grazing pasture. The first squatter to arrive was Thomas Rattray in 1838 who built a hut (on the site of the Wangaratta RSL) founding a settlement known as "Ovens Crossing".

The Post Office in the area opened on 1 February 1843 as Ovens. The Ovens office, and the Kilmore office which opened the same day, were the fifth and sixth to open in the Port Phillip District and the first two inland offices.

The name Wangaratta was given by colonial surveyor Thomas Wedge in 1848 after the "Wangaratta" cattle station, the name of which is believed to have been derived from an indigenous language and meaning "nesting place of cormorants" or "meeting of the waters". The first land sales occurred shortly afterward and the population at the time was around 200. The first school was established by William Bindall on Chisholm Street with 17 students.

Gold was found nearby at Beechworth in February 1852 and by the end of the year more than 8,000 prospectors rushed the fields of Ovens and Beechworth. Wangaratta became a major service centre to these goldfields. As a result, the first bridge over the Ovens was completed in early 1855.

A seven-member council incorporated the Borough of Wangaratta on 19 June 1863.

The 1870s saw the settlement establish a number of key infrastructure and services including the first water supply. Wangaratta hospital was opened in 1871 and the fire brigade was established in 1872. The railway to Melbourne was opened on 28 October 1873.

On 28 June 1880 in the nearby small town of Glenrowan, located some 10 km away, the final shootout that led to the capture of Australia's most famous bushranger, Ned Kelly occurred.

In 1884, the railway was connected through to Sydney.

The population at the turn of the century reached 2,500 and the centre had developed an imposing streetscape of hotels, commercial public and religious buildings.

Cr George Handley, Mayor and Hubert Opperman in Wangaratta, November 15, 1927 after Opperman won the first stage of the Dunlop Grand Prix

The Duke of Gloucester visited Wangaratta during his tour of Australia in 1934.

Bruck textile mills was established in 1946, employing over a thousand workers.

Wangaratta was proclaimed a city on April 12, 1959 with a population of 12,000 people. New municipal offices were opened in 1980 which became the headquarters of the Rural City of Wangaratta after the amalgamation of municipalities in 1995.

Population

According to the 2021 census of Population, there were 29,808 people in Wangaratta.

Aboriginal and Torres Strait Islander people made up 1.9% of the population.

84.6% of people were born in Australia. The next most common countries of birth were England 1.9%, Italy 1.0% and New Zealand 0.7%.

89.0% of people spoke only English at home. Other languages spoken at home included Italian at 1.4%.

The most common responses for religion were No Religion 41.7%, Catholic 23.6% and Anglican 12.0%.

Geography and landmarks

The geographical layout of the city is unusual in that the business district is located at the north-eastern extremity of the urban area, with outlying suburbs extending only to the south and west. The reason for this arrangement is that the area beyond the rivers, to the north and east of the business district, was until the 1990s prone to flooding and so unsuitable for building. Levees were constructed in the 1990s to alleviate the flooding, however development in this area has been slow.

Notable buildings include the Holy Trinity Anglican Cathedral and its Cathedral Close, St. Patrick's Catholic Church and the eccentric art déco courthouse.

Climate

Since the warmest month mean reaches 22 °C (72 °F), Wangaratta would have a humid subtropical climate. Sleet falls occasionally, but settled snowfalls are a very rare occurrence.

Rain falls as thunderstorms in the summer, and in winter with cold fronts. Occasional severe heat waves are caused by hot, dry air from the central deserts of Australia moving over the area. Temperatures of 40 °C (104 °F) and slightly above occur 2–4 times a year on average; however, heatwaves are often succeeded by cold fronts, which cause a significant drop in the temperature. Wangaratta has cool nights and mornings in the summer, due in part to its western longitude exposing it to cold air masses off the Southern Ocean. The city gets 105.1 clear days annually, which is akin to Sydney and Wollongong, however the distribution is wildly different; Wangaratta being much sunnier from December to March, but the inverse from May to September.

Rainfall averages out to 613.6 millimetres (24.16 in) a year, most of which falls in winter with cold frontal showers; however these can occur at any time of year; and the main form of rainfall in late spring and summer is that from thunderstorms. Extreme temperatures have ranged from 45.8 °C (114.4 °F) on 3 January 1990 and again on 7 February 2009 to -7.2 °C (19.0 °F) on 14 June 2006.

Governance

Government Centre

In local government, the Wangaratta region is covered by the Rural City of Wangaratta. The council was created in 1994 as an amalgamation of a number of other municipalities in the region with the council chambers located at the Government Centre in central Wangaratta. The city is represented by seven councillors elected once every four years by postal voting. The mayor is elected from these councillors by their colleagues for a one-year term.

In September 2013 the council was sacked by the state government. Victorian Local Government Minister Jeanette Powell said this was because "Council has failed to provide effective leadership and service for the community". The council will be replaced by an administrator who will serve until the 2016 local government elections.

In state politics, Wangaratta is located in the Legislative Assembly district of Ovens Valley currently held by the National Party of Australia. Tim McCurdy is the current Member of Parliament for the Ovens Valley district.

In federal politics, Wangaratta is located in a single House of Representatives division—the Division of Indi. The Division of Indi was seen as a safe Liberal Party of Australia seat from 1977 until 2013, when the sitting member, Sophie Mirabella was defeated by independent candidate Cathy McGowan. Dr Helen Haines is currently the federal Member of Parliament for the Division of Indi, making history as the first independent candidate to succeed another independent, namely Cathy McGowan, in Federal Parliament.

Industry

There is a considerable wine and gourmet food industry in the nearby Milawa and King Valley region. Other notable industries in the area include Australian Textile Mills formerly Bruck Textiles, Wilson Fabrics that now occupies the old IBM facility, Merriwa Industries and Australian Country Spinners.

Previously multi-national IBM manufactured computers in Wangaratta.

Culture and sport

Sport

Australian rules football, cricket and Netball are the most popular sports.

There are four Australian rules football clubs in Wangaratta.

