1964   Bogie Exchange Centre opened at Wodonga, January 13.

Melbourne Goods Yard $8 million hump shunting plan announced, July.

First installation of push-button signalling —to replace lever operation—used in Camberwell signal-box, November.

" Victorian Railways to '62 ".

A full history of Victoria's railways— " Victorian Railways to '62 "— of 300 pages, may be consulted in leading libraries ; a limited number of copies are still available at $6 plus postage.

Great care was taken in compiling and checking " V.R. to '62 " but some minor discrepancies were discovered during cross checking when this pamphlet was being prepared. These are listed hereunder so that copies of the book may be amended.

Page 77   " Main-line station, Nicholson St. " caption should be on right of photograph, and " Suburban station, Napier St. " on left.

Page 120A   Block—" peaceful gardens at Newport Workshops " (centre left) has been reversed in the make-up of the book and train and siding should appear at left of photo.

Page 177   Paragraph two – figure of " 40,000,000,000 " should read " 4,000,000,000 ".

Page 206   Caption for photo—" Carriage building, Williamstown Workshops, 1883 " should read " Tram car building, Newport Workshops, 1906 ".

Page 217   Photo caption—"1883" should read "1893"

Page 275   " Commissioner Oscar Gwynne Meyer term of office from 26.1.50 to 23.4.56" should read " from 26.1.50 to 31.3.58 ".

Page 276   " Edwin Bona Jones " term of office should read " * 1910-1915 (* acting)".

Page 279   " Chief Commercial Manager Malcolm McLaughlin " should be "Malcolm McLachlan ".

Mileposts

IN

VICTORIAN RAILWAY HISTORY

1839 1964

1839 First railway plan. Robert Hoddle, New South Wales Government Surveyor at Port Phillip District, in March marked out a town site at The Beach (now Port Melbourne) and planned a line from Melbourne.

1846 Geelong residents, in March, proposed a 200-mile line, to be operated by horses, from Geelong to Portland and Hamilton.

1850 Uneventful public discussions on railways from Melbourne to The Beach and to Geelong.

A company to build a steam railway from Geelong to Melbourne, and to be completed within three years at an estimated cost of $84,000, collapsed because of lack of financial support.

1851 The Colony of Victoria established, July 1.

A public meeting at the Mechanics Institution (now Melbourne Athenaeum), September 7, considered a proposal for a railway between Sandridge (The Beach) and Melbourne, to cost $120,000. The scheme lapsed.

1852-3 Eight private railway syndicates formed.

1853 Three private companies authorized by the Government to build railways: Melbourne and Hobson's Bay Railway, January 20; Geelong and Melbourne Railway, February 8; Melbourne, Mount Alexander and Murray River Railway, February 8.

1854 First steam railway in Australia—from Flinders Street, Melbourne, to Sandridge (now Port Melbourne)—officially opened, September 12, by Melbourne and Hobson's Bay Railway Co.

1855 Extensive surveys in Victoria for proposed Government trunk railways.

1856 Victorian Railways Department established by Government purchase of the Melbourne, Mount Alexander and Murray River Railway Co.'s property and assets, March 19; completion of the Company's Melbourne to Williamstown line to be undertaken.

1857 Melbourne and Hobson's Bay Railway Co.'s line from Melbourne to St. Kilda opened, May 13.

1857 Victoria's first country railway, Geelong to
(cont.) Greenwich (Newport), opened, June 25, by Geelong and Melbourne Railway Co.

Parliament authorized the construction and financing by the Government of trunk railways from Melbourne to Sandhurst (now Bendigo) and Echuca, and from Geelong to Ballarat, November 24.

Melbourne and Suburban Railway Co. and St. Kilda and Brighton Railway Co. authorized to build lines from Melbourne to Hawthorn and Brighton, November 24.

1858 Contracts awarded for construction of trunk railways ; work began, Melbourne-Bendigo, June 7, Geelong-Ballarat, August 26.

