



**AUSTRALIAN RAILWAY  
HISTORICAL SOCIETY**

**MELBOURNE BRANCH**

Email: <melbournelog@arhsnsw.com.au> Mobile 0412 056 033

**Luncheon Outing, Ringwood East Station,  
Croydon Station & Bedford Road LXRA  
Tuesday 1st October 2024**

- 9:20 am Meet at Flinders Street Station
- 9:40 am Catch Train to Ringwood East Station
- 10:16 am Arrive Ringwood East Station to Inspect new Station
- 10:48 am Depart Ringwood East Station for Croydon Station
- 10:52 am Arrive Croydon Station & Inspect new Station, have talk from two Level Crossing Removal Communications Team Members about Croys don & Ringwood East Stations.
- 11:55 am Catch bus 688 to Mt Dandenong
- 12:18 pm Arrive Mt Dandenong Hotel for Lunch
- 2:52 pm Catch bus 688 to Upper Ferntree Gully
- 3:25 pm Arrive Upper Ferntree Gully
- 3:25 pm Catch Train to Flinders Street
- 3:55 pm Catch Train to Flinders Street if we miss the 3:25 pm Train?

### **Ringwood East**

Ringwood East is a suburb of Melbourne, Victoria, Australia, 26 kilometres (16 mi) east of Melbourne's Central Business District, located within the City of Maroondah local government area. Ringwood East recorded a population of 10,764 at the 2021 census.

It is located in the "Green Belt" of Melbourne, with much of the native vegetation and wildlife preserved in areas such as Wombalono Park and its surrounding suburban streets.

The access to high performing public schools, such as Ringwood Secondary College, as well as renowned private schools Tintern Grammar and Aquinas College, is leading to high demand for housing in Ringwood East. The area is now being seen as a real life-style option by people who may have previously looked to areas, such as Balwyn and Camberwell, for quality schools.

Ringwood East has its own railway station which is within the Myki Zone 2 fare zone on the Lilydale railway line. Maroondah Hospital is also located in Ringwood East, a large public hospital and emergency department serving the surrounding eastern suburbs.

Ringwood East Post Office opened around 1902, in what was then a rural area, before the railway station opened in 1925.

The suburb has an Australian Rules football team, the East Ringwood Roos, competing in the Eastern Football League.

They are based at the reserve located on the corner of Mount Dandenong Road and Dublin Road but used to play on a field which is now the site of Maroondah Hospital. The East Ringwood Cricket Club and Tennis Club are also based at the reserve.

### **Ringwood East Station**

Ringwood East railway station is a commuter railway station on the Lilydale line, serving the eastern Melbourne suburb of Ringwood East in Victoria, Australia. Ringwood East is a below ground unstaffed station, featuring two side platform connected by a ground level concourse. It opened on 18 May 1925, with the current station provided in July 2024.

### **History**

In 1975, the former ground-level station buildings were provided.

On 30 June 1984, an island platform was provided, as part of the duplication of the line between Ringwood and Croydon. In that same year, boom barriers were provided at the former Dublin Road level crossing, which was located nearby in the up direction of the station.

On 29 July 2021, the Level Crossing Removal Project announced that the level crossing will be grade separated by 2025, with a rail trench to be built underneath the road. The level crossing removal will also involve the construction of a new station. In May 2023, construction on the project began.

On 24 May 2024, Dublin Road level crossing and equipment was eliminated. Initially, Ringwood East station was originally scheduled to open to passengers on 5 July 2024. However, the opening was delayed and postponed to 8 July.

Platforms and services

Ringwood East has two side platforms. The station is within Myki ticketing Zone 2, and is located between Railway Avenue and Patterson Street in the centre of Ringwood East. The station also has 330 car parking spaces.

It is serviced by Metro Trains' Lilydale line services.

Platform 1:

Lilydale line all stations and limited express services to Flinders Street; all stations shuttle services to Ringwood

Platform 2:

Lilydale line all stations services to Lilydale

Transport links

Kinetic Melbourne operates one bus route via Ringwood East station, under contract to Public Transport Victoria:

380 : Ringwood – Croydon Loop. Stops include Ringwood and Croydon stations.

## **Croydon**

Croydon is a suburb of Melbourne, Victoria, Australia, 30 kilometres (19 mi) east of Melbourne's Central Business District, located within the City of Maroondah local government area. Croydon recorded a population of 28,608 at the 2021 census.

### **History**

Dating back to 1840 the land was first utilised by settlers for grazing and the first road cut through the area now known as Croydon, was initially known as Sawmill Road, as a sawmill was nearby. Later it became known as Oxford Road and later Mt Dandenong Road, some time in the early 1900s.

Owing to the coarse silvery-white grass, the area now known as Croydon was first called "White Flats". The Lacey family from Essex, England named the area Croydon after Mrs Lacey's home town. They preferred this to Mr Lacey's hometown, Steeple Bumpstead. The Lacey family has a street named after them near the Main St. shopping precinct.

In 1868, parcels of land were surveyed, the first habitations were constructed with wattle and daub. These were later rebuilt in timber and the area prospered in sheep, beef and dairy farming, and sawmills. Orchards were soon established and thrived. Crops included apples, cherries, pears, peaches and plums. Street names in and around Croydon now reflect the impact orchards had on "White Flats".

In 1874, Cobb & Co. ran horses and carts to the area, also known as Brushy Creek.

In 1882, a single rail track was constructed through to Lilydale. When opened on 1 December 1882 the station was called Warrandyte. Travellers would travel by rail to "Warrandyte" station and were then faced with a horse and coach ride to Warrandyte, some 10 km north, which was not well received by the vast majority of travellers, believing the Yarra River was close by. On 1 August 1884 it was renamed Croydon railway station.

From the mid-1880s Croydon started to develop and Mr James Hewish built his home and several other business ventures, including a general store, news agency, butchers shop and hotel, and planted various orchard trees. The Post Office opened on 1 December 1883 after the railway line was established. Nelson's Hill Post Office opened nearby in 1902 and was renamed Burnt Bridge in 1979.

In 1908, Croydon Hall was built on Mt Dandenong Road. It is now home to EV's Entertainment Centre.

In 1912 Croydon was proclaimed and gazetted as a town.

In 1925 the Croydon section of the Lilydale railway line was electrified, with electrification arriving at Lilydale a month later. Croydon railway station was rebuilt in the 1980s. As part of its increasing passenger traffic the bus station/interchange was revamped in the early 2000s and is used by Ventura Bus Lines services.

In the early 1920s a Monday market began. The market included live animals, chickens, birds and other small animals. It was a noted landmark and meeting place for locals from neighbouring suburbs until the site was redeveloped in the 1980s. It closed down in 2012.

Originally Croydon was part of the Shire of Lillydale. In 1957 a request was submitted for Croydon to leave the Shire of Lillydale and become its own entity. The City of Croydon Shire of Croydon was incorporated in May 1961 and was proclaimed a City in 1971. It was merged, along with the City of Ringwood, into the City of Maroondah in 1994.

### **Croydon today**

The Main Street of Croydon is a thriving hub and currently has over 187 traders, including eateries, clothing, music, toys, hairdressers and many others. Main Street has ample parking, both on-street and behind the shops.

Croydon Central is a strong-performing food and services-based neighbourhood centre located 28km east of the Melbourne CBD in Croydon. The centre is situated in a high-profile location in Croydon, on the corner of Kent and Wicklow Avenue, and is well-served by the Croydon train station and bus terminal. There is easy car access to Melbourne CBD via the M3. Croydon is also served by the Arndale Shopping Centre on Mt Dandenong Road, opposite Croydon Park, which has in excess of 20 retail outlets. It has an area of 44,980 sqm and 738 parking spots.

During the late 1990s and early 2000s onwards, Croydon's housing density and type changed and increased with the advent of 'dual occupancy'. Many former large single-dwelling blocks were sold and redeveloped.

Croydon has many churches in the area, including Catholic, Baptist, Uniting, Presbyterian, Seventh Day Adventist and Pentecostal.

### **Croydon Railway Station**

Croydon railway station is a commuter railway station on the Lilydale line, serving the eastern Melbourne suburb of Croydon in Victoria, Australia. Croydon is a ground level premium station, featuring two side platforms. It opened on 1 December 1882, with a new elevated station currently under construction.

As of March 2024, the station is closed for the Level Crossing Removal Project at Coolstore Road, Croydon. The station and precinct is scheduled to reopen on 12 August 2024.