The Wangaratta Football Club, the Wangaratta Rovers Football Club, both competing in the Ovens and Murray Football League, and the North Wangaratta Football Club, which competes in the Ovens and King Football League. The close proximity of the Rovers and Wangaratta grounds reflects the historical sectarian split in membership of the clubs; Rovers membership being predominantly Catholic and Wangaratta being predominantly Protestant.

The city hosted several games for the 2005 Australian Football International Cup event, with several countries competing in the sport of Australian rules football. The event was played at the City Oval and Showgrounds and set the attendance records for the tournament to date.

Cricket in Wangaratta is organised by the Wangaratta and District Cricket Association. Clubs include City Colts, Wangaratta-Magpies & Rovers United Bruck.

Wangaratta City Football Club is a soccer club based at South Wangaratta Reserve. Founded in 1951, they compete in the Albury Wodonga Football Association.

Wangaratta Knights play rugby league in NRL Victoria.

Wangaratta has a horse racing club, the Wangaratta Turf Club, which schedules around eleven race meetings a year including the Wangaratta Cup meeting in April.

The Wangaratta Greyhound Racing Club, which held regular meetings at the same venue, has been discontinued. Avian Park is no longer used.

Golfers play at the course of the Wangaratta Golf Club on Yarrowonga Road, or at the course of the Jubilee Golf Club at Wangandary nearby. A nine-hole course is at Boorhaman to the north of Wangaratta.

Between 1953 and 1956, the North Eastern Car Club ran motor racing meetings on the gravel and earth airstrip located on Wangaratta Common, south of the town centre. The circuit ran up and down the airstrip, with a loop at the western end.

The North East Windsport Club regularly sail "Land Yachts" called Blokarts (Blo-karts) at their sailing site at the nearby town of Springhurst, Victoria,

The city is home to the Northeast Bushrangers who play in the Big V basketball league. They play their home games at the Wangaratta YMCA.

Events

The main annual event is the Wangaratta Festival of Jazz, which attracts renowned international acts and has been attended by thousands each year since 1990. Ales on the Ovens Craft Beer Festival is another main attraction for the town.

Education

Wangaratta has three secondary schools: Galen Catholic College (private), Cathedral College (private) and Wangaratta High School which has three campuses. Wangaratta has seven primary schools: Our Lady's Catholic Primary School, Appin Park Primary School, Wangaratta West Primary School, Yarrunga Primary School, St. Bernand's Primary School, St. Patrick's Primary School, and Wangaratta (Chisolm Street) Primary School

Wangaratta also has its own specialist school for people with disabilities, Wangaratta District Specialist School

The Goulburn Ovens Institute of TAFE has two Wangaratta campuses. The Docker street campus offers a broad range of courses from business studies to music with a central area containing a cafeteria, library and student services. The Christensens Lane campus on the outskirts of Wangaratta is the home for the National Centre for Equine Education as well as providing courses in horticulture.

In 2015 the Christensens Lane campus moved to a bigger site in Tone Road. And in 2016 Charles Sturt University also added a campus there. The old Christensens Lane campus was then dismantled to make way for a new housing estate.

Transport

Wangaratta railway station

Roads are the most used transport infrastructure in Wangaratta. The Hume Freeway (M31) bypasses the city to the south and east, while the C314 now forms the main road through it (as Murphy Street and Wangaratta Road). The city is located at the junction of several other major roads, the Great Alpine Road (B500), Wangaratta-Yarrowonga Road (C374), Wangaratta-Whitfield Road (C521) and Wangaratta-Kilfeera Road (C523). A city bus service runs every half an hour during the day on weekdays and on Saturday mornings on a route covering Wangaratta's West End, the business district, Yarrunga and more recently, Yarrowonga Road.

Rail transport services both passengers and freight. Wangaratta railway station is on the North East railway line, the main railway line between Sydney and Melbourne. It is served by the Albury V/Line rail service thrice-daily as well as the NSW TrainLink XPT service twice-daily in both directions.

Historically, Wangaratta was the busy junction of several railway branch lines including; the broad gauge 5' 3" Yackandandah railway line, a narrow gauge 2' 6" Whitfield railway line and the broad gauge 5' 3" Bright and Beechworth railway line, all of which have since closed. Another short 5' 3" gauge branch line ran west to a wheat silo located on the north side of the Ovens River at Boorhaman. The current rail line through the town is the 4' 8" standard gauge rail opened in 1962.

The Murray to the Mountains Rail Trail is a shared cycling and walking track that follows the way of the former Bright railway line. The Hume Freeway runs directly next to Wangaratta.

Wangaratta is also serviced by a small regional airport, Wangaratta Airport.

Date	What was done?	WN or WON Date
Tue, 28 Oct 1873	Line opened from Benalla.	(Waugh 1989, VR to 62)
Fri, 21 Nov 1873	Line extended to Wodonga.	(Waugh 1989, VR to 62)
Wed, 17 Dec 1873	Staff and ticket introduced Benalla - Wangaratta (Purple) and Wangaratta - Chiltern (Yellow).	(Waugh 1989, Somersault Vol.5 No.1 p3)
1888	My C. 51/88 - Wangaratta - Please add to the Code of Whistles at Benalla end: "To or from Turn Table Road and Carriage Dock, one short, one long, one short. Total number, 3."	(C.63/88, Traffic Circulars for year ending 31st December 1888.)

