



AUSTRALIAN RAILWAY
HISTORICAL SOCIETY

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ARHS Melbourne Luncheon Outing Group, #21 Traralgon Station & Lunch 3rd of December 2024

Today we travel to Traralgon to see the new duplication works and new platforms at Bunyip, Longwarry, Morwell & Traralgon. At Bunyip the double track now passes through the station with a new up platform. The track becomes single line with a rather nasty 60km dogs-leg in the track! At Longwarry the double track starts again, on the upside of the station there is a new down platform.

At Morwell the crossing loop has been extended past the current station with a new up platform (or possibly a down platform) to the east of the current station. The new arrangement allows 2 passenger trains to cross whilst a freight or special train waits in the loop. Finally, at Traralgon the old platform has been restored but the old station building is not part of the works. There is a giant new footbridge with stairs & lifts.

| | |
|----------|--|
| 9:00 am | Meet at waiting room opposite platform 4 & 5 Southern Cross Station. |
| 9:25 am | Board the 2 nd front carriage of the Vlocity. |
| 11:48 am | Arrive at Traralgon. Cross The Princess Hwy to The Grand Junction Hotel for lunch. |
| 1:15 pm | Depart Hotel to look at Station Updates. |
| 1:37 pm | Catch Train back to Melbourne. |
| 2:20 pm | Option get off at Bunyip to look at the new station & the nasty kink in the track that was DELIBERATELY put there! |
| 2:47 pm | Option board a train to Longwarry to look at the new station there. |
| 3:16 pm | Option board a train for home & whizz past East Pakenham on the up avoiding line. |
| 3:46 pm | Arrive back at Southern Cross Station for those on the 1:37 pm train from Traralgon. |

Traralgon

Traralgon is a city located in the east of the Latrobe Valley in the Gippsland region of Victoria, Australia and the most populous city in the City of Latrobe and the region. The urban population of Traralgon at the 2021 census was 26,907. It is the largest and fastest growing city in the greater Latrobe Valley area, which has a population of 77,168 at the 2021 Census and is administered by the City of Latrobe.

Naming

The origin of the name Traralgon is unconfirmed. The name was used for the pastoral lease of the Hobson brothers in 1844, centred on Traralgon Creek, and was alternatively rendered 'Tralgon' by Dr Edmund Hobson. The town was also spelt "Taralgon" in the earliest records of the Gippsland Times available in 1861.

The Gippsland Farmers' Journal wrote in 1889 that the town name was originally spelt 'Tarralgon' and that it was the Indigenous name for 'the river of little fish'. However, these words are not reflected in modern linguists' knowledge of Gunai/Kurnai language. Records of the language show that the words wun wun or wurn wurn mean 'river', the words dala or tarlo mean 'little', while the words kine or kain mean 'fish'. It might be possible to combine words into tarlo-kain, which sounds similar to 'Traralgon', but no such compound word was recorded.

In 1989, Don Macreadie wrote that Paweł Strzelecki named Traralgon after Taralga, the hometown of Charlie Tarra, but the statement lacks evidence.

History

Traralgon is situated on the traditional lands of the Indigenous Gunai/Kurnai nation, which includes the lands of the Braiakaulung clan of Bunjil Kraura, who lived to the north of Latrobe River (called Durt'yowan in Gunai language), as well as the clan of Woollum-Woollum, who lived on the hills to the south of the river and were more affiliated with the Brataualung people.

Gunai/Kurnai people manufactured stone tools, as long as 5,000 years ago, from silcrete quarries in the Haunted Hills, west of Morwell. Scarred trees and rock sites with axe-grinding grooves are also found in the local area.

The Gippsland region was inhabited by the Gunai/Kurnai people for a period in excess of 20,000 years, according to evidence of occupation found at the New Guinea II cave near Buchan, Victoria. In other parts of Victoria evidence of Indigenous occupation has been found for many more thousands of years.

Township established

The township was established in the early 1860s, the first Post Office opening on 1 January 1861. In 1877 the Gippsland railway line from Melbourne was completed with a railway station at Traralgon giving the town a major economic boost.

Traralgon was part of the area administered by the Rosedale Roads Board, before the Shire of Traralgon was established in 1879. In the latter part of the 19th century the Shire grew strongly.

Traralgon Post Office

The current Post Office building, a local landmark, was completed in 1886.

It was not until the 1930s however that Traralgon began to move away from a farming-based economy. In 1939, Australian Paper Manufacturers established a paper mill at Maryvale, around 8 kilometres (5 mi) from Traralgon.

Queen Elizabeth II and Prince Philip, Duke of Edinburgh visited on 3 March 1954. The president of the Shire of Traralgon, Cr Clem Little met and welcomed the Queen, who was flown by the Royal Australian Air Force from Sale. She returned to Melbourne by train.

In 1961, Traralgon formed its own borough, the Borough of Traralgon following a decade of lobbying to separate the urban areas of Traralgon from the Shire. Traralgon was proclaimed a city in 1964.

The old town hall and mechanics institute were demolished in 1973.

Further development resulted from the expansion of the power generation industry following World War II, particularly through the now defunct State Electricity Commission of Victoria. This included large expansions at Yallourn and Hazelwood Power Stations and the construction of the massive Loy Yang Power Station in the 1970s and 1980s.

An Australian Securities & Investments Commission information processing centre was established in the early 1990s, at the time employing around 400 people.

The City of Traralgon and Shire of Traralgon continued a separate existence until they were amalgamated into the Shire of Latrobe in 1994.