#### History

Croydon station opened on 1 December 1882 as Warrandyte, when the railway line from Camberwell was extended to Lilydale. It was renamed Croydon on 1 August 1884, like the suburb itself, the station was named after Croydon in Surrey, England. The name was suggested by local landowner Gregory Lacey, whose wife was originally from Croydon. The station was built on parts of land owned by Lacey.

In 1957, the line between Croydon and Mooroolbark was duplicated, with a number of sidings provided at the same time. In 1978, the goods yard was closed and, in that same year, a number of sidings were abolished. In 1979, the present Coolstore Road level crossing, located in the down direction of the station, was provided, replacing a previous level crossing.

On 30 June 1984, the current Platform 1 opened, as part of the duplication of the line between Croydon and Ringwood. The remaining sidings were also abolished during this time. On 31 July 1996, Croydon was upgraded to a premium station.

On 29 July 2021, the Level Crossing Removal Project announced that the Coolstore Road level crossing will be grade separated by 2025, with a rail bridge to be built over the road. The level crossing removal will also involve the construction of a new station. On 6 August 2022, early concept designs were released. In March 2023, construction on the project began. On 30 January 2024, Croydon station closed temporarily to allow construction to take place, with the station buildings and Platform 2 demolished in the following days.

On 7 May 2024, Coolstore Road level crossing and equipment was eliminated, with new Croydon station scheduled to open to passengers on 12 August 2024.

#### Platforms and services

Croydon has two side platforms. It is serviced by Metro Trains' Lilydale line services.

##### Platform 1:

Lilydale line all stations and limited express services to Flinders Street; all stations shuttle services to Ringwood

##### Platform 2:

Lilydale line all stations services to Lilydale

#### Transport links

Kinetic Melbourne operates one bus route via Croydon station, under contract to Public Transport Victoria:

380 : to Ringwood station (loop service)

Ventura Bus Lines operates ten routes via Croydon station, under contract to Public Transport Victoria:

664 : Chirnside Park Shopping Centre – Westfield Knox  
670 : Ringwood station – Box Hill Institute Lilydale Lakeside Campus  
671 : to Chirnside Park Shopping Centre  
672 : to Chirnside Park Shopping Centre  
688 : to Upper Ferntree Gully station  
689 : to Montrose  
690 : to Boronia station  
737 : to Monash University Clayton Campus  
Night Bus 967 : to Glen Waverley station (Saturday and Sunday mornings only)  
FlexiRide Croydon

### **Ringwood Sidings**

In 1884 a siding was established and was served by up to 7 Brick Manufacturers in the area.

From the Signal Drawings I have, Sidings have been numbered, A B C D E F and one to six.

Siding A was removed Sunday 5<sup>th</sup> June 1994.

Siding F was provided on Sunday 23<sup>rd</sup> January 1972 with 720 ft of clear standing room.

Siding F out of use , provide new Siding 4 leads off former Siding F Connection Friday 10<sup>th</sup> November 1978.

Sidings 3, 4 & 5 appeared on Signal Diagram Blackburn to Ringwood 1979-008. Interesting that they were numbered 3 & 4, not 1 & 2 as new Sidings leading up to Bedford Road.

Sidings 3 & 4 were beside the Belgrave Line leading up to Bedford Road. They were provided in Monday 4<sup>th</sup> December 1978. Siding 4 was extended to take 2 by 8 car trains, Sidings 3 & 5 were brought into service on Monday December 8<sup>th</sup>, 1978.

The retaining wall built in 1978 is still used and we will pass it on the right straight after we go under Bedford Road today.

Sidings 5 & 6 are alongside the Lilydale Line leading up to Ringwood East.

Siding 5 when created was 346m long and drawn nearly extending all the way to Dublin Road.

Sidings 1 & 2 appeared on Signal Diagram Blackburn to Ringwood 1982-080.

Siding 6 appears on Signal Diagram Blackburn to Ringwood 1984-008.

### **Ringwood Signal Box**

This has had 3 operating locations, on Platform one till Sunday 14<sup>th</sup> November 1926, new Signal Box created on Platform two in use till 1999 Signal Diagram 1999-015 dated 15<sup>th</sup> June 1999, and now a panel in a Room on the Up end of the building on Platform3.

During the rebuild of the Station in 2015 the Signal box was lifted of Platform 1 & 2, turned 180 degrees and placed on the Station Forecourt, the ground floor is now a Café facing Maroondah Highway

### **Road Rail Access Pads**

With the removal of Level Crossings, Road Rail Access Pads need to be provided, so HiRail or Road Rail Equipment can get on and off the Railway Tracks at many locations around the Suburban Network.

They are one of the things to be found on the Signal Diagrams released by ARTC, Metro & VLine for the Suburban Area.

To date 22 Road Rail Access Pads around the Metropolitan area have been located on the current Signal Diagrams.

There are some located a long way apart, like Dynon Yard or Burnley Sidings to Ringwood East or Heathmont.

Locations as follows.

See photos on page 19 of these notes.

We pass 2 of these Road Rail Access Pads today, about 500 m on the downside of Ringwood East on the LHS and after Bayswater about 700 m on the Up side on the RHS of the track.

**Location Road Rail Access Pad**

Berwick Road Rail Access Pad BEWI from Jane Street 44.2 km  
 Caulfield Road Rail Access Pad CFD1 via Leamington Crescent 12.261 km  
 Caulfield Road Rail Access Pad CFD2 via Gibson St 12.265 km  
 Croydon Road Rail Access CDNI access from Lincoln Rd (32.534km)  
 Dandenong Road Rail Access Pad DNG1 via Railway Pde 30.300 km  
 Dandenong Road Rail Access Pad DNG2 via Venture Court 33.735 km  
 Dandenong Road Rail Access Pad DNG3 via Sth Gippsland Hwy 33.187 km  
 Edithvale ED1 Road Rail Access Pad ED11 via Station St 31.164 km  
 Hallam Road Rail Access Pad HLM01 via Hallam South Road 38.311 km  
 Heathmont RRV Access Pad BAY1 via Bungalook Rd 29.863 km  
 Huntingdale Road Rail Access Pad CLA1 via Haughton Rd 19.755 km  
 Lynbrook Road Rail Access Pad LBK1 via Monash Drive 38.152 km  
 Merinda Park Road Rail Access Pad MPK1 via Merinda Park Blvd 41.797 km  
 Mooroolbark Road Rail Access Pad MLB1 via Nicholson St 36.539 km  
 Narre Warren Road Rail Access Pad NWA1 via Webb St 41.109 km  
 North Melbourne Road Rail Access Pad NME2 via Dynon Rd 2.405 km  
 Oakleigh Road Rail Access Pad OAK1 via Richardson St 16.150 km  
 Ringwood East Road Rail Access RWE1 via Patterson St 28.272 km  
 Sunbury Road Rail Access Pad SBY1 via Shields Street 37.38.5 km  
 Watergardens Road Rail Access Pad SDM1 via Robertsons Road 24.172 km  
 Watsonia Road Rail Access Pad #1 via Grimshaw St 20.573 km

**Signal Diagram #**

Narre Warren to Cardinia Rd 2022-015  
 Caulfield 2023-047  
 Caulfield 2023-047  
 Ringwood East to Croydon 2024-043  
 Dandenong to Hallam 2022-041  
 Dandenong to Hallam 2022-013  
 Dandenong to Hallam 2022-041  
 Cheltenham to Chelsea 2023-057  
 Dandenong to Hallam 2022-013  
 Heathmont to Belgrave 2024-047  
 Carnegie to Huntingdale 2023-049  
 Lynbrook to Cranbourne 2023-075  
 Lynbrook to Cranbourne 2023-075  
 Mooroolbark to Lilydale 2021-073  
 Narre Warren to Cardinia Road 2023-071  
 North Melbourne & Macaulay 2023-041  
 Carnegie to Huntingdale 2023-049  
 Ringwood East to Croydon 2024-043  
 Diggers Rest to Clarkfield 2022-031  
 Watergardens - Clarkfield 2022-025  
 Watsonia to Eltham 2023-003