ARHS Melb LOG #10 Wangaratta

Date	What was done?	WN or WON Date
1888	Meat siding near Wangaratta.- This siding is now ready for traffic, and is in charge of the Station Master, Wangaratta, who may work it only when he is able to give possession of the staff for the section to the engine driver proceeding there and back.	(C.161/88, Traffic Circulars for year ending 31st December 1888.)
	The signals will not be lit after dark; they will stand at "all right" except when an engine is working at the siding; they must then be placed at "danger."	
	The Station Master, Wangaratta, to arrange for the working of the signals and also for the security of the trucks left at the siding.	
	Wangaratta mileage to be charged.	
Wed, 21 Mar 1888	New Signal Box, Wangaratta.- Particulars of interlocked signals, &c, to come into use on Wednesday, 21st March 1888, as per Engineer's Diagram no. 357/88. Diagrams to be posted up in engine sheds, signal boxes, offices, and rooms used by employees.	(C.51/88, Traffic Circulars for year ending 31st December 1888.)
1888	Yard interlocked from a 38 lever frame (7 spares).	(Vaugh 1989, Interlocking Register)
Sun, 29 Jul 1888	Please note that on and after 29th instant, operators will be on duty at Wangaratta and Everton stations each Sunday from 1 to 2 p.m. (Amends C. 48/87.)	(C.132/88, Traffic Circulars for year ending 31st December 1888.)
Wed, 15 Oct 1890	Lock between 19 and 25 taken off.	(Vaugh 1989, Interlocking Register)
Mon, 30 Mar 1896	By this date, provide single line block to Beechworth Junction.	(WN40/1896)
Fri, 26 Mar 1897	Provide tablet in lieu of train staff and ticket to Glenrowan and Beechworth Junction.	(WN37/1897)
Tue, 24 Jan 1899	Provide new turntable road, former turntable road abolished. Post 7 relocated, now applies as carriage dock to mainline.	(WN29/1899)
Tue, 14 Mar 1899	Whitfield line open.	(WN37/1899)
Thu, 16 Mar 1899	Track and signals altered, yard extended. Post 8 moved 43 yards further out, post 2 moved 24 yards further out, post 3 moved 18 yards further out. Siding signals on posts 4 and 6 replaced by discs.	(WN37/1899)
Mon, 17 Apr 1899	By this date, Wangaratta - Whitfield line limited to one engine in steam.	(WN43/1899)
Sun, 23 Apr 1899	Track and signals altered. New 50 lever frame provided (3 spares).	(Vaugh 1989, Interlocking Register, WN43/1899)
Sat, 1 Jul 1899	By this date, 23 signals, 17 points, 7 lockbars and 3 spare levers.	(Vaugh 1989, Interlocking Register)
Mon, 28 May 1906	By this date, track and signals altered.	(WN22/1906)
Mon, 7 Dec 1908	Track and signals altered. Points between mainline and siding D secured by crosslock. New 74 lever frame (1 spare) provided, plus single-lever ground frame.	(Vaugh 1989, Interlocking Register, WN49/1908)
Mon, 5 Apr 1909	By this date, right-hand disc post 11 placed below left-hand disc.	(WN14/1909)
Fri, 30 Jul 1909	Provide tablet lock in lieu of crosslock on points to Siding D. Ground frame abolished.	(Vaugh 1989, Locking Sketch, WN31/1909)
Thu, 2 Mar 1911	Provide additional disc on right-hand side on post 3.	(Vaugh 1989, WN10/1911)
Mon, 29 Sep 1913	By this date, up home signal Whitfield line connected to interlocking in lieu of quadrant lever. Post 11 moved 20 yards further out.	(WN39/1913)
Mon, 13 Oct 1913	By this date, provide miniature electric staff in lieu of tablet to Glenrowan and Beechworth Junction. Points at down end secured by staff lock in lieu of tablet lock. Posts 2 and 3 moved 25 yards further out.	(WN41/1913)
Mon, 10 Jul 1916	By this date, connection between Siding A and Siding D moved nearer to dead-end of siding A. 2 discs removed from post 7 and shifted to new post 6A.	(WN28/1916)
Mon, 24 Feb 1919	By this date, crossover between mainline and siding D abolished.	(WN08/1919)
Mon, 5 Jul 1920	By this date, post 9 converted to bracket.	(WN27/1920)
Wed, 20 Oct 1920	Alterations to interlocking, extra signal provided. May be records catching up with Post 1 changes.	(Vaugh 1989, Interlocking Register)
Wed, 21 Dec 1921	3 discs on post 9 rearranged. Post made a bracket post, with disc from main line to Siding A moved to left hand doll.	(Vaugh 1989, WN52/1921)
Sun, 5 Mar 1922	Crossover between mainline and shunting siding moved further out. Provide connection to new cattle siding. Provide A and B sidings. Provide new post 17, 1 arm and 4 discs. New post 1B with down home signal and new post 1C with 1 disc. 2 bottom discs on post 2, disc on post 12 and bottom left-hand discs on posts 13 and 14 removed.	(Vaugh 1989, Interlocking Register, WN11/1922)
Tue, 15 May 1923	By this date, points and signals to new cattle siding connected to interlocking.	(WN20/1923)