Completion of the Loy Yang power stations, extensive voluntary departures from the electricity industry and privatisation of the Victorian electricity industry in the early 1990s had devastating effects on the economy of the Latrobe Valley. Traralgon, with a more diversified economy, suffered to a lesser extent than the neighbouring towns of Morwell and Moe both of which relied almost exclusively on the power stations for their livelihood.

Traralgon grew strongly in the mid 2000s, with a figure of 2.7% making it the largest and fastest growing city in the Latrobe Valley.

Heritage listings

Traralgon contains a number of heritage-listed sites, including:

161-165 Franklin Street: Traralgon Post Office and Court House

Queens Parade: Traralgon Engine Shed and Turntable

Victory Park, Mill Street: Azarole Hawthorn Tree

Economy

Loy Yang Power Station

The economy is primarily driven by the primary sector, natural resources and the secondary sector including coal mining, processing and fossil-fuel power generation for the National Electricity Market. Along with electricity production, Traralgon benefits from the mining for oil and natural gas in the nearby Bass Strait fields.

A significant forestry industry operates including logging of both plantation and natural forest timber, The largest paper mill in Australia is located nearby in Maryvale and provides local employment for over 2,000 people.

The local agriculture industry is involved in the production of wool and dairy products, as well as vegetable growing.

The tertiary sector of the economy is also important for employment with major government administration offices for the Australian Securities & Investments Commission, Department of Health & Human Services, Department of Environment, Land, Water & Planning and Environment Protection Authority.

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Transport

Road transport and the motor vehicle is the main form of transport. The Princes Highway runs through the city and close to the CBD which received heavy regional traffic (although a Traralgon Bypass Road is undergoing planning). The Hyland Highway also originates at Traralgon.

Rail transport includes both passenger rail and freight rail. The city's only station is Traralgon railway station which is on the Gippsland railway line served by V/Line services from Melbourne to Bairnsdale. Victoria's electronic ticketing system, Myki, was implemented on rail services between Traralgon and Melbourne on 8 July 2013.

Latrobe Valley Buslines provides local services around Traralgon and other cities in the Latrobe Valley.

Latrobe Valley Airport is located close to Traralgon in nearby Morwell and provides general aviation.

| Date | Work Performed | WN or WON Date |
|------------------|--|---|
| Fri, 1 Jun 1877 | Opened | |
| Fri, 1 Jun 1877 | Opened with line between Morwell and Sale. Staff and Ticket not provided initially. | (Vaugh 2004, VR to 62, Working Time Table) |
| Mon, 1 Apr 1878 | By this date, Staff & Ticket working introduced with sections Morwell - Traralgon - Rosedale (previous issue 4 March 1878). | (Vaugh 2004, Working Time Table) |
| Tue, 13 Nov 1883 | Heyfield branch opened. | (Vaugh 2004, VR to 62, Working Time Table) |
| Wed, 1 Jul 1885 | Interlocked. Worked from 34 lever No 6 Pattern frame (4 spare) | (Vaugh 2004, Interlocking Register) |
| Thu, 3 Dec 1885 | By this date, Staff & Ticket section Traralgon - Heyfield. | (Vaugh 2004, VR to 62, Working Time Table) |
| Tue, 25 Jun 1895 | Ground frame removed from Blackburn Brick Siding and material reused at Traralgon. | (Vaugh 1998, Interlocking Register) |
| Mon, 29 Jul 1895 | Rearrangement (of yard?). Additional lever working; now no spare levers. Two lever Auxiliary frame (one point and one lockbar) provided; probably connection to goods yard off Maffra line. | (Vaugh 2004, Interlocking Register) |
| Fri, 1 May 1896 | Carriage Dock removed. One lever used to work additional Disc provided on Post 2 (main line to Nos 3, 4, or 5 Roads). Post 4 relocated 76 yards "ahead" of its existing position. Amend Diagram 227/96. Now one spare lever. | (Vaugh 2004, Interlocking Register, WN45/1896, A.1445/1895) |
| Mon, 4 May 1896 | By this date, carriage dock removed, provide disc on post 2, mainline to 3, 4 or 5 roads. | (WN45/1896) |
| Sat, 1 Jul 1899 | By this date, 34 lever frame contained 17 levers working signals, 10 levers working points, and 7 levers working lockbars. No spare levers. Two lever Auxiliary Frame with one point lever and one lockbar lever. | (Vaugh 2004, Interlocking Register) |
| Fri, 9 Mar 1900 | Provide Large Electric Staff in lieu of Train Staff and Ticket, Moe - Traralgon. | (WN37/1900) |
| Mon, 23 May 1904 | Yard extended. New 43 lever frame provided containing 24 signal levers, 12 point levers, and 7 lockbar levers (0 spare). Diagram 395/04 in use. | (Vaugh 2004, Interlocking Register, WN21/1904) |
| Mon, 22 May 1905 | By this date, No.60 gate abolished, provide cattle pits in lieu. | (WN21/1905) |
| Mon, 3 Apr 1911 | By this date, post 10 (two up distants, vertically arranged) converted to bracket post. | (WN14/1911) |
| Mon, 4 Mar 1912 | By this date, two ground discs provided to work with turntable. One controls the entrance from the front and the second from the new road at the rear of the turntable. | (Vaugh 2004, WN10/1912) |
| Mon, 7 Apr 1913 | By this date, Electric Staff replaced Train Staff & Ticket, Traralgon - Rosedale. | (Vaugh 2004, WN14/1913, A.1208/1913) |
| Mon, 22 Nov 1915 | By this date, Large Electric Staff replaced Train Staff & Ticket, Traralgon - Glengarry. | (Vaugh 2004, WN47/1915, A.3699/1915) |
| Mon, 14 Apr 1919 | Provide disc signals on posts 8 and 9 from Sale and Maffra lines to No. 3 or 4 roads. These two levers formerly worked lockbars. Not advised in Weekly Notice until No.21 (26th May). | (WN21/1919, Vaugh 2004, Interlocking Register) |
| Tue, 30 Mar 1926 | By this date, Composite Staff provided in Traralgon - Rosedale section to allow Flynn to be opened as intermediate block post. By this date, provide composite electric staff in Rosedale section, divisible at Flynn. | (Vaugh 2004, WN13/1926) (WN13/1926) |
| Fri, 30 Dec 1927 | Connection provided between Sale line and Loco Depot. Points secured by Staff Lock. | (Vaugh 2004, WN02/1927) |
| Fri, 29 Jun 1928 | Connection between Maffra line and Siding H removed. Catch points and Auxiliary frame removed. Amend Diagram 21/19. Connection between siding H and Maffra line and auxiliary frame abolished. | (Vaugh 2004, WN26/1928, A.1545/1928) (WN29/1928) |