**Station Histories**

<b>Date</b>	<b>What was done</b>	<b>WN or WON</b>
<b>Ringwood East</b> Fri, 1 Jul 1898	By this date, No.18 Gate (16M 20C OL) is privileged. Still so in 1902.	(Waugh 1998, General Appendix)
Mon, 1 Jul 1912	By this date, level crossing at Heathfield Road ??? (17M 00C) replaced by bridge at 16M 73C. Road does not exist currently? May be Eastfield Road?	(WN27/1912)
Mon, 18 May 1925	Ringwood East Station Opened for passengers only. All electric trains to stop, but not steam trains. Caretaker conditions supervised by Ringwood.	(Waugh 1998, WN19/1925)
Tue, 23 Oct 1962	Provide flashing lights in lieu of wigwags at Dublin Road (16M 24C).	(WN44/1962)
Sun, 26 Feb 1984	Mainline slewed to new alignment from up side of Dublin Road to Croydon.	(WN10/1984)
Mon, 20 Jul 2020	TS.028/2020 is cancelled, revert to TS.044/2020 and TS.082/2008. Speed restriction on the Down line 26.940km to 27.260km, 70 km/h. <ul style="list-style-type: none"> <li>• Decommissioning of Relay interlocking (26.928km – 33.000km)</li> <li>• Commissioning of Smartlock interlocking to control signals 26.577km to 33.000km</li> <li>• No station limits are defined for Ringwood East.</li> <li>• Trench 27.180km – 28.336km with new single faced platforms (160m)</li> </ul>	(WON 27/2024)

Date	What was done	WN or WON
	<ul style="list-style-type: none"> <li>• Decommissioning of Dublin Road Level Crossing (27.475km)</li> <li>• Up Home signal RWE327 (27.580km) is provided shows Normal, Reduce and Low Speed aspects, provide Signal Post Telephone.</li> <li>• Up Automatic signal H858 (27.694km) is abolished</li> <li>• Decommissioning of Ringwood East Up End Pedestrian Crossing (27.696km)</li> <li>• Decommissioning of Ringwood East Down End Pedestrian Crossing (27.877km)</li> <li>• Down Home signal RWE326 (27.782km) is provided, shows Normal and Low Speed aspects, provide Signal Post Telephone.</li> <li>• Up Home signal RWE329 (28.030km) is provided, shows Normal and Low Speed aspects.</li> <li>• Road/Rail pad RWE1 provided, access from Patterson Street (28.260km)</li> <li>• Down Automatic Signal H883 is moved six metres in Down direction and renumbered as RWE226 (28.450km).</li> <li>• Up Automatic signal H884 (28.508km) is upgraded to LED</li> <li>• Up Automatic signal H922 (29.583km) is upgraded to LED</li> <li>• Up Line Axle Counter section 28.030km to 26.993km</li> <li>• Down Line Axle Counter section 26.940km to 28.030km</li> </ul>	
<b>Line History</b>		
Fri, 1 Dec 1882	Line Opened	Ringwood - Lilydale
Fri, 28 Nov 1924	Electrified	Ringwood - Croydon
Sat, 30 Jun 1984	Three Position Signalling Provided	Ringwood - Mooroolbark
Sat, 30 Jun 1984	Duplicated	Ringwood - Croydon
<b>Croydon</b>		
Fri, 1 Dec 1882	Opened as Warrandyte for passengers and goods traffic, with line.	(Vaugh 1998, Victorian Railways Chronological Index, Victorian Railways Commissioners Report)
Fri, 1 Aug 1884	Renamed Croydon, was Warrandyte.	(Vaugh 1998, Victorian Railways Chronological Index)
Sat, 2 Oct 1886	Opened as Staff Station, sections are Ringwood - Croydon - Lilydale.	(Vaugh 1998, Victorian Railways Chronological Index, Working Time Table)
Fri, 21 Sep 1888	Contract let for erection of 30ft goods shed to A. Ringholm for £242/11/10.	(Vaugh 1998, Government Gazette)
Fri, 21 Dec 1888	Contract let for erection of timber faced platform to G. Marshall for £105/16/8.	(Vaugh 1998, Staff Book)
Sat, 27 Feb 1892	Ringwood Brick Siding closed as staff station; up end section now Ringwood - Croydon (No.1 pattern, blue, white).	(Vaugh 1998, Staff Book)
Mon, 18 May 1896	By this date, carriage dock removed.	(Vaugh 1998, WN47/1896)
Tue, 19 Jan 1897	Block working (Winters Instruments) in force Ringwood Brick Siding - Croydon - Lilydale. Large electric staff replace train staff and ticket Ringwood - Croydon - Lilydale.	Tue, 27 Sep 1898
Thu, 3 Nov 1898	Green light replaced white light on signals.	(Vaugh 1998, Staff Book, WN13/1898)
Fri, 10 Mar 1899	Contract left for construction of road bridge over line at Dorset Road to William Bros. for £221/11/10.	(Vaugh 1998, WN17/1898)
Thu, 23 Mar 1899	Tenders called for removal of Gatehouse 22 from Croydon to Chiltern.	(Vaugh 1998, Government Gazette)
Sat, 1 Jul 1899	By this date, had two home signals only.	(Vaugh 1998, Register of Signals at Non-Interlocked Places)

<b>Date</b>	<b>What was done</b>	<b>WN or WON</b>
Fri, 3 May 1901	Tenders called for removal and re-erection of Gatehouse No.24 at Croydon.	(Waugh 1998, Government Gazette)
1902	Around this date, gate crossing No.21 (18M 61C) is privileged. Note 1909 PCR book lists the crossing as at 18M 50C 14L.	(Waugh 1998, General Appendix)
Tue, 18 Mar 1902	Provide staff exchange box.	(WN11/1902)
Wed, 19 Nov 1902	After last Up train has cleared, staff may be withdrawn for first Down train next day. Staff and key for points and chock blocks to be locked in box fixed near door, and down Home to be left at clear.	(Waugh 1998, W47/1902)
Mon, 8 Oct 1906	By this date, provide new type staff exchange box. By this date, "Staff Box" replaced by proper Staff Exchange Box.	(WN41/1906) (Waugh 1998, WN41/1906)
Mon, 11 Nov 1907	By this date, provide composite electric staff to Lilydale, divisible at Mooroolbark. By this date, Composite Staff (referred to incorrectly as Divided Staff) provided in Croydon - Lilydale section, divisible at Mooroolbark.	(WN45/1907) (Waugh 1998, WN45/1907)
1908	By this date, No.24 crossing (18M 50C) provided with cattle pits.	(Waugh 1998, General Appendix)
Mon, 15 Feb 1909	By this date, provide plunger locks. By this date, mainline points plunger locked.	(WN07/1909) (Waugh 1998, WN07/1909)
Mon, 18 Sep 1911	By this date, special instruction: before accepting a Down train, there must be a clear line to the Up Home signal via either No.1 or No.2 roads. If via No.2 Road, an employee must be stationed at the (diverging?) points before accepting the train.	(Waugh 1998, WN38/1911)
Wed, 8 May 1912	Contract left for erection of timber station buildings to A. J. Maddock, £1,497/12/10.	(Waugh 1998, Government Gazette)
Mon, 1 Jul 1912	By this date, Heathfield Road level crossing (12M 0C 77L) replaced by an overbridge at 16M 73C 64L.	(Waugh 1998, WN27/1912)
Fri, 17 Jan 1913	Interlocked with 35 lever frame (17 signals, 5 points, 5 facing point locks, 8 spares). Special instruction: Before accepting a Down train, No.1 Road must be clear to Post 7, or No.2 Road to the dead end.	(Waugh 1998, Interlocking Register, WN03/1913)
Mon, 20 Jan 1913	By this date, provide interlocking and add signals.	(WN03/1913)
Mon, 1 Jun 1914	By this date, provide second composite electric staff divisible at Mooroolbark. By this date, second composite electric staff (again mislabeled "divisible") provided in Croydon - Lilydale section.	(WN22/1914) (Waugh 1998, WN22/1914)
Mon, 16 Aug 1915	By this date, provide miniature electric staff in lieu of large electric staff to Ringwood. By this date, Miniature Electric Staff instruments replaced Large instruments Ringwood - Croydon.	(WN33/1915) (Waugh 1998, WN33/1915)
Mon, 6 Dec 1915	By this date, provide miniature electric staff in lieu of large electric staff to Lilydale. By this date, Miniature Electric Staff instruments replaced Large instruments Croydon - Lilydale. No commentary on whether composite staff(s) were maintained.	(WN49/1915) (Waugh 1998, WN49/1915)
Wed, 27 Feb 1918	Cool Store siding provided. Leads off dead-end extension of No.2 Road. Points and catch rodded together and secured by Annett Lock. Key in duplicate lock in frame on pilot lever. When it is necessary to signal a train to the dead end while the Key is out of the frame, the Driver must be warned not to pass over the Annett Locked points until instructed by the employee in charge of shunting.	(Waugh 1998, Interlocking Register, General Appendix, WN09/1918)
Mon, 4 Mar 1918	By this date, provide Cool Store siding, secured by Annett lock.	(WN09/1918)
Tue, 26 Apr 1921	Provide No.4 road, leads off down end of 2 road. Provide disc post 5B. No.4 Road provided. Leads off Down end of No.2 Road. Disc provided on new Post 5B.	(WN18/1921) (Waugh 1998, Interlocking Register, WN18/1921)
Tue, 11 Apr 1922	Composite staffs withdrawn, Mooroolbark established as electric staff station.	(WN16/1922)