1859 Spencer Street (or Batman's Hill) station opened and the first Government lines inaugurated : Melbourne to Williamstown and to Sunbury, January 13. Public traffic opened to Williamstown, January 17 ; to Sunbury, February 10.

Private railways opened : Princes Bridge to Richmond, February 8, and Cremorne (near River Yarra), December 12, by Melbourne and Suburban Railway Co. ; St. Kilda to Windsor and North Brighton, December 19, by St. Kilda and Brighton Railway Co.

Melbourne and Essendon Railway Co. authorized to build line, February 24.

1860 Geelong and Melbourne Co.'s railway purchased by Government, September 3.

Melbourne and Suburban Railway Co.'s lines extended from Richmond to Pic-Nic (near Burnley), September 24, and from Cremorne to Windsor, December 22.

Melbourne and Essendon Railway Co.'s line opened, November 1.

1861 Flemington Racecourse branch line from Newmarket opened by Melbourne and Essendon Railway Co., February 28.

Government railway extended from Sunbury to Woodend, July 8 ; Melbourne and Suburban Railway Co.'s line extended from Pic-Nic to Hawthorn, April 13 ; and

1861 (cont.)	St. Kilda and Brighton Railway Co.'s line extended from North Brighton to Brighton Beach, December 21.
1862	Melbourne and Suburban Railway Co. sold to the Melbourne Railway Co., March 31.
	Government railways opened : Geelong to Ballarat, April 11 ; Woodend to Kyneton, April 25 ; Kyneton to Bendigo, October 21.
1863	Contracts awarded for Bendigo to Echuca railway.
1864	Melbourne and Essendon Co.'s line closed, July 1 ; Bendigo to Echuca railway opened, September 19.
1865	Melbourne and Hobson's Bay, and Melbourne companies amalgamated as Melbourne and Hobson's Bay United Railway Co., June 30 ; St. Kilda company purchased, September 1.
1867	Melbourne and Essendon railway bought by Government, August 27.
	Flemington Racecourse line re-opened, November.
	First Royal Train (for H.R.H. the Duke of Edinburgh), November.
1871	Melbourne to Essendon line re-opened, January 9.
1872	First locomotive built by Victorian Railways (No. 100, passenger class, 2-4-0 type, at Williamstown Workshops) went into service ; seven locomotives built at Williamstown to 1879.
1872–3	North-eastern railway, Melbourne to Wodonga, opened in sections ; completed November 21, 1873.
1874–7	Railway extensions in Midland, Western, South-Western and Eastern districts.
1876	Deniliquin and Moama Railway Co. (N.S.W) line opened and connected to Echuca (Vic.), July 4.
1878	Purchase by Government of Melbourne and Hobson's Bay United Railway Co. authorized as from July 1.

1879	Gippsland railway, Sale to South Yarra and Melbourne, completed, April 2.
1883	First rail motor car (Rowan's steam car) in service, May.
	Wodonga-Albury connexion, June 14 ; Melbourne-Sydney service inaugurated, August 21 with break of gauge at Albury. (Since 1962, direct intercapital service operated on standard gauge by " Southern Aurora ", " Spirit of Progress " and " Intercapital Daylight ".)
1884	Victorian Railways Department placed under management of three Commissioners, February 1.
1887	Victorian and South Australian railways connected at Serviceton, via Geelong and Ballarat, January 19, thus linking Sydney, Melbourne and Adelaide. The first Adelaide express (now " The Overland ").
1889	Present Newport Workshops opened. Major extensions followed in 1927 and 1930.
1890–1	Opening of the Outer Circle Railway : Burnley-Waverley Road-Oakleigh, March 24, 1890 ; Camberwell-Waverley Road, May 30, 1890 ; Riversdale-Fairfield Park, March 24, 1891.
1891	Viaduct between Flinders Street and Spencer Street stations opened, November 23. (Duplicated to provide four tracks, 1915.)
1893	Victorian Railways Administrative Offices, Spencer Street, completed, January.
	First locomotive built at Newport Workshops (0-6-0T motor type, Z 526) went into service, June 30. (From 1893 to 1962, 560 locomotives were built at Newport.)
1899	First Victorian narrow gauge (2' 6") line opened : Wangaratta to Whitfield, March 14.
1902	New type (4-6-0 DD class) locomotive built at Newport Workshops. (By 1921, 261 had been supplied, built by both V.R. and private companies.)