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| Date | Work Performed | WN or WON Date |
|------------------|---|--|
| Sun, 19 Aug 1928 | <p>Yard extended at Up end. Crossover between No 1 and No 2 Road relocated to Up side of level crossing and independent connection (via X) provided from Sidings A to Nos 3, 4 & 5 Roads. Post 2 replaced by a bracket Post. Right hand Disc on Post 3 abolished and post relocated to exit of Sidings A. Right hand Disc on Post 5 was abolished. Post 4 relocated closer to level crossing and new Post 5B provided on footbridge. No 5 Road was extended to Sidings G at Down end. Point Indicator provided on interlocked portion of compound leading to Nos 3/4 Roads at Down end. Diagram 17/28 replaced 21/19.</p> <p>Turnout between nos. 1 and 2 roads at up end abolished, No.2 road extended to new turnout on up side of level crossing. No.5 road extended to sidings G at down end. Provide new connection 'X' between sidings A and 3, 4 and 5 roads. Post 3 relocated to exit from sidings A. Post 2 converted to bracket, right-hand discs on posts 3 and 5 abolished, post 4 relocated to nearer to level crossing, provide new post 5B on footbridge.</p> | <p>(Vaugh 2004, WN35/1928, A.1796/1928, A.1836/1928, A.1838/1928)</p> <p>(WN35/1928)</p> |
| Thu, 11 Apr 1929 | <p>Glengarry closed as Staff station and Large Electric Staff section now Traralgon - Cowwarr. Divided Staff provided in section to allow Glengarry to open as a Train Staff & Ticket station with sections Traralgon - Glengarry - Cowwarr. Composite Staff provided in Traralgon - Cowwarr section to allow Glengarry or Toongabbie to open as a Block Post. Master Key lettered Glengarry - Cowwarr provided.</p> <p>Provide Divided Staff in Cowwarr electric staff section divisible at Glengarry, and composite electric staff divisible at either Glengarry or Toongabbie.</p> | <p>(Vaugh 2004, WN18/1929, A.784/1959)</p> <p>(WN18/1929)</p> |
| Sun, 26 May 1929 | <p>Provide new connection between nos. 1 and 2A road at up end. Turnout at down end of nos. 3 and 4 roads abolished, provide catch points at down end of No.3 road. Delta at down end of Nos. 1 and 2 roads abolished, provide direct connections between Maffra line and No. 1 road and Sale line to Nos. 2 and 3 roads. Points in Sale line leading to loco siding connected to interlocking and staff locks removed. Post 6 abolished, provide ground disc 11 and new post 10 with 1 disc. Post 8 and 9 abolished, provide new posts 6, 8 and 10. Provide signal bridge at down end with posts 12, 13, 14, 15, 16 and 17 thereon. Posts renumbered.</p> <p>Connection provided from No 1 to No 2A Road at Down end and new Post 6 provided on footbridge. Connections at Down end rearranged. Delta crossover removed and two simple compounds provided. Turnout to Nos 3/4 Roads at Down end replaced by a connection to No 3 Road. Post 6 replaced by a ground disc. Connection from Loco Roads to Sale line connected to interlocking frame and new Post 10 provided. Posts 8 and 9 replaced by a signal bridge. Signalbox extended and 68 lever A pattern frame provided. Diagram 6/29 replaced 17/28.</p> | <p>(WN23/1929)</p> <p>(Vaugh 2004, Interlocking Register, WN23/1929, a.1156/1929)</p> |
| Tue, 11 Sep 1934 | <p>By this date, Bank Engine Key provided in Cowwarr section. Goods trains may be assisted to the Stop Board at 98 mile 70 chains. Goods load for Glengarry section increased from 390 tons to 580 tons (K or N class), which is the through load for the Traralgon - Stratford Junction section.</p> <p>By this date, provide bank engine key to 98M 60C in Rosedale electric staff section.</p> | <p>(Vaugh 2004, WN37/1934)</p> <p>(WN37/1934)</p> |
| Fri, 10 Jul 1936 | <p>Distant signals released by all Homes in advance (but only via No 1 Road).</p> | <p>(Vaugh 2004, Locking Sketch M59)</p> |
| Wed, 10 Mar 1937 | <p>Provide composite electric staff in Heyfield section, divisible at Glengarry, Toongabbie or Cowwarr.</p> <p>Cowwarr equipped with switch out facilities. Through Electric Staff section Traralgon - Heyfield. Two Composite Staffs provided in Traralgon - Heyfield section to allow Glengarry, Toongabbie, or Cowwarr to be opened as an Intermediate Block Post. Divided Staff remains in Traralgon - Cowwarr section to allow Glengarry to open as a Staff station. Composite Staff probably also remains in Traralgon - Cowwarr section to allow Glengarry or Toongabbie to open as an Intermediate Block Post. Bank Engine Key to 98 miles 70 chains in both long and short sections.</p> | <p>(WN11/1937)</p> <p>(WN11/1937, 35/10897, A.522/1937, A.575/1937)</p> |
| Tue, 15 Jun 1937 | <p>Locking alteration. Home 23 now locks Crossover 13 normal & Lockbar 14 in.</p> | <p>(Vaugh 2004, Locking Sketch M59)</p> |
| Tue, 5 Mar 1940 | <p>Collins St level crossing closed. Home 21 and Disc 18 now lock Lockbar 12 out.</p> | <p>(Vaugh 2004, Locking Sketch M59)</p> |
| Tue, 1 Sep 1942 | <p>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.</p> <p>By this date, the Officer In Charge is responsible for equipping trains with, for instance, soap, sanitary paper etc.</p> <p>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 (Sale), viz.</p> <p>AHAB [train no.] train [number] passengers [number] meals (AGRA in lieu of AHAB for late train.)</p> | <p>(G.O. 24)</p> <p>(G.O. 96)</p> <p>(G.O. 98 (8))</p> |