<b>Date</b>	<b>What was done</b>	<b>WN or WON</b>
Sun, 2 Nov 1924	Mooroolbark opened as Staff Station. Section now Croydon - Mooroolbark - Lilydale. Composite staffs withdrawn. By this date, line electrified from Ringwood to Croydon. Nos 2 and 3 Roads and Siding A electrified.	(Vaugh 1998, WN16/1922) (Vaugh 1998, WN49/1924)
Wed, 5 Nov 1924	Down home signal post 2 moved 25 yards further out. Post 2 moved 25 yards further out.	(WN47/1924) (Vaugh 1998, WN47/1924) (WN49/1924)
Thu, 27 Nov 1924	Provide crossover between mainline and siding A. Post 7 relocated and 1 disc removed, provide ground disc 9. Disc post 6 now applies 1 road to Siding A. Crossover provided from No.1 Road to Siding A. Disc provided on Post 6. Post 7 relocated further out and renumbered 10. Disc removed from former post 7 to new ground disc 9. New post 8 provided. Posts 5B and 8 renumbered.	(Vaugh 1998, Interlocking Register, WN49/1924)
Tue, 2 Dec 1924	By this date, overhead alive from Ringwood.	(WN49/1924)
Tue, 1 Sep 1925	By this date, special instruction: Whenever vehicles are standing in No. 2 Road or Siding A adjacent to the level crossing, a hand signalman must be appointed at the crossing before a train passes through.	(Vaugh 1998, WN35/1925)
Tue, 6 Oct 1925	Home on Post 3 lowered by 3ft6in.	(Vaugh 1998, WN41/1925)
Wed, 7 Oct 1925	Post 11 moved 64 yards further out and 7 feet further from track.	(Vaugh 1998, WN41/1925)
Tue, 17 Nov 1925	By this date, overhead alive to Lilydale.	(WN46/1925)
Tue, 24 Nov 1925	By this date, line electrified Croydon - Lilydale.	(Vaugh 1998, WN47/1925)
Tue, 20 Dec 1927	Post 8 moved 28 yards further out. Post 8 moved 28 yards further out.	(WN01/1928) (Vaugh 1998, WN01/1927)
Fri, 1 Jun 1928	Provide wigwags at level crossing at down end. Two wig-wag signals provided at level crossing at down end of station. These work automatically for Up trains, or down movements from No.1 Road either to mainline or Siding A provided that the signal is clear. Down movements from Nos 2, 3 or 4 roads, or Up moves from Siding A, will operate immediately with the signal cleared.	(WN24/1928) (Vaugh 1998, WN24/1928)
Thu, 1 Nov 1928	Distants fitted with yellow arms and lights.	(Vaugh 1998, WN46/1928)
Tue, 29 Jan 1929	By this date, all goods sidings electrified.	(Vaugh 1998, WN05/1929)
Wed, 11 Aug 1948	Foot crossing provided at Alto Avenue.	
Wed, 7 Aug 1957	Post 7 moved to opposite side of No.4 Road at clearance.	(Vaugh 1998, Victorian Railways Chronological Index)
Sun, 11 Aug 1957	Crossover between Nos 2 and 3 roads at down end abolished. Right-hand discs on Post 5 removed. Post 7 moved 8 yards further out.	(Vaugh 1998, Victorian Railways Chronological Index)
Fri, 23 Aug 1957	Posts 5 and 6 replaced by signal bridge located 23 yards from Down end of platform. New posts 5 and 6 suspended from signal bridge and have two position light and disc. No.3 Road connected to No.4 Road and Post 7 now applies to both Roads. Post 10 replaced by signal bridge 27 yards further in with Posts 10 and 10B.	(Vaugh 1998, WN35/1957)
Sun, 8 Sep 1957	Duplication provided Croydon - Mooroolbark. Provide double line block in lieu of electric staff. Siding A abolished, provide 2 car sidings and add signals at down end.	(WN38/1957)
Tue, 17 Sep 1957	By this date, in order for the Wig Wag at Oxford Road to operate correctly, all down trains are to stop at Croydon.	(Vaugh 1998, WN38/1957)
Thu, 3 Oct 1957	Wig Wag at Main Street / Oxford Road (18M 50C) replaced by Flashing Lights.  Provide flashing lights in lieu of wigwag at Main Street, formerly Oxford Street (18M 50C).	(Vaugh 1998, Victorian Railways Chronological Index, WN42/1957) (WN42/1957)