ARHS Melb LOG #10 Wangaratta Tour Notes

Date	What was done?	WN or WON Date
Wed, 31 Oct 1923	Posts 3 and 17 abolished, provide signal bridge with posts 3, 3B, 17 and 17B thereon.	(WN45/1923)
Fri, 29 Jan 1926	Provide track locking, No.s 1 and 2 roads between up and down distants.	(WN07/1926)
Tue, 10 Aug 1926	By this date, provide automatic electric staff exchange apparatus.	(WN32/1926)
Tue, 21 May 1929	By this date, provide level crossing on Whitfield line at 146M 14C 47L.	(WN21/1929)
Thu, 1 Aug 1929	Provide calling-on arms on posts 3, 3B and 9.	(WN32/1929)
Wed, 16 Oct 1929	Provide wig wags at Rowan street (145M 52C) and Templeton Street (145M 59C). Provide down starting signal post 7B. Lever C formerly spare, disc C formerly worked by lever 6. (Locking Sketch says 22nd October.)	(Waugh 1989, Interlocking Register, Locking Sketch, WN43/1929)
Wed, 21 Sep 1932	Home and distant locking. Now distants only released by main line.	(Waugh 1989, Locking Sketch)
Wed, 12 Jul 1933	Bowser provided with switch out facilities (without train). Long section now Wangaratta - Springhurst.	(Waugh 1989)
Thu, 13 Aug 1936	Provide wigwag at Roy Street (145M 14C). Right-hand disc post 6A abolished, provide new post 5 with 1 arm, 1 disc. Cattle sidings renamed sidings E. Posts renumbered. Point indicator added to points 55. Signal 60 formerly 59, signal B formerly 30.	(Waugh 1989, Interlocking Register, Locking Sketch, WN34/1936)
Thu, 13 May 1937	Posts 21 moved 26 yards further out.	(WN21/1937)
Tue, 3 Sep 1940	By this date, provide dead-end extension at down end of No.5 road.	(WN36/1940)
Tue, 1 Sep 1942	By this date, the officer in charge will send a message to the Chief Telegraph Officer, before 9am, detailing the total rainfall over the 24 hours until 8:30am that day.	(G.O. 24)
	By this date, water meters are to be read at the end of each month by the Works Foreman, who shall forward the values to the Rolling Stock Accountant at Spencer Street (white docket R.S.180 and pink docket R.S.181), and to the District Rolling Stock Superintendent (R.S.181 only).	(G.O. 23)
	By this date, the Officer In Charge is responsible for equipping trains with, for instance, soap, sanitary paper etc.	(G.O. 96)
	By this date, immediately following departure of a passenger-carrying train, details of number of passengers and expected number of meals needed are to be telegraphed to the next Refreshment station (Benalla), viz.	(AGRA in lieu of AHAB for late train.)
	"AHAB [train no.] train [number] passengers [number] meals"	(G.O. 98 (8))
Tue, 25 May 1943	Detection of facing points.	(Waugh 1989, Victorian Railways Chronological Index)
Tue, 31 Oct 1944	By this date, No.5 road extended at down end, provide siding J, provide crossover between 4 and 5 roads.	(WN44/1944)
Fri, 30 Aug 1946	Repeater provided for Post 4.	(Waugh 1989, Victorian Railways Chronological Index)
Mon, 12 Oct 1953	Whitfield line closed.	(WN39/1953)
Mon, 13 Sep 1954	Post 1 (up home signal from Whitfield , lever D) abolished.	(Waugh 1989, Locking Sketch, WN38/1954)
Wed, 1 Dec 1954	Provide yellow in lieu of green lights in calling-on signals.	(WN49/1954)
Tue, 15 May 1956	By this date, telegraph instrument removed.	(WN20/1956)
Mon, 13 May 1957	Post 21 moved 26 yards further out.	(Waugh 1989, WN Extracts)
Sat, 24 May 1958	Posts 19, 21 and 22 renewed, interlocking frame overhauled.	(Waugh 1989, Victorian Railways Chronological Index)
Sat, 7 Jun 1958	Fittings on Post 23 renewed. Repairs and renewals in signal box.	(Waugh 1989, Victorian Railways Chronological Index)
Sun, 19 Oct 1958	Provide advanced starting signal post 1. (Locking sketch says 18th October.)	(Waugh 1989, WN43/1958)
Thu, 30 Oct 1958	Provide flashing lights at Sisely Avenue (144M 66C). Disc D formerly lever 30.	(Waugh 1989, WN45/1958)
Sun, 19 Feb 1961	Track slewed between up side of Rowan Street and Templeton Street. Rowan Street level crossing closed and wigwags removed. Provide flashing lights in lieu of wigwags at Templeton Street (145M 59C). Down starting signal post 24 moved 185 yards further out.	(WN09/1961)
Sun, 23 Apr 1961	Post 4 replaced by 35ft tall mast, 6 yards further out.	(Waugh 1989, Victorian Railways Chronological Index)
Sun, 7 May 1961	Rodding leads rearranged account new work at up end of goods platform.	(Waugh 1989, Victorian Railways Chronological Index)

ARHS Melb LOG #10 Wangaratta

Date	What was done?	WN or WON Date
Sun, 23 Jul 1961	Turntable road abolished, provide new turntable road on down side of line, secured by Annett lock. Post 4 moved 200 feet further out.	(WN31/1961)
Sun, 13 Aug 1961	Rerouting of rodding leads.	(Vaugh 1989, Victorian Railways Chronological Index)
Sun, 17 Sep 1961	Provide overpass in lieu of level crossing and wigwags at Roy Street.	(WN39/1961)
Sun, 1 Oct 1961	Post 9 renewed.	(Vaugh 1989, Victorian Railways Chronological Index)
Sun, 8 Oct 1961	Points to cattle siding and turntable road motorised.	(Vaugh 1989, WN41/1961)
Mon, 13 Nov 1961	Templeton Street level crossing closed, provide underpass at Rowan Street.	(WN48/1961)
Wed, 18 Jul 1962	Down distant post 2 moved 308 yards further out.	(WN30/1962)
Tue, 12 Feb 1963	Provide illuminated flashing "2 tracks" sign at Sisely Avenue.	(WN09/1963)
Tue, 10 Mar 1964	By this date, provide passenger platform on standard gauge line.	(WN10/1964)
Sun, 27 Sep 1964	Pedestrian subway provided at Templeton Avenue.	(Vaugh 1989, Victorian Railways Chronological Index)
Sun, 20 Jun 1965	Siding D abolished, bottom left- and right-hand discs post 17, bottom disc post 19 and posts 22 and 24 abolished.	(WN26/1965)
	Siding D and posts 22 and 24 removed. No.53 previously lockbar, No.52 and 54 previously points, Nos. 6, 38, 40, 43, 65, 66 and 67 previously signals. Locking altered. Two discs removed from post 17, one disc removed from post 19.	(RN388 Rev. A)
	Plungers 51 and 56 previously lockbars. No.53 previously pilot lever. Locking altered.	(RN388 Rev. B)
Sun, 4 Jul 1965	All points and lockbars at down end of yard temporarily disconnected account alterations to rod leads.	(Vaugh 1989, Victorian Railways Chronological Index)
Mon, 2 Aug 1965	Renewal of point and signal leads to down end of yard.	(Vaugh 1989, Victorian Railways Chronological Index)
Thu, 11 May 1967	Lever 29 locked by 13 and 59 deleted as surplus. 49 released by 50 added. 49 locked by 46 and 48 deleted. 42, 47 and 57 locked by 49 deleted. 44 and 69 released by 50 deleted at Chief Traffic Manager's request to ease shunting; note both signals require 49 which requires 50, so not clear what the practical impact of this change is.	(RN388 Rev. C)
	Alterations to locking to facilitate shunting of trains.	(Vaugh 1989, Victorian Railways Chronological Index)
Tue, 18 Jul 1967	Turntable siding and Post 4 abolished.	(WN30/1967)
	Turntable siding and post 4B deleted. Disc 2 previously 33, disc 2 removed from post 9, lever 2 now works former disc 29 on post 9. Lever no.36 previously points, 22 and 23 previously signals. Locking altered.	(RN388 Rev. D)
Tue, 2 Jan 1968	Crossover 21 abolished. Lever 14 now pilot. Levers C, 21 and 29 sleeved normal.	(Vaugh 1989, Interlocking Register)
Mon, 2 Dec 1968	Crossover between mainline and siding F abolished. Post 6 deleted.	(Vaugh 1989, Locking Sketch, WN50/1968)
	Crossover 12 and post 6 deleted. Post 9 previously shown with home 3 above left-hand disc 29 and right-hand disc 2, now only home 3 and left-hand disc 2. Locking altered.	(RN388 Rev. E)
Tue, 30 Jun 1970	Provide flashing lights at Sandford Street (143M 50C).	(WN27/1970)
Thu, 4 Feb 1971	Renewal of wiring to down end of yard.	(Vaugh 1989, Victorian Railways Chronological Index)
Tue, 1 Aug 1972	Points 57 and plunger 58 renewed.	(Vaugh 1989, Victorian Railways Chronological Index)
Sun, 20 Jul 1975	Up starting signal post 1 moved 9 metres further in and converted to light.	(WN30/1975)
Tue, 15 Feb 1977	By this date, oil siding, dock and straight connecting track removed.	(WN07/1977)
Tue, 26 Feb 1980	Flashing lights at Shanley Street provided.	(Vaugh 1989, Victorian Railways Chronological Index)
Thu, 5 Aug 1982	Provide flashing lights at Gravel Pits Road (229.073km) and Taminick Road (225.640km).	(WN33/1982)
Mon, 4 Jun 1984	All signals on Posts 4 and 10 electrically lit.	(Vaugh 1989, Victorian Railways Chronological Index)
Tue, 26 Jun 1984	Provide staff exchange box.	(WN25/1984)
	Staff exchange box provided.	(Vaugh 1989, WN24/1984)
Tue, 27 Nov 1984	Provide boom barriers and traffic light coordination at Sisely Avenue (233.087km). Post 38 over 8 relocated to down side of level crossing.	(WN49/1984)