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| Date | Work Performed | WN or WON Date |
|------------------|--|--|
| | By this date, this station is a Checking Station for all tickets on main line trains starting from here and not manned by Conductors. | (G.O. 120 (32)) |
| Tue, 8 Feb 1944 | Post 10 moved 14 yards further in. | (WN07/1944) |
| | Post 10 relocated 14 yards further in. Amend Diagram 5/37. | (Waugh 2004, WN07/1944, Interlocking Register, AGST 14/2/3) |
| Tue, 16 May 1944 | By this date, provide bank engine key to 98M 60C in Rosedale electric staff section. | (WN20/1944) |
| | By this date, Bank Engine Key provided in Rosedale section. Goods trains may be assisted to the Stop Board at 98 miles 60 chains. Bank Engine to run uncoupled. Goods loads for Flynn section for K or N class increased from 390 tons to 510 tons. | (Waugh 2004, WN20/1944) |
| Tue, 19 Feb 1946 | By this date, turntable discs abolished. | (WN08/1946) |
| | By this date, turntable discs removed. | (Waugh 2004, WN08/1946, AGST 16/337/13, A.141/1946) |
| Fri, 28 Oct 1949 | Glengarry equipped with switch out facilities. Through Electric Staff section Traralgon - Cowwarr, and short sections Traralgon - Glengarry - Cowwarr. Divided Staff removed from Traralgon - Cowwarr section | (Waugh 2004, WN45/1949, AGST 18/3/1, A.1167/1949) |
| Tue, 8 Nov 1949 | Divided staff in Cowwarr section divisible at Glengarry removed; provide composite electric staff in Cowwarr section divisible at either Glengarry or Toongabbie. | (WN45/1949) |
| Thu, 18 Aug 1955 | Post 18 replaced by new 25ft Steel post 87 yards further out. | (Waugh 2004, WN35/1955, ACTM 6/379/3, A.1333/1955) |
| Sun, 2 Oct 1955 | Fittings renewed on Post 4. | (Waugh 2004, Victorian Railways Chronological Index) |
| Mon, 31 Oct 1955 | Two sidings 600 feet long (Sidings C) provided at Up end of station on Down side of line. Points to sidings worked by Auxiliary Frame electrically released from signalbox. New Post 2B provided for moves from sidings, and disc provided on left hand doll of Post 4 for moves to siding. Discs worked from 4 lever Auxiliary Frame. | (Waugh 2004, WN45/1955, Interlocking Register, Locking Sketch M59, ACTM 19/285/3, A.1706/1955) |
| Sun, 8 Jan 1956 | Signal bridge at Down end raised 6ft 6in to provide clearance for overhead. | (Waugh 2004, Victorian Railways Chronological Index) |
| Wed, 14 Mar 1956 | Overhead commissioned for electric traffic. Roads wired: No 1, 2, 3, & 4 Roads. Sale & Maffra lines to Stop Boards. X and left hand road in Sidings A. Sidings C to Stop Board. | (Waugh 2004, WN11/1956, ACTM 19/427/3, A.165/1956 amended) |
| Thu, 22 Mar 1956 | No.4 road and dead-end extension at down end abolished, No.5 road renumbered No.4. Provide new nos 5 and 6 roads. siding B abolished. Crossover between Nos.3 and 4 roads abolished, provide new connection between Nos.3 and 4 roads at down end. | (WN14/1956) |
| | Yard widened and goods shed relocated or replaced. No 4 Road removed together with its dead end extension at Down end. No 5 Road renamed No 4 Road. New No 5 & 6 Roads provided together with dead end extensions of No 6 Road at Up and Down ends. Siding B was abolished and a new connection provided between Sidings A and No 5/6 Roads. Second road in Sidings A was abolished. Additional Post 4B (Disc 24) provided. Goods shed relocated or replaced by new shed on No 6 Road. Diagram 6/56 replaced 5/37. | (Waugh 2004, WN14/1956, Interlocking Register, Locking Sketch M59, ACTM 19/431/3, A.441/1956) |
| Mon, 6 Apr 1959 | Trackwork renewed in Loco Yard. Catches 26, 27, & 28 at Up end of Loco Roads replaced by Derails. | (Waugh 2004, WN16/1959, Locking Sketch M59, ACTM 20/312/3) |
| Sat, 11 Apr 1959 | Steel supports provided under interlocking machine. Over following weeks signal box foundations renewed. | (Waugh 2004, Victorian Railways Chronological Index) |
| Tue, 21 Apr 1959 | By this date, catch points at up end of loco roads replaced by derails. | (WN16/1959) |
| Tue, 9 Jun 1959 | Overhead wiring provided over Loco Road through to buffer stops and crossovers from Loco Road to main line at Up and Down ends. | (Waugh 2004, WN25/1959) |
| Wed, 24 Jun 1959 | Overhead extended 1420 feet in the Down direction over both Sale and Maffra lines. | (Waugh 2004, WN26/1959) |
| Wed, 8 Jul 1959 | Ground Disc 38 (Post 11) replaced by new 15ft post. Amend Diagram 6/56. | (Waugh 2004, WN29/1959, Locking Sketch M59, ACTM 20/349/5, A.902/1959) |