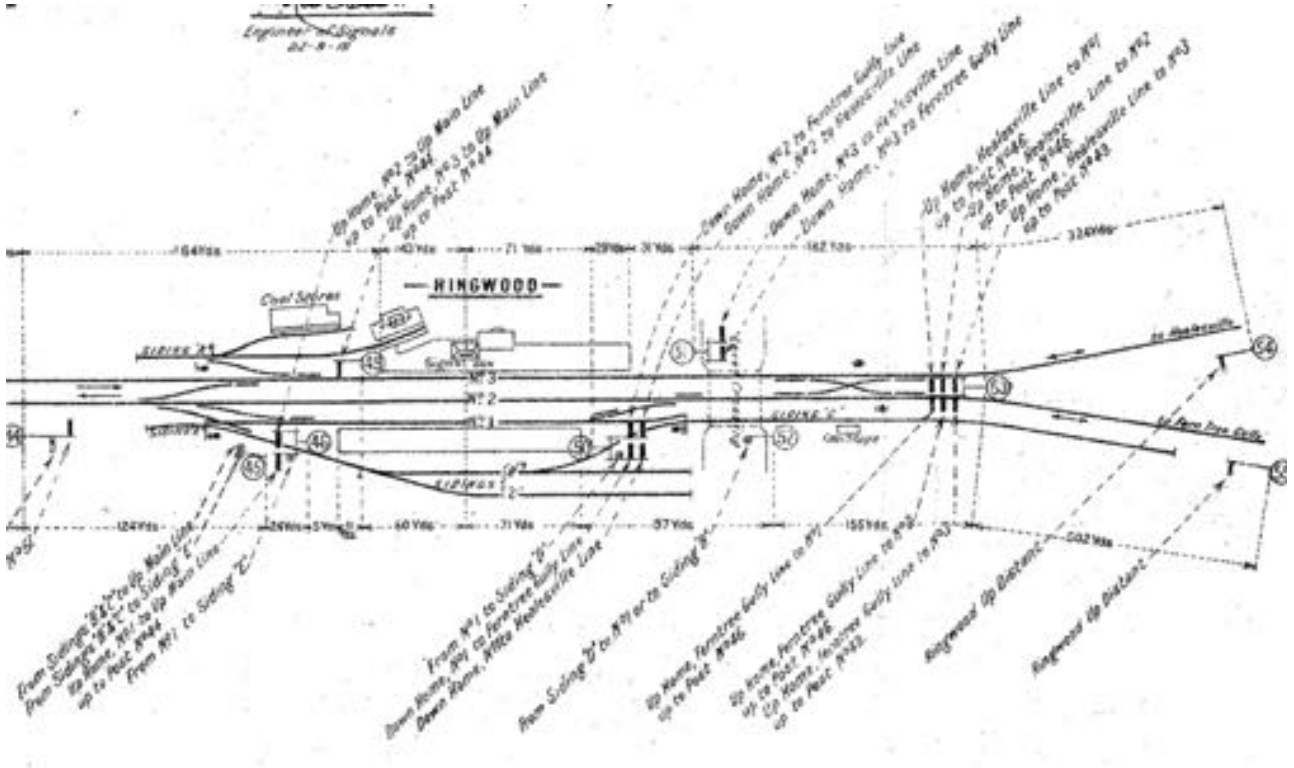


<b>Date</b>	<b>What was done</b>	<b>WN or WON</b>
Sat, 30 Aug 1958	By this date, frame is 35 lever "A" pattern with L levers and back-tails fitted to levers 1, 5 and 30. The frame uses 3 trough brackets, troughs milled, trough bracket extensions per drawing B1132 and intermediate frames. Signal levers 26, 31, 33 and 35 pull to first notch only, and 35 when 12 and 27 reverse locks 8 is "surplus but put on for convenience". (K259)	
Sun, 21 Jun 1964	Points 25 and 27 renewed. Lockbars 26 and 28 removed.	(Waugh 1998, Victorian Railways Chronological Index, Locking Sketch)
Sun, 5 Jul 1964	Plungers 26 and 28 previously lockbars. Lever lock added on 28. 28 locks 26 both ways added. (K259 Rev.1)	
Sun, 5 Jul 1964	Points 12, 14 and 16 renewed.	(Waugh 1998, Victorian Railways Chronological Index)
Mon, 27 Jul 1964	Alterations to concrete trunking, rodding and wire lead account provision of pedestrian crossing.	(Waugh 1998, Victorian Railways Chronological Index)
Sun, 21 Mar 1965	Post 3 renewed.	(Waugh 1998, Victorian Railways Chronological Index)
Fri, 28 Aug 1970	Controls for Home 33 altered to provide approach release, in order to give reduced operating time of the flashing lights for stopping trains. Push button provided to clear Home 33 for express moves. Co-acting signal U33 provided on mast of signal bridge.	(Waugh 1998, Locking Sketch, WN34/1970)
Sat, 29 Aug 1970	Co-acting signal 33 on mast of signal bridge added. (K259 Rev. B)	
Thu, 18 Feb 1971	Down approach bell provided to announce trains passing the Down distant.	(Waugh 1998, Victorian Railways Chronological Index, WN09/1971)
Tue, 13 Jul 1971	Improvements made to flashing lights at Main Street.	(Waugh 1998, Victorian Railways Chronological Index)
Mon, 23 Jul 1973	Down Distant fixed at caution.	
Sun, 11 Nov 1973	Provide Automatic and Track Control in lieu of electric staff to Ringwood. Down distant abolished, provide 3 position up departure home signal post 26 and down arrival home signal post 35. Control lever 36 and normal lever lock on lever 26 deleted per request from Chief Traffic Manager. (K259 Rev. D) Signal 35 previously distant, now 3-position home with normal and low speed aspects only. Signal 26 and miniature lever 36 added. Lever 26 previously plunger. Locking altered. (K259 Rev.C)	(WN47/1973)
Sun, 16 Oct 1977	Three position automatic signalling replaced electric staff Ringwood - Croydon. Three position up departure Home (light) 26 provided. Down distant 35 replaced by down three position Home signal. Plunger 26 now worked by lever 28. Reverser fitted to Up Distant I. Note: Lever 35 was intended to be a control lever for the single line section, with Home 35 transplanted to a miniature lever 36 on the block shelf, but this was not provided account request by the Chief Traffic Manager.	(Waugh 1998, Locking Sketch, WN47/1973)
Sun, 16 Oct 1977	Mainline slewed between MP 17+1400 and MP 17+1700 over Mount Dandenong Road bridge.	(WN43/1977)
Fri, 19 May 1978	Track over Mount Dandenong Road bridge slued to new alignment account bridge construction.	(Waugh 1998, WN43/1977)
Mon, 29 May 1978	No.4 road abolished.	(S1083/77 Rev.A)
Mon, 29 May 1978	Goods yard closed.	
Thu, 6 Jul 1978	Closed to goods traffic.	(WN19/1978)
Thu, 6 Jul 1978	Mainline slewed to final alignment over Mount Dandenong Road bridge.	(WN29/1978)
Thu, 6 Jul 1978	Main line slewed to final alignment over Mount Dandenong Road bridge.	(Waugh 1998, WN29/1978)
Wed, 16 Aug 1978	Up distant signal relocated.	(S1083/77 Rev. B)

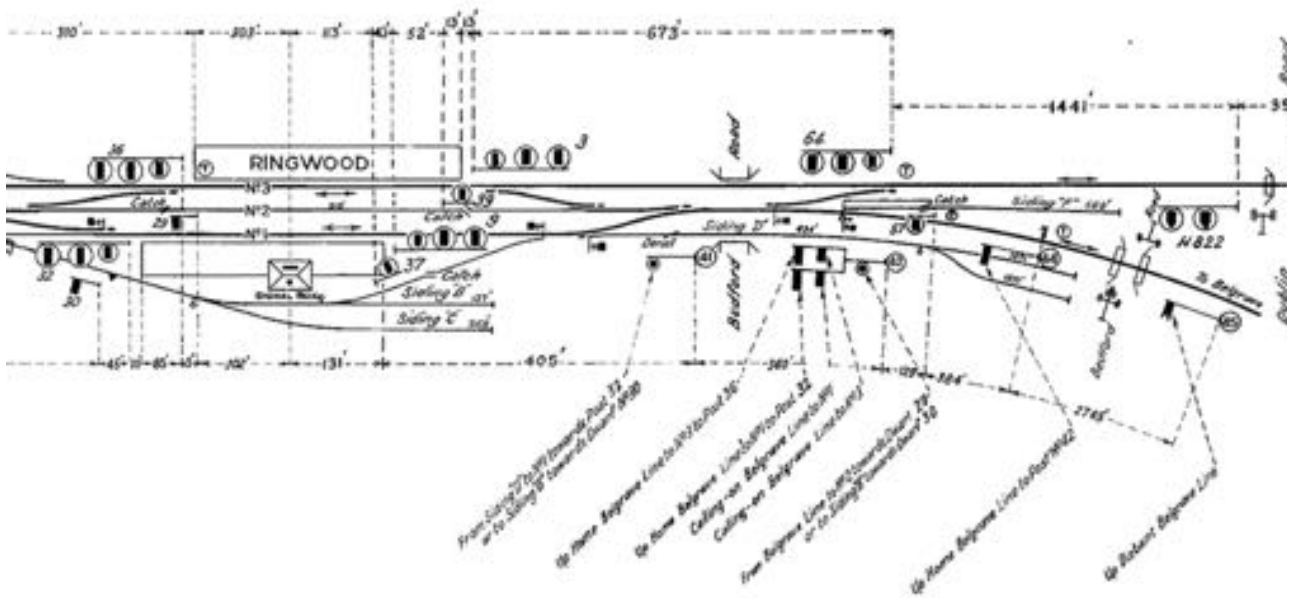
<b>Date</b>	<b>What was done</b>	<b>WN or WON</b>
Tue, 12 Dec 1978	<p>No.s 3 and 4 roads, cool store siding and goods platforms abolished. Discs posts 2, 4 abolished, and discs on posts 7 and 9 removed. Disc on post 5 altered to apply from No.2 track to Car Sidings only, and Disc on post 8 altered to apply from "X" to No.2 towards post 4. Point indicator on down end points leading from X to No.3 track was abolished.</p> <p>No.15 points spiked reverse and No.15 lever made pilot. No.25 points spiked normal. Levers 17, 20, 22, 25 and 29 sleeved normal.</p> <p>Amend Book of Signals p79-80 and delete references in General Appendix p586.</p> <p>Nos.3 and 4 tracks, Cool Store Siding and Goods Platforms abolished. Points 15 spiked reverse, Points 25 spiked normal and Points 19U converted to catch. Discs 22 and 29 (on posts 4 and 2 respectively) removed. Posts 7 and 9 (Discs 20 and 17) were removed. Point indicator on 15U abolished. Levers 17, 20, 22, 25 and 29 sleeved normal. Lever 15 made pilot lever.</p>	<p>(WN02/1979)</p> <p>(Vaugh 1998, Locking Sketch, WN02/1979)</p>
Sun, 11 Feb 1979	<p>Post 4 relocated 3 metres closer to track.</p>	<p>(Vaugh 1998, Victorian Railways Chronological Index)</p> <p>(WN21/1979)</p>
Fri, 11 May 1979	<p>Main Street level crossing closed to road traffic. Provide new level crossing with boom barriers at Cool Store Road (MPI8+1100). Points 11 spiked normal and catch points removed. Posts 8, 10, 11, 12, 13 and 15 abolished. Provide bracket post 7 (light signals) and light dwarf signals 8 and 9. Posts 14 and 16 renumbered 10 and 11. Levers 15, 16, 17, 18, 19 and 20 removed. Provide new connection to carriage siding on down side of Cool Store Road. Levers 10, 11, 13, 21 and 23 sleeved normal.</p> <p>Points 11 spiked normal. Posts 12 and 13 removed. Levers 10, 11, 13, 21 and 23 sleeved normal.</p>	<p>(Vaugh 1998, WN21/1979)</p> <p>(Vaugh 1998, Locking Sketch, WN21/1979)</p>
Sat, 12 May 1979	<p>Main Street level crossing closed. New crossing opened at Cool Store Road (18M+1100m) equipped with boom barriers. Posts 8, 10, 11, 13 and 15 replaced by Post 7 (bracket with light homes) and Dwarfs 8 &amp; 9 (lights). Posts 14 and 16 renumbered 10 and 11. New connection provided to Car Sidings on Down side of new crossing, equipped with electro-hydraulic point motors. Discs 21 &amp; 23 restored to service. Points 19 now worked by lever 9. Plungers 9 and 16 changed to levers 11 and 10 respectively. Levers 15, 16, 18, 19 and 20 abolished. Signals 2, 4, 5, 13 and 30 electrically repeated.</p>	<p>(WN24/1983)</p> <p>(Vaugh 1998, WN24/1983)</p> <p>(Vaugh 1998, Locking Sketch, WN21/1979)</p>
Sun, 5 Jun 1983	<p>Post 4 moved 20 metres in up direction.</p> <p>Post 4 relocated 20 metres in Up direction.</p>	<p>(WN24/1983)</p> <p>(Vaugh 1998, WN24/1983)</p>
Sun, 26 Jun 1983	<p>Posts 26 and 35 relocated 3 metres further from track.</p>	<p>(Vaugh 1998, Victorian Railways Chronological Index)</p> <p>(WN10/1984)</p>
Sun, 26 Feb 1984	<p>Mainline slewed to new alignment from up side of Dublin Road level crossing to a point between home signals 26 and 35.</p> <p>Main line slewed to a new alignment from Up side of Dublin Road to a point between Homes 26 &amp; 35.</p>	<p>(Vaugh 1998, WN10/1984)</p> <p>(WN14/1984)</p>
Thu, 22 Mar 1984	<p>Crossover 12 abolished, down home signal post 5 made fixed and disc removed. Levers 11 and 14 now pilots, levers 12, 23 and 31 sleeved normal.</p> <p>Crossover 12 abolished. Home 31 (Post 5) fixed and Disc 23 removed. Levers 12, 23 and 31 sleeved normal. Levers 11 and 14 made pilot levers.</p>	<p>(Vaugh 1998, Victorian Railways Chronological Index, Locking Sketch, WN14/1984)</p> <p>(WN27/1984)</p>
Sat, 30 Jun 1984	<p>Duplication from Ringwood with 3 position signals in service. Automatic and Track Control to Ringwood and Double Line block to Mooroolbark both abolished. Carriage sidings, interlocking and all signals abolished. Provide up platform. Provide pedestrian boom barriers at up end. Provide 5P key switches to control signals H966 and H971.</p>	<p>(WN27/1984)</p>