Strangely I can find no record of the SG Changes at Wangaratta, which must have happened from 1962 onwards?

No updates are available after the 21st of September 1993, that I can find anyway?

ARTC Inland Rail Work Wangaratta

Inland Rail in Victoria includes works along the existing rail corridor through Wangaratta.

At Wangaratta, there is not enough clearance under the two station footbridges or Green Street bridge to enable the safe running of double-stacked freight trains.

Our construction partner McConnell Dowell will undertake works within the Wangaratta Station Precinct including:

- removing the two Wangaratta Station footbridges and replacing them with a single pedestrian underpass
- relocating the existing track and platform on the eastern side of Wangaratta Station (Norton Street), so it sits parallel to the current track on the western side of the station
- lowering the tracks and replacing the Green Street bridge in the same location on the same alignment.

How we've listened

We've listened to community and stakeholders during the design stages and consistently heard heritage, safety, accessibility, and connectivity are important to you. This feedback has helped inform the Wangaratta Station Precinct design.

Thanks to your feedback, we are:

- Installing a pedestrian underpass that will be light, bright and safe with clear lines of sight from each end
- Providing improved access across the station precinct with ramps and lifts
- Restoring connectivity between the station and Norton Street by removing "The Dive" and creating community spaces
- Providing 22 new car parks
- Incorporating a design for the broader station precinct that respects the heritage values of the area.

Early Works

Prior to starting construction, McConnell Dowell undertake site preparations including installing site offices, establishing construction material laydown areas, approved vegetation removal and relocating utilities.

Construction

To minimise impacts on local communities wherever possible, McConnell Dowell has developed detailed management plans that define how construction impacts are effectively monitored, managed and mitigated.

Wangaratta station will remain open to vehicles, pedestrians,

and commuters throughout all construction activities. Pedestrian access from Norton Street to Cusack Street will be maintained across the Docker Street footbridge during construction. Green Street bridge will be closed in early 2024 for about six months, with detours in place.

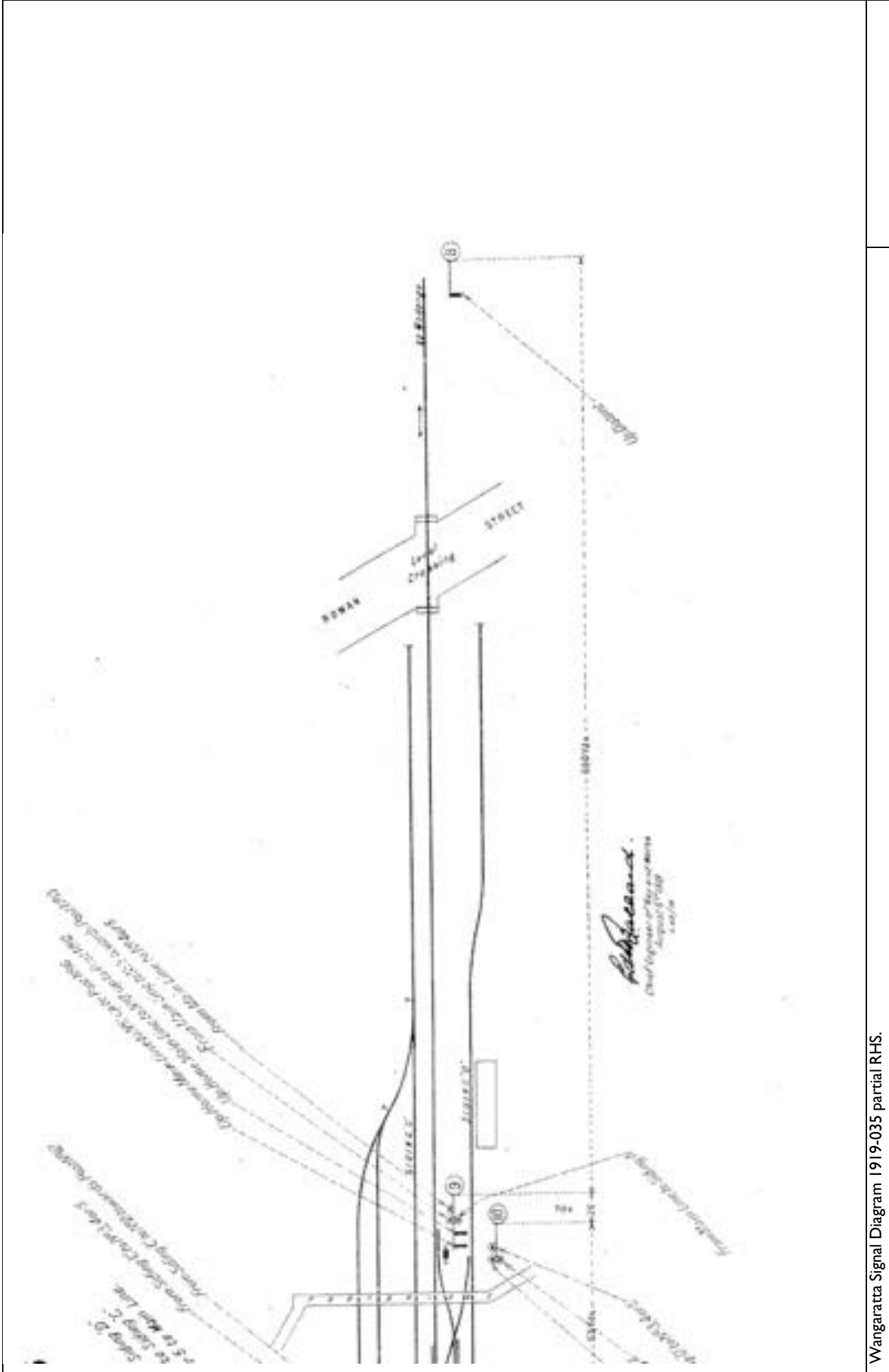
Construction works involve:

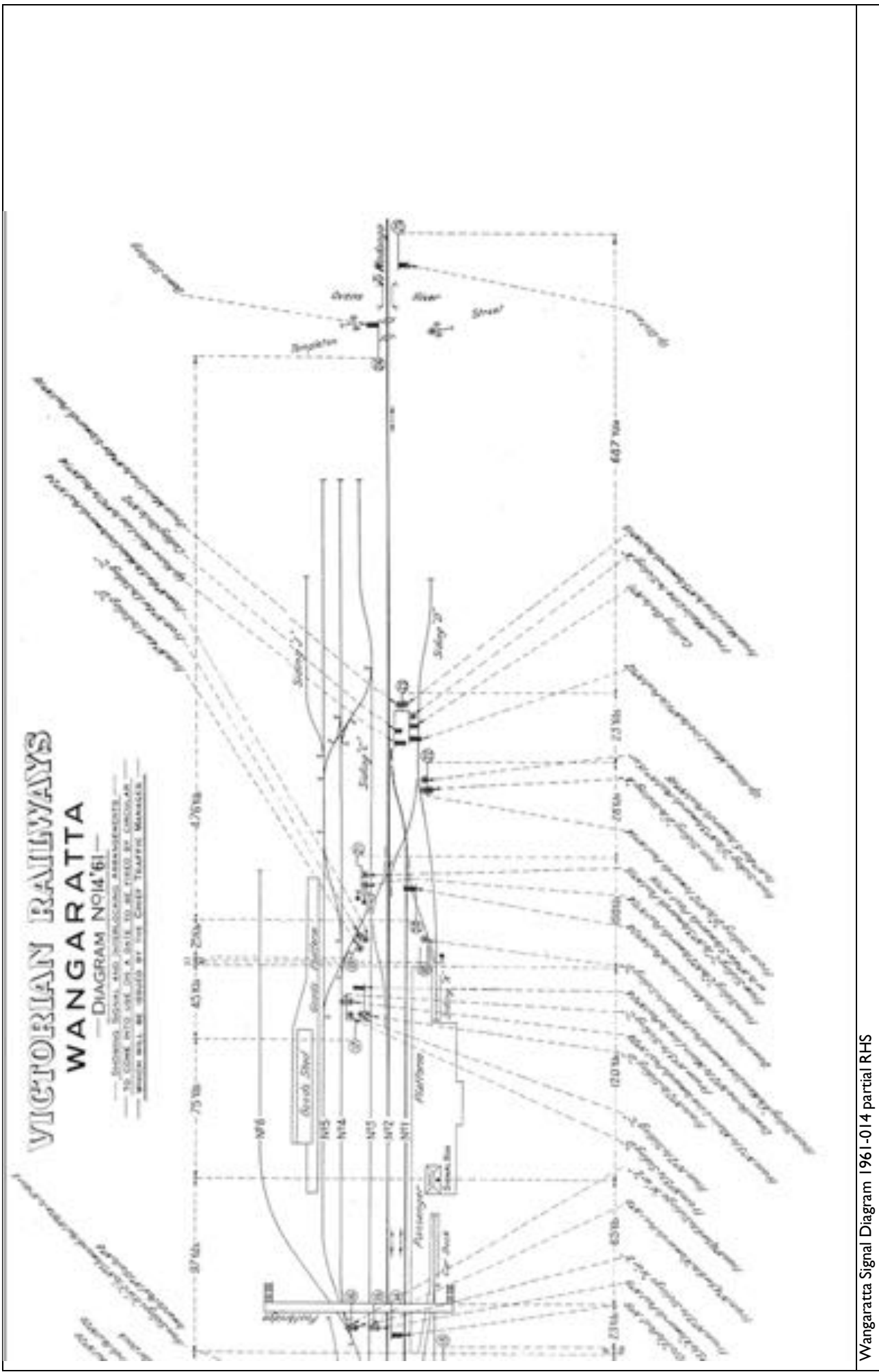
- Removal of the Cusack Street footbridge
- Excavation to install the pedestrian underpass, ramp, lifts, and stairs
- Building a new track and platform on the western side of the station
- Removal of the eastern track and filling in the "Dive"
- Replacement of the Green Street bridge
- Removal of the Docker Street footbridge after the completion of works.