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| Date | Work Performed | WN or WON Date |
|------------------|--|---|
| Sun, 20 Nov 1960 | Provide crossover between Sale and Maffra lines and additional home signals 18, 19, 20 and 21. Up distant post 18 abolished, provide new up distant posts 22 and 23. Crossover 54 provided between Sale and Maffra lines near the point of divergence to allow Up trains from Maffra to cross to No 1 Road. Crossover 54 fitted with dual control point machines. Posts 18 (Homes 30/31), 19 (Home 32), 20 (Home 66), and 21 (Homes 61/64) provided. Former Post 18 abolished Up distant relocated to new Posts 22 and 23 further out. Both Up Distant fixed at Caution. Levers 63 & 68 now spare. Levers 30, 31, 32, 54, 61, 64, & 66 formerly spare. Diagram 13/60 replaced 5/56. | (WN48/1960) (Vaugh 2004, WN48/1960, Interlocking Register, Locking Sketch M59, ACTM 20/481/4, A.1433/1960) |
| Wed, 8 Nov 1961 | Provide flashing lights at Princes Highway (98M 65C) on Maffra Line. Bank engine key to 98M 70C on Maffra line now extended to 98M 77C. Flashing lights provided at Princess Hwy (98 miles 65 chains) on Maffra line. Stop Board for Bank Engines relocated from 98 miles 70 chains to 98 miles 77 chains. To ensure that the flashing lights work correctly, Bank Engines must come to a stand at the Stop Board before returning to Traralgon | (WN46/1961) (Vaugh 2004, WN46/1961, ACTM 21/146/1, A.1736/1961) |
| Tue, 4 Sep 1962 | Provide flashing lights at Liddiard Road (98M 18C). Provide down starting signal on Maffra line, post 21B. Flashing lights provided at Liddiard Road (98 miles 18 chains) on both Maffra and Sale lines. New Down Starting signal Post 21B (Home 63) provided on Maffra line. | (WN37/1962) (Vaugh 2004, WN37/1962, Interlocking Register, Locking Sketch M59, ACTM 21/294/4, A.1088/1962) |
| Fri, 16 Nov 1962 | Provide Maffra dock and 15 lever auxiliary frame. Left-hand road of sidings C renamed Maffra Departure. Maffra Dock provided behind main platform at Up end of station. Dock leads off second Road of Sidings C which was renamed the Maffra Departure Road. Auxiliary Frame replaced by new 15 lever frame on new site. New Post 2C and 3B provided. Diagram 25/62 replaced 13/60. | (WN48/1962) (Vaugh 2004, WN48/1962, Interlocking Register, Locking Sketch M59, ACTM 21/329/3, A1416/1962) |
| Fri, 8 May 1964 | Connection provided between "X" and No 5 Road. Post 4 relocated to right hand side of line. | (Vaugh 2004, Victorian Railways Chronological Index) |
| Wed, 8 May 1968 | Post 10 moved 45 feet further out. Post 10 relocated 45 feet further out. | (WN22/1968) (Vaugh 2004, WN2/1968, A.726/1968) |
| Sun, 23 Aug 1970 | Provide overpass in lieu of level crossing at 98M 65C on Princes Highway. Maffra line deviated. Up distant Maffra line post 23 moved 1,600 feet further out. Overpass provided for Princes Highway at 98 miles 65 chains on Maffra line and flashing lights abolished. Line deviated to a new alignment. Post 23 relocated 1600 feet further out. | (WN35/1970) (Vaugh 2004, WN35/1970, A.1585/1970) |
| Wed, 9 Feb 1972 | Down distant post 1 fixed at caution. Down Distant 1 (Post 1) fixed at stop. Lever 1 now spare. Amend 25/62. | (WN09/1972) (Vaugh 2004, WN09/1972, Interlocking Register, Locking Sketch M59, A.322/1972) |
| Sun, 3 Feb 1974 | Lockbars 8, 10, 12, & 15 removed and lever now secured by track circuit. Plunger 15 now worked by lever 12. Lever 15 now spare. | (Vaugh 2004, Locking Sketch M59) |
| Sun, 21 Jul 1974 | Post 8 relocated 30 metres further in and Post 9 relocated 50 metres further in due to bridge work. | (Vaugh 2004, WN32/1974, A.1326/1974) |
| Sun, 25 Aug 1974 | Points 44 (together with Lockbar 45) relocated. Up end of compound points 43 spiked towards main line. Two new Derails worked by lever 43 provided in Loco Sidings. Post 10 relocated 40 feet in Up direction. | (Vaugh 2004, Victorian Railways Chronological Index) |
| Sun, 8 Sep 1974 | Crossover 40 between No 1 and No 2B Roads restored to use together with plungers 39 and 41. Points 42 provided in No 2 Road together with rodded Derail 42 in No 3 Road. No 3 Road no longer connected to No 4 Road. New disc on Post 16? Additional disc provided due to Stage 2 Down end re-arrangement. | (Vaugh 2004, Victorian Railways Chronological Index, Interlocking Register) |
| Tue, 17 Sep 1974 | By this date, Diagram 10/74 in service. | (Vaugh 2004, WN42/1974, A1748/1974) |
| Sat, 21 Sep 1974 | Existing compound points 43 (spiked) replaced by new turnout worked by lever 44 with plunger 45. Signalbridge with Posts 12 to 17 abolished and two bracket posts (12 and 17) provided. | (Vaugh 2004, Victorian Railways Chronological Index) |
| Sun, 22 Sep 1974 | Compound points 48/51 and points 52 relocated in the Up direction. Temporary connection provided between Points 51 and the Maffra line. | (Vaugh 2004, Victorian Railways Chronological Index) |