Date	What was done	WN or WON
Sat, 30 Mar 1996 Sat, 28 Apr 2007	Line duplicated between Ringwood and Croydon, with Up platform provided. Three position signalling replaced automatic and track control Ringwood - Croydon and double line block Croydon - Mooroolbark. Car sidings abolished. Interlocking and all signals abolished. Pedestrian boom barriers provided at Up end. 5P key switches provided to control signals H966 and H971. Became a Premium station	(Chronological Index says works completed 2nd July.)
Fri, 26 Feb 2021	Motorised Pedestrian Gates provided at Alto Avenue and Surrey Road New diagram 09/2021 issued, replaces 121/2012.	(SW.091/2007, WN16/2007) (WON08/2021, SW.178/2021) (WON 30/2021, SW.550/2021)
Mon, 26 Jul 2021	From 17:25 to 19:45 on Monday 26th, Tuesday 27th and Wednesday 28th July, due to timetable constraints, certain down Lilydale trains will be held at Croydon platform to prevent being held waiting line clear at Mooroolbark. To prevent extended operation of the Coolstore Road level crossing and adjacent pedestrian crossing a Signaller will hold H971 at stop until authorised to set to proceed by the Rail Incident Commander.	(WON 48/2023, SW.992/2023)
Tue, 28 Nov 2023	By this date until Friday 24th May 2024, due to project works at Dublin Road, no trains other than normal electric passenger services are permitted to operate between Ringwood and Lilydale unless written approval is obtained from the Office of the Chief Engineer. EVI20 in push-pull configuration has had permission granted in advance.	(WON 04/2024, SW.020/2024)
Tue, 30 Jan 2024	Closed to passenger services for construction purposes. In conjunction with this, the express/stopping selection for pedestrian and level crossings is modified. All trains now run express between Ringwood East and Mooroolbark.	(WON 09/2024, MTM SW.059/2024)
Wed, 21 Feb 2024	From 07:00 21st February to 22:00 24th May, the pedestrian crossing at the Up side of Croydon station is closed to pedestrians and the associated equipment will be removed. 65 km/h speed restriction account level crossing approach time requirements, Up line 32.2087km to 29.590km, Down line 32.499km to 28.323km. Cancelled by 9 July 2024.	(WON 17/2024, MTM TS.046/2024, WON 28/2024)
Thu, 18 Apr 2024	By this date, the Coolstore Road level crossing and the pedestrian crossing at the Up end of Croydon are both decommissioned, though still shown on the new diagram 21/24. (Cancel circular MTM SW.059/2024.)	(WON 27/2024, MTM SW.259/2024)
Fri, 5 Jul 2024	With grade separation of Ringwood East and Croydon Stations, the following changes come into effect: <ul style="list-style-type: none"> <li>• Decommissioning of Relay interlocking (26.928km – 33.000km)</li> <li>• Commissioning of Smartlock interlocking to control signals 26.577km to 33.000km</li> <li>• No station limits are defined for Croydon.</li> <li>• Up Line Axle Counter section 31.716km to 30.419km</li> <li>• Down Line Axle Counter section 30.377km to 31.716km</li> <li>• U-Trough viaduct is provided between 30.581km – 31.930km</li> <li>• Down Automatic signal H863 (27.871km) is abolished</li> <li>• Down Automatic signal H921 (29.585km) is upgraded to LED</li> <li>• Down Home Signal CDN332 (30.377km) is provided, shows Normal and Low Speed aspects</li> <li>• Down Automatic signal H949 (30.462km) is abolished</li> <li>• Decommissioning of Alto Avenue Pedestrian Crossing (30.803km)</li> <li>• Up Home Signal CDN335 (30.970km) is provided, shows Normal and Low Speed aspects, provide Signal Post Telephone.</li> <li>• Up Automatic signal H966 (30.990km) is abolished</li> <li>• Down Automatic signal H971 (31.163km) is abolished</li> <li>• Down Home Signal CDN336 (31.200km) is provided, shows Normal and Low Speed aspects, interlocked with Surrey Road pedestrian crossing, provide signal Post Telephone.</li> </ul>	