Photos by Andrew Blair AB, ARTC Inland Rail Website Wangaratta Fact Sheet, John Ruddock JR, information from <vicsig.net> Chris Gordon & Wikipedia.

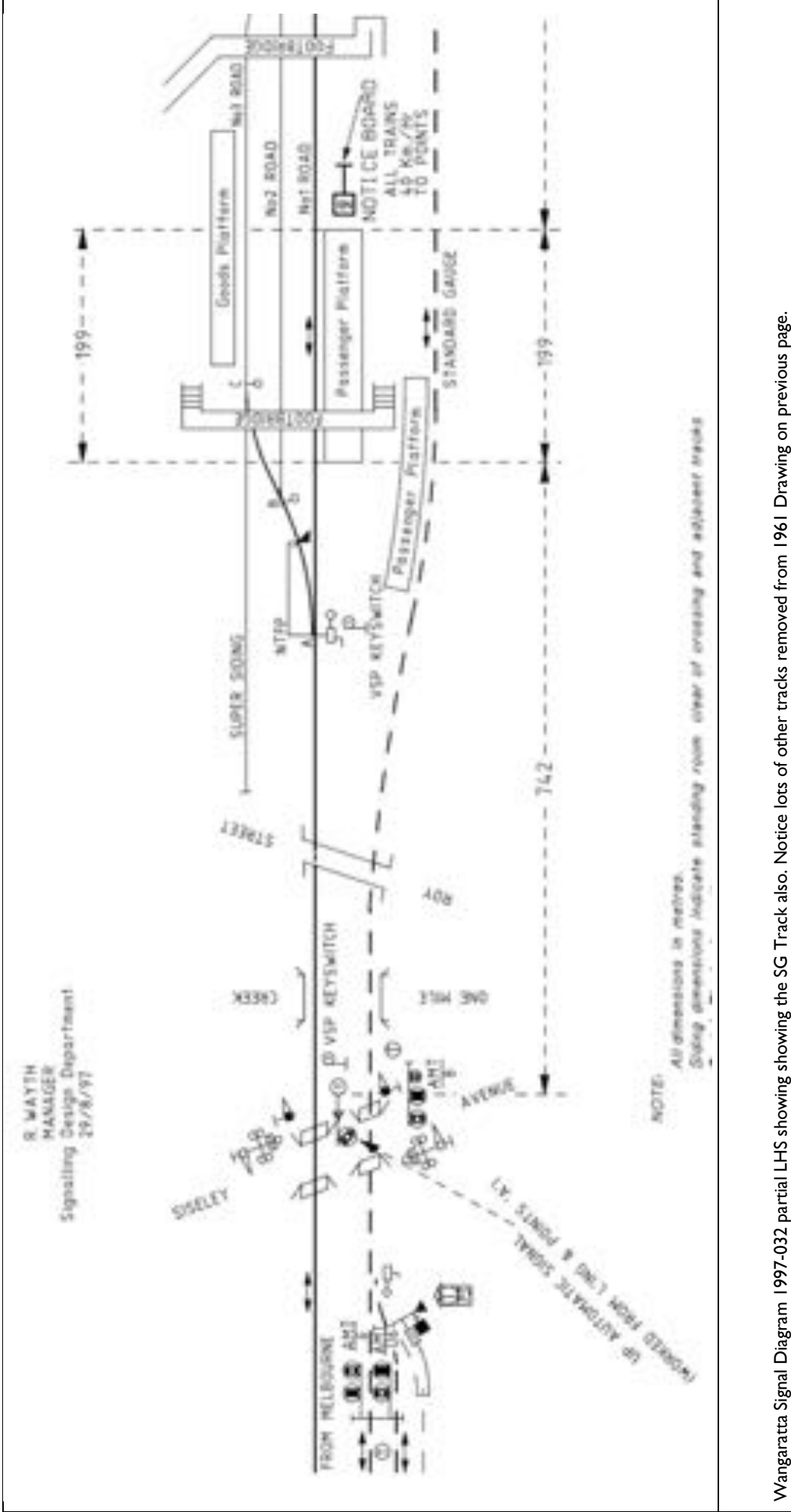
Notes compiled by Geoff Wallace

E&OE

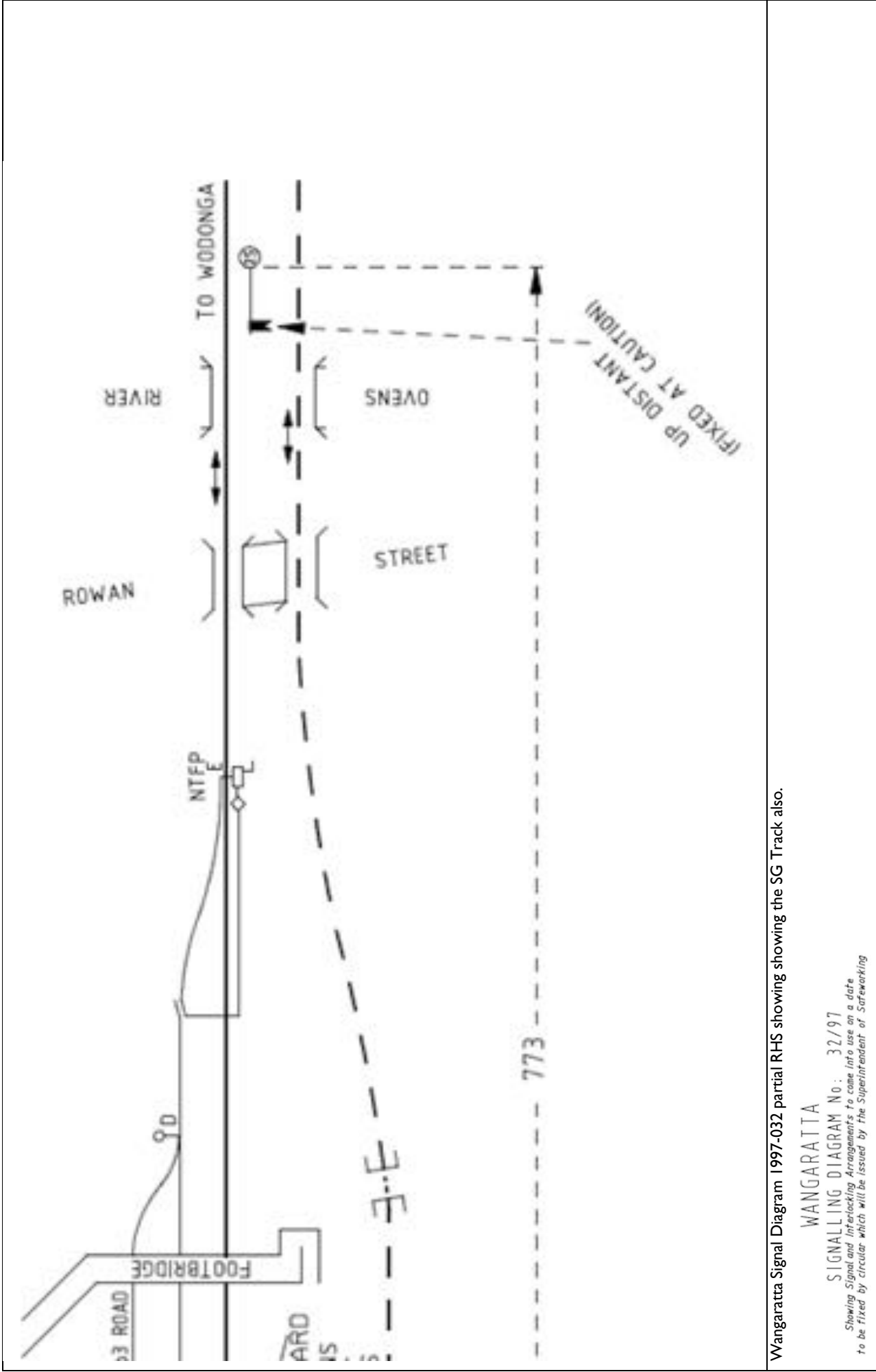




Wangaratta Signal Diagram 1961-014 partial RHS

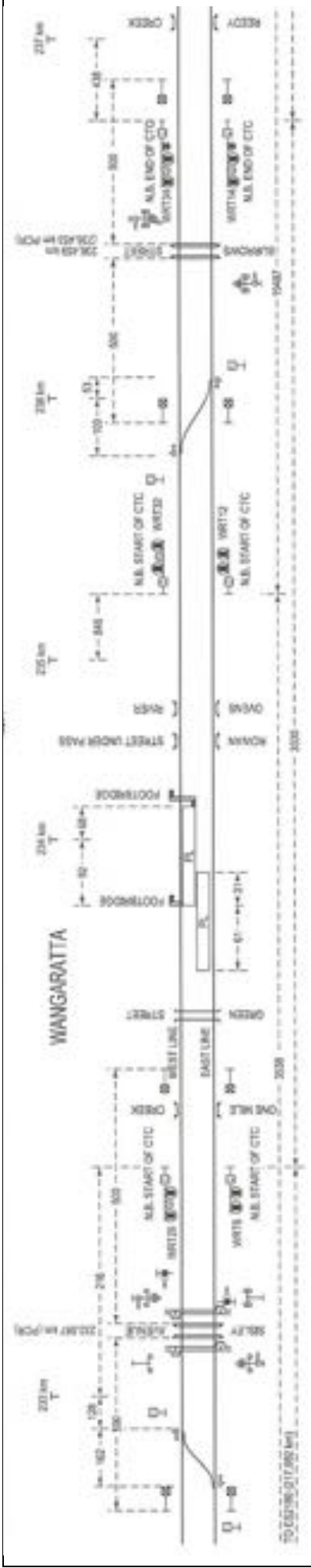


Wangaratta Signal Diagram 197-032 partial LHS showing the SG Track also. Notice lots of other tracks removed from 1961 Drawing on previous page.



Wangaratta Signal Diagram 1977-032 partial RHS showing the SG Track also.

WANGARATTA
 SIGNALING DIAGRAM No. 32/97
 Showing Signal and Interlocking Arrangements to come into use on a date
 To be fixed by circular which will be issued by the Superintendent of Safeworking



Wangaratta partial from Signal Diagram Alumatia to Bowser 2010-056

ALUMATIA TO BOWSER SIGNALLING DIAGRAM No 56/10 (SUPERSEDES No. 120/09)



ARTC
Australian Rail Track Corporation Ltd

D. Bennett

D. BENNETT
Acting Operations Manager North/South
ARTC

ARTC does not approve the drawing,
but accepts the drawing based on evidence
provided by the "checking & approval" process.

Wangaratta partial from Signal Diagram Alumatia to Bowser 2010-056 Title Block.

This drawing from 2010 is still current.