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| Date | Work Performed | WN or WON Date |
|------------------|---|--|
| Mon, 23 Sep 1974 | Substage A of Down end rearrangement in service. | (Vaugh 2004, Victorian Railways Chronological Index) |
| Sun, 6 Oct 1974 | No.2B road slewed to final alignment, provide Annett locked connection for moves yard to no.2B Road. No 2 Track slewed to its final position over new bridge and temporary connection taken out of use. Annett locked connection to No 2B Track in service. Down end rearrangement in service (the Interlocking Register has an almost identical entry dated 28 September). | (WN42/1974) (Vaugh 2004, WN42/1974, A.1847/1974, Victorian Railways Chronological Index, Interlocking Register) |
| Tue, 5 Oct 1976 | Down end of yard extended. | (Vaugh 2004, Victorian Railways Chronological Index) |
| Thu, 22 Nov 1979 | Points to A.R.C siding secured by staff lock. | (WN49/1979) |
| Wed, 11 Jun 1980 | Provide flashing lights at Banks Street (MP95+1482). Flashing lights provided at Banks Street (95 miles & 1,482 metres) on Up side of station. Flashing lights provided at Banks Street level crossing (95MP+1482m) | (WN26/1980) (Vaugh 2004, WN26/1980, A.564/1980) (Somersault Vol.3 No.4 pp33-35) |
| Thu, 11 Dec 1980 | Pneumatic point assistance provided for points 9, 40, 48 & 52 (CI; similar entry for same date in 1981). | (Vaugh 2004, Victorian Railways Chronological Index) |
| Tue, 15 Dec 1981 | Post 12 relocated to opposite side of track. | |
| Tue, 18 Oct 1983 | Annett locked connection between No.2B road and yard abolished, points 47 converted to catch points. Independent Annett locked connection from Maffra line to Goods Yard abolished. Annett locked points in No 2B Track abolished. Points 47 replaced by Catch points. Lever 50 spare. | (WN17/1983) (Vaugh 2004, WN17/1983, Interlocking Register, A.366/1983) |
| Tue, 13 Jan 1987 | By this date, line to Cowwarr closed. By this date, line between Traralgon and Cowwarr closed. | (WN01/1987) (Vaugh 2004, WN02/1987) |
| Thu, 2 Jul 1987 | Overhead between Warragul and Traralgon decommissioned. | (Vaugh 2004, WN29/1987, A.2413/1987) |
| Tue, 1 Sep 1987 | By this date, the centre road of Sidings A was removed, together with the connection from Points 11 to the right hand road of Sidings A (Ballast Road). Double compound 11 was replaced by a turnout which is interlocked with signals 7, 18, 19, & 24. By this date, centre road of sidings A removed, crossover centre road to ballast sidings removed. No.11 double compound replaced by single turnout. | (Vaugh 2004, WN34/1987, O.116/1987) (WN34/1987) |
| Thu, 2 Jun 1988 | Flashing lights provided at Minnidale Rd. | (Vaugh 2004, WN22/1988) |
| Sun, 11 Dec 1988 | Provide train order working Traralgon - Bairnsdale. Electric staff to Sale abolished. Established as train order terminal station. Train Order Working introduced beyond Traralgon and Electric Staff section Traralgon - Sale abolished. Commence and End Train Order Working provided. Three Master Keys (numbers 16, 17 and 18) lettered "Traralgon - Bairnsdale" provided. Two normally kept at Traralgon. First train run on a Train Order was No 8481 on Sunday 11.12. | (WN50/1988) (Vaugh 2004, WN50/1988, O.1076/1988) |
| Thu, 14 Jun 1990 | Signal box, interlocking and auxiliary frame abolished. Electric staff instrument relocated to station building. Inner crossovers between Nos.1 and 2 roads at each end abolished. Dock road and connection at up end of loco sidings abolished. Provide plunger locks at each end, points to siding C and to loco sidings secured by Annett lock. Provide platform quadrants and 5P keyswitches on platform and at points C. Provide pilot quadrant and crossbar with Annett lock. Posts 1, 2B, 2C, 3B, 4, 4B, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 19, 21, 21B, 22 and 23 abolished. Left-hand bracket and disc on post 2 and right-hand bracket and disc on post 12 abolished. Posts 2, 12, and 20 renumbered 1, 2 and 3 respectively. | (WN23/1990) |