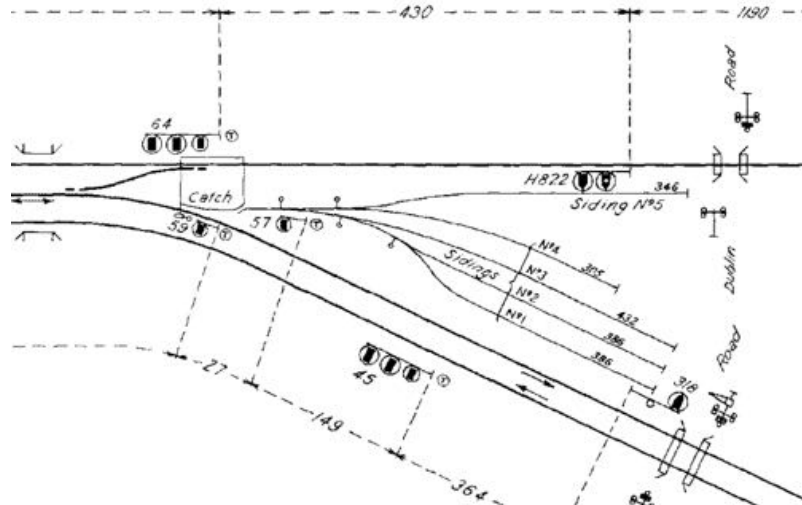
Date	What was done	WN or WON
	<ul style="list-style-type: none"> <li>• Decommissioning of Croydon Down End Pedestrian Crossing (31.211km)</li> <li>• Up Automatic signal H982 (31.458km) is abolished</li> <li>• Up Home Signal CDN339 (31.520km) is provided, shows Normal and Low Speed aspects.</li> <li>• Down Automatic signal H1005 is renumbered to CDN236 (32.208km)</li> <li>• Up Automatic signal H1016 (32.487km) is abolished</li> <li>• Up Home Signal CDN363 (32.499km) is provided, shows Normal and Low Speed aspects, interlocked with Surrey Road pedestrian crossing</li> <li>• Road/Rail pad CDN1 provided, access from Lincoln Street (32.534km)</li> </ul>	
Line History		
Fri, 1 Dec 1882	Line Opened	Ringwood - Lilydale
Fri, 28 Nov 1924	Electrified	Ringwood - Croydon
Mon, 30 Nov 1925	Electrified	Croydon - Lilydale
Sun, 8 Sep 1957	Duplicated	Croydon - Mooroolbark
<b>Ringwood Sidings</b>		
Mon, 15 Sep 1884	Siding near Ringwood opened for goods traffic in bricks and firewood. May have served up to seven local brick manufacturers.	(Vaugh 1998; Somersault Vol.1 No.2 p.11; Ringwood Historical Society)
	Two trains, the regular Melbourne - Lilydale goods service, scheduled to shunt at this location. At this time the block was Ringwood - Lilydale; Croydon was not established as a staff station until 21 October 1886.	
Wed, 19 Jan 1887	Open as block post in Ringwood - Croydon section.	(Vaugh 1998, Working Time Table)
June 1887	Winter's Block superseded Morse Telegraph block working on the line; it is not clear whether the Sidings was a block post before being opened as a staff station.	(Somersault Vol.1 No.2 p.11)
Wed, 8 Jun 1887	By this date, block post in Ringwood - Croydon staff sections using block instruments.	(Vaugh 1998)
Sat, 30 Jun 1888	By this date, renamed Ringwood Siding.	(Vaugh 1998, Victorian Railways Commissioners Report)
Wed, 17 Apr 1889	Interlocked with 13 lever frame; levers 1-3, 5-6 and 8-13 in use.	(Vaugh 1998, Interlocking Register)
Mon, 12 Aug 1889	Now a staff and ticket station, and block post; the same date that the same applied to the Blackburn Brick Siding. Traffic and tonnage records indicate that clay was transferred between the two on a regular basis.	(Somersault Vol.1 No.2 p.11)
1890	Around this time, No.6 pattern staff (black and red) to Ringwood, No.1 pattern staff to Croydon (blue and white).	(Vaugh 1998)
Tue, 30 Jun 1891	By this date, closed (but still shown in Working Time Table 09.05.1892).	(Vaugh 1998)
Sat, 27 Feb 1892	Signal box closed and abolished. No longer a train staff and ticket station or block post. May have been a victim of the 1890s depression reducing demand for bricks in housing construction. Not sure which Signal Box or location of Signal Box this refers to. GW	(Vaugh 1998, Interlocking Register, Somersault Vol.1 No.2 p.11)



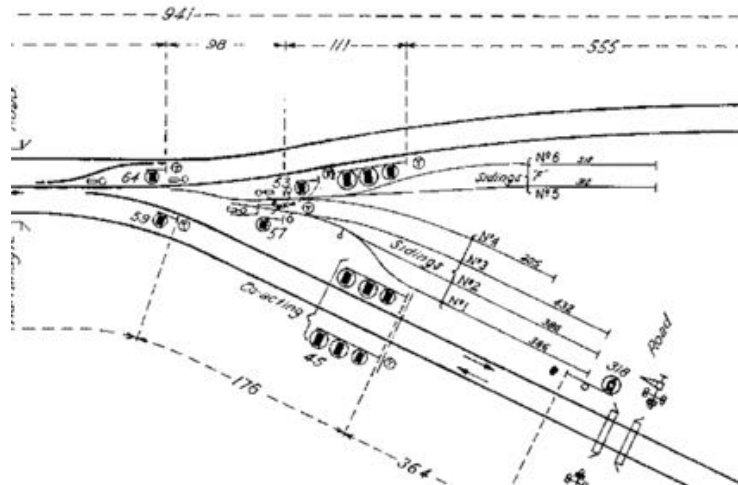
Partial Blackburn to Ringwood 1919-073 showing lots of Sidings. GWA Collection



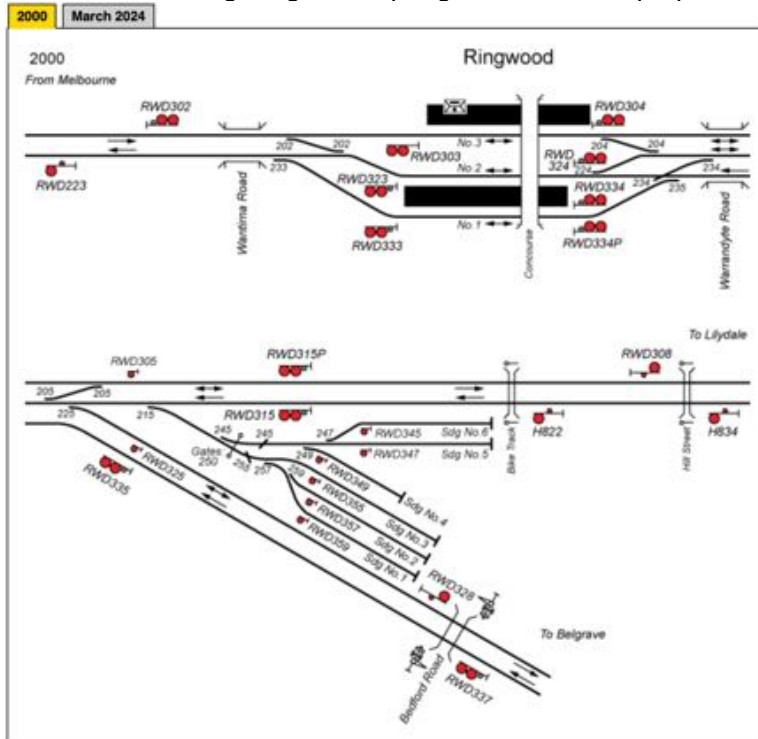
Partial Blackburn to Ringwood 1973-021 showing lots of Sidings. GWA Collection



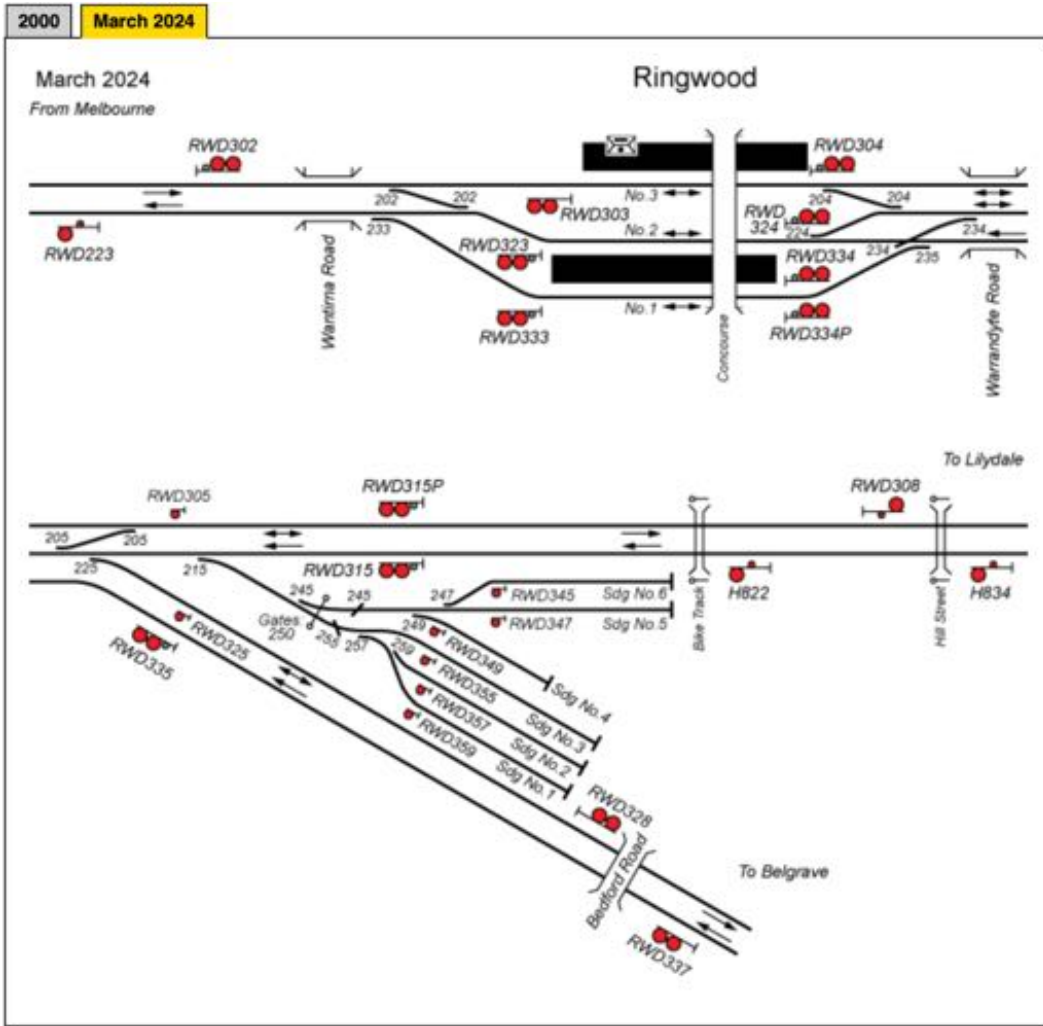
Partial Blackburn to Ringwood 1982-080 showing Sidings 1 to 4 by Belgrave Line & 5 over beside Lilydale Line GWa Collection