This shows the narrow gauge carriages on the head shunt and a man on the carriage roof, presumably filling the small water tank located in the top of the carriage. It also shows the pair of water cranes for watering double headed locos. Unfortunately the photo does not show the twin ash pits, that other photos I have, do show. This photo as far as I know has never been published. Supplied by AB.



This 1956 photo is displayed in the Wangaratta Waiting Room. It shows the 7.35 am 280 HP railcar, an R class hauled good in No. 2 road, the Peechelba goods in 3 road and a shunting loco (possibly a D3 at the far end of the yard. The new but now installed, but covered in, pedestrian subway is close to the location of the old fashioned loud speaker. AB Photo

Photos by Andrew Blair AB, ARTTC Inland Rail Website Wangaratta Fact Sheet, John Ruddock JR, information from <vicsig.net> Chris Gordon & Wikipedia.

Notes compiled by Geoff Wallace

E&OE

ARHS Melb LOG #10 Wangaratta Tour Notes



The new seal on the platform shows where the now filled in underpass was located, looking in Up direction towards Wodonga. AB Photo



The new seal on the platform shows where the now filled in underpass was located, looking in Down direction towards Benalla. AB Photo



Wangaratta from the Footbridge looking in Up Direction towards Benalla JR Photo



Existing Green Street bridge.



Wangaratta Station Precinct visualisation looking north toward Albury/Wodonga.



Wangaratta Station Precinct visualisation looking toward Spearing Street.

All 3 images on this page from ARTC Inland Railin Victoria, Wangaratta Fact Sheet on Website.