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| Date | Work Performed | WN or WON Date |
|------------------|--|--|
| | Signal box abolished and yard equipped with plunger locks. All signal posts except for 2, 12, and 20 were abolished and these posts were equipped with a single Home each. The points to the yard were equipped with plunger locks. The points to Sidings C and the Loco Sidings were secured by an Annett lock and rodded to a Hayes Derail and Crowder. The Maffra Dock was abolished. The Annett key is normally kept in a lock on the pilot quadrant is provided on the platform. Removal of the key secures the Up and Down Home signals normal. Chains and a padlock are provided to secure the platform quadrant reverse. The Electric Staff instrument was relocated to the Office. Diagram 20/90 issued. | (Vaugh 2004, WN23/1990, O.377/1990, Signalling Arrangement RA2V96) |
| Thu, 23 Aug 1990 | Down end plunger locked points moved 50 metres further out. Down arrival home signal moved 108 metres further out. 2 position 5p keyswitch operating up home signal E replaced by 3 position V5PSW type switch. When plunger lock is in, post E can only be operated from the platform. When plunger lock is out, post E can only be operated from pints, and the up home signal on post E is track cancelled. | (WN33/1990) |
| | Plunger locked points at the Down end relocated 50 metres further out. Down Arrival Home relocated 108 metres further out. The two position 5P keyswitches that operate Home E were replaced by three position V5PSW keyswitches. Home E will track cancel. | (Vaugh 2004, WN33/1990, O.640/1990) |
| Tue, 19 Mar 1991 | Up end mainline points moved 59 metres further out. | (WN10/1991) |
| | The Up end plunger locked points were relocated 59 metres further out. | (Vaugh 2004, WN10/1991, O.2180/1991) |
| Fri, 15 Apr 1994 | Down home signal post 1 converted to light. | (WN14/1994) |
| | Down Home Post 1 converted to a light signal. | (Vaugh 2004, WN14/1994) |
| Sun, 4 Jun 1995 | Composite Staff provided in Traralgon - Sale section. | (Vaugh 2004, WN?/1995) |
| Thu, 15 Jun 1995 | Staff instrument relocated to new station building on opposite side of yard. | (Vaugh 2005, WN?/1995) |
| Fri, 16 Jun 1995 | New passenger platform on No 3 Track brought into service. Original platform retained, but out of use. Signals continue to be operated from levers on former platform. Lie of plunger locked points at Up and Down ends reversed to lie for No 3 Track. No 2 Track and Maffra Siding spiked out of use. Temporary Scotch Blocks provided at both ends of No 2 Track and Maffra Siding. | (Vaugh 2004, WN?/1995) |
| Tue, 29 Oct 1996 | By this date, Composite Staffs in Traralgon - Sale section withdrawn. | (Vaugh 2004, WN43/1996) |
| Tue, 8 Apr 1997 | Main line points at Up end relocated further in to a new position 15 metres on Down side of points leading to Siding C. Plunger lock on points replaced by E Pattern Annett Lock. Three lever ground frame provided to work points leading to No 1 Track and Siding C. E Pattern Annett key attached to existing B Pattern Annett key. | (Vaugh 2004, WN13/1997) |
| Sat, 10 May 1997 | Existing signal quadrants on old platform abolished. Up Home Post 2 abolished. New panel provided in locked cabinet on new platform. Panel has V5PSW keyswitches to control Up and Down Homes on Posts 1 and 3. Plunger lock on Down end points replaced by B Pattern Annett lock. Hayes Derail and Crowder provided at the Up end of No 1 Track rodded to lever 3 of ground frame. B Pattern Annett lock on points to Loco Depot abolished and W5a lever provided. Cabinets provided at both ends of the yard adjacent to the main line points containing V5PSW keyswitch to control Home for moves to yard and a Staff (or Master) Key/Annett Key exchange apparatus. Insertion of a Staff or Master key will release an E Pattern Annett key. | (Vaugh 2004, WN08/1997) |
| Tue, 12 Aug 1997 | Traralgon - Bairnsdale Master Keys 17 & 18 withdrawn. Key 16 remains in use. | (Vaugh 2004, WN30/1997) |
| Tue, 11 Nov 1997 | By this date, special instruction re the issuing of return Train Orders withdrawn as with is now dealt with in SW 370/97. | (Vaugh 2004, WN43/1997) |
| Tue, 6 Apr 1999 | Train Order Working between Traralgon - Sale replaced by Train Staff and Ticket working with section Traralgon - Sale. | (Vaugh 2004, WN12/1999) |
| Mon, 1 Oct 2001 | Staff Exchange Box provided. Used for Train 9442. | (Vaugh 2004, WN39/2001) |
| 6th April 2021 | Effective 0800 hours 6th April 2021 Start and End RFR and Start and End TPWS signs will be progressively removed, in line with updates to Section 36 of the 1994 Book of Rules and Operating Procedures (as amended) which will be issued on a separate SW Circular. Amend diagram 106/14. | (WON SW.0041/2021) 13/2021, |
| Thu, 14 Jul 2022 | Authority for turntable operation is transferred from the Traralgon Yard signaller to a representative of the Locomotive Restoration Group. V/Line access to the turntable requires at least 30 days notice; turning of rolling stock is the only authorised operation, not stabling or provisioning. | (WON SW.0161/2022) 28/2022, |