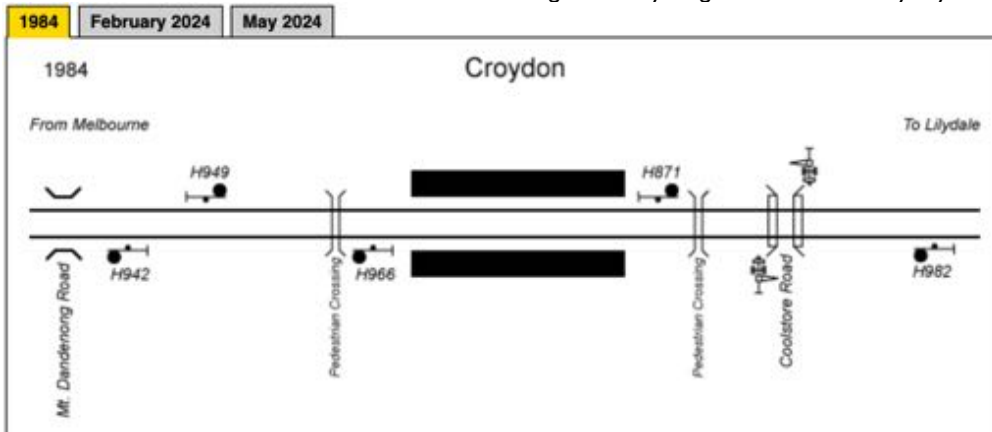
Partial Blackburn to Ringwood 1984-008 showing Sidings 1 to 4 by Belgrave Line & 5 & 6 by Lilydale Line GWa Collection



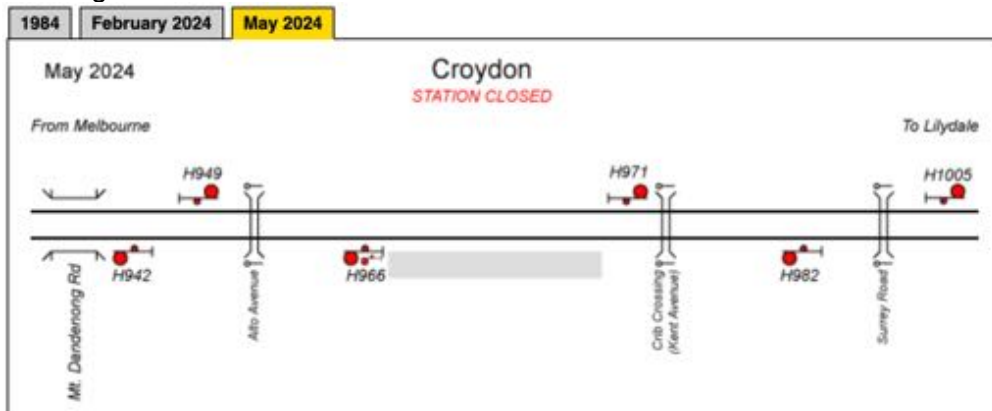
Ringwood SD 2000 with LX at Bedford Rd vicsig.net



Ringwood SD 202403 with LX removed at Bedford Road shows Sidings 1 to 4 by Belgrave Line & 5 & 6 by Lilydale line vicsig.net



Croydon 1984 vicsig.net



Croydon May 2024 vicsig.net



1954 - at the bottom (SLV)

Mount Dandenong Tourist Services Bus at the foot of Fox's Point Scenic Railway 1954 SLV



1954 - tourist postcard (SLV)

Fox's Point Scenic Railway Tourist Post Card 1954 SLV



1954 - tourist postcard (SLV)

Fox's Point Scenic Railway Tourist Cards 1954 SLV



1954 - looking down from the Lookout Platform (SLV)

Fox's Point Scenic Railway looking down from the Lookout Platform 1954 SLV





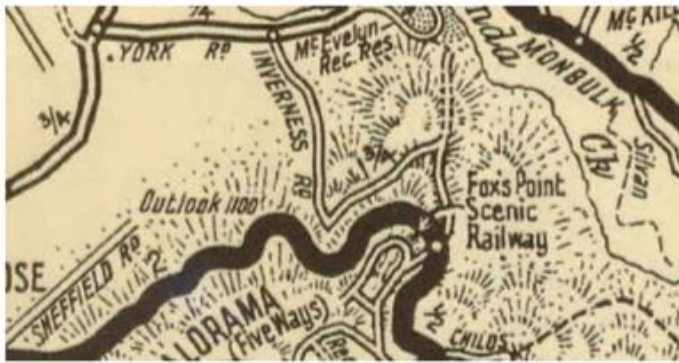
1944 - remains of the car engine and pulleys (John Thompson)

Foxs Point remains of the 1927 Oldsmobile engine & Pulleys



1954 - the Observation Area

1954 The Observation Area



1953 - part of Broadbent's Map

Fox's Point Scenic Railway on Broadbents Map 1953 SLV



Railway Site (Lot 12) c1972 (D.K. Cerchi 2014)

Fox's Point Scenic Railway Lot 12 was where the Railway was 1972 SLV

**AUTHOR'S NOTE**

As discussed elsewhere in this Project, the Railway ceased operations in 1961 due to non-compliance with safety requirements.

*The images on these "After the Closure" pages were supplied by John Thompson, February 2014, who has kindly agreed to their publication in this Website. John is a member of the Light Railway Research Society of Australia.*

**Overview (based on information from John Thompson)**

In January 1965, approval was sought and received from the property owner for the dismantling and removal of the old rails.

The work was undertaken by a team led by the late Ron Kain - John Thompson, a friend of Ron, participated in the recovery work. Ron had intended to use the rails for construction of another scenic railway, 7.25 inches gauge, around his large sloping hillside property in Sandells Rd, Tecoma.

The dismantling work was undertaken in the first quarter of 1965; the rails were slid down the hill and loaded on to a large tandem trailer, then taken to the Tecoma property, where they were stacked and stored.

The proposed Tecoma railway never eventuated and the owner sold the property and moved to live in Walhalla, where he started the Walhalla and Thomson River Steam Tramway project.

It is not known what happened to the rails.



Ringwood East on the Platform under the Concourse  
20260627 Facebook Croydon & Ringwood Level  
Crossing Removal Updates Group



Croydon no overhead 20260627 Facebook Croydon  
& Ringwood Level Crossing Removal Updates Group



Ringwood East Looking down to Platform & Stairs  
20260627 Facebook Croydon & Ringwood Level  
Crossing Removal Updates Group



Croydon on the Platform showing Sleepers laid waiting for rail  
20260627 Facebook Croydon & Ringwood Level Crossing  
Removal Updates Group



Ringwood East on the Platform under the Concourse  
20260627 Facebook Croydon & Ringwood Level  
Crossing Removal Updates Group



Bedford Road Rail Underpass looking South in Down Direction  
showing Siding Wall built c1980 against Down Track Bigbuild  
Victoria



Road Rail Access Pad RWEI Ringwood East, yellow  
poles to prevent access to the running lines, removed  
when access is required. GWA Photo



Road Rail Access Pad RWEI Ringwood East showing  
Driveway in from Patterson St Ringwood East. GWA  
Photo

Signal Diagrams Geoff Wallace Collection GWA, Photos by Geoff Wallace GWA, information from <vicsig.net> Chris Gordon, bigbuild.vic.gov.au, SLV (State Library Victoria), Fox's Point website <<https://bpadula.tripod.com/foxpoint/index.html>> & Wikipedia.

Notes compiled by Geoff Wallace.

E&OE