ARHS Melb LOG #21 Traralgon Station & Lunch Tour Notes

| Date | Work Performed | WN or WON Date |
|---------------------|--|---|
| Tue, 13 Jun 2023 | In the near future, pedestrian gates and electric gate latches will be commissioned at the McNairn Road level crossing (160.221km) in the Traralgon - Sale section. The current level crossing will be upgraded, and with the road remaining protected by boom barriers worked by axle counter equipment. Signal masts, ladders and landings are provided on the single line at 157.186km and 157.864km; on Siding C at 157.853km; and in No.3 Road at 157.999km, 15.130km, and 158.136km. These are all for future Down signals except the outer two of No.3 road, which will be for Up signals. | (WON 24/2023, SW.0168/2023) (WON 25/2023, SW.0170/2023) |
| Fri, 6 Oct 2023 | From 6th to 9th October only, locomotive R761 is permitted to operate at a maximum speed of 80 km/h between Traralgon and Bairnsdale (subject to other restrictions), with the following additional bridge speed limits: <ul style="list-style-type: none"> • 60 km/h at Flynns Creek bridge (173.350km) • 50 km/h at LaTrobe River Overflow bridge (186.428km) • 50 km/h at LaTrobe River bridge (187.077km) • 40 km/h at Thompson River bridge (205.293km) • 40 km/h at Maffra-Stratford Road bridge (219.976km) | (WON 41/2023, TON.0438/2023) |
| Tue, 23 Apr 2024 | Sidings "C" are booked out 0730-1730 hours for lighting repairs. | (WON 17/2024, SW.0108/2024) V/Line |
| Tue, 4 Jun 2024 | By this date, the rule book is updated to reflect that trains passing a Clear Medium Speed on a Home Departure Signal are permitted to increase speed after the whole train has cleared the points, contrasting the normal rule that trains must stay at the indicated speed until the next signal. The updated list of locations is: | (WON 23/2024, SW.0171/2024) V/Line |
| | Location | Signal |
| | Werribee – Warrnambool | |
| | Geelong | GLG152, GLG154 |
| | Pakenham – Bairnsdale | |
| | Traralgon | TRG30 |
| | Seymour – Shepparton | |
| | Seymour | SER4, SER32, SER36 |
| | Murchison East | MUT12, MUT32 |
| | Shepparton | SHPI0 |
| | Sunbury – North Bendigo | |
| | North Bendigo | BDG32 |
| | North Bendigo | BDG36 |
| | Deer Park – Ballarat | |
| | Caroline Springs | DPW732 |
| | Ballarat | 46 |
| | | Section 34 Reference |
| | | Section 34-61 Rule 4 |
| | | Section 34-130 Rule 6 |
| | | Section 34-102 Rule 10(e) |
| | | Section 34-106 Rule 3(e) |
| | | Section 34-110 Rule 5(c) |
| | | Section 34-117 Rule 3 |
| | | Section 34-117 Rule 4 |
| | | Section 34-68 Rule 4 |
| | | Section 34-69 Rule 3 |
| Line History | Bairnsdale Line | |
| Fri, 1 Jun 1877 | Line Opened | Morwell - Sale |
| Sat, 13 Sep 1884 | Line Opened | Traralgon - Heyfield Junction |
| Thu, 15 Mar 1956 | Electrified | Moe - Traralgon |
| Mon, 8 Dec 1986 | Line Closed | Traralgon - Cowwarr |
| Thu, 2 Jul 1987 | De-electrified | Warragul - Traralgon |
| Sun, 30 Jul 2006 | Three Position Signalling Provided | Morwell - Traralgon |
| Sat, 1 May 2021 | Lookouts are not permitted between 1800 and 0600 hours the following day. Work in or that could obstruct the Danger Zone must exclude rail traffic (replace SW.0042/2021). | Pakenham East - Traralgon (Between PKM770 & PKM772 and TRG10 (WON 17/2021, SW.0058/2021)) |



BUNYIP - 2
tracks &
down Vlocity
6-24 JIScutt



BUNYIP - 2
tracks & 2nd
platform 6-
24 JIScutt



LONG-
WARRY -
A66 up
special
passes 2nd
platform
202208 J
Scutt



VL31 after shunting into the old platform road (road three) to stable at Traralgon 20060806 Matt Julian



TRARALGON - L1152 about to couple on to up Gippslander pass from Bairnsdale 198305 Photographer J Scutt



H3, X42, X45 and S311 share the turntable roads at Traralgon 199209 Ian Green



MORWELL - L1171
arrives with an up
freight 19820825
JIScutt



Traralgon Station
looking east circa
1905
Victorianrailways.net



K 180 and K 185 at
Traralgon, date not
known
Victorianrailways.net

Information from <vicsig.net> Chris Gordon, & Wikipedia Images info below or alongside photo.
Notes compiled by Geoff Wallace
E&OE