1905 First railway bus service – Prahran station to Malvern Town Hall – inaugurated, December 1. This was the first use in Victoria of self-propelled vehicles for public passenger traffic ; they were steam powered.

1906 St. Kilda and Brighton electric street railway opened to Middle Brighton, May 7 ; to Brighton Beach, December 22. First permanent electric tramway in Victoria.

Prahran-Malvern bus service abandoned, June.

1907 First A2 class (4-6-0 type) locomotive. (The V.R. built 185 to 1922.)

1910 Flinders Street station completed.

Victorian Railways Institute opened, January 22.

" Tait " (sliding door) carriages introduced on suburban lines, January.

1912 First petrol rail motor in service, May 13.

1913 Electrification of Melbourne suburban railways project commenced, December ; progress delayed by World War I.

1914 Sandringham to Black Rock electric street railway recommended by Railways Standing Committee in October at estimated cost, including rolling stock, of $93,000

1915 Murrayville (Vic.) – Pinnaroo (S.A.) line opened, July 29.

1917 Workshops opened at Ballarat North, April, and Bendigo North, November. (Thirteen locomotives built in each shop, 1919-22.)

Malamganee (now Puralka)-Mount Gambier (S.A.) line opened, November 28.

1919 First portion – three quarters of a mile – Sandringham to Black Rock electric street railway opened for traffic, March 10.

First electric train service in Australia, Essendon to Sandringham, May 28.

1920 Entire Sandringham to Black Rock electric street railway in service, with passenger sections covering Sandringham station to Bluff Road, and Bluff Road to Black Rock.

1922 First Reso (Victorian National Resources Development Train) Tour, August 28 to September 2, to Mildura and Swan Hill districts.

V.R. Technical College opened, Newport.

Extension of border railways from Victoria into N.S.W. authorized, September 14.

1923 Electrification of Melbourne suburban railways, as originally planned, completed, April 15. Later extensions to outer suburban areas.

First electric locomotives in service ; goods class Bo-Bo type, built at Newport and Jolimont Workshops.

1924 Better Farming Train introduced, October 13 ; discontinued in 1936.

Extension of electric traction to outer suburban area commenced : Camberwell-Ashburton, October 30 ; Ringwood–Croydon, November 28.

Train control system first introduced, Dandenong-Nyora, August 27 ; extended progressively in subsequent years.

1925 Ringwood-Upper Ferntree Gully electrification, October 12 ; Croydon-Lilydale, November 30.

1926 Barnes to Balranald (N.S.W.) line opened for traffic, March 26.

" Geelong Flier ", Victoria's first officially named train began running, May 3. (Name later changed to " The Flier ".)

Eltham-Hurstbridge electrification, August 2 ; Williamstown Racecourse–Altona, October 2.

Electric Street railway extended from Black Rock to Beaumaris, September 1.

1928	First of four S class Pacific type (4-6-2) locomotives built at Newport Workshops, placed in service, March.
	First petrol-electric rail motors began operating.
1929	Darling-Eastmalvern electrification, February 3 ; Reservoir-Thomastown, December 16.
1930	Eastmalvern-Glen Waverley electrification, May 5.
1931	Electric street railway from Black Rock to Beaumaris closed, August 31.
1935	First air-conditioned passenger carriage in British Empire (36 AE) began running on Melbourne-Albury line, December 23.
1936	"The Boat Train" inaugurated, March 7 ; discontinued, October 1939.
1937	Air-conditioned, streamlined "Spirit of Progress" (built at Newport Workshops) began service, Melbourne-Albury, November 23.
	First train hostess in Australia on "Spirit of Progress".
1938	Yarrawonga to Oaklands (N.S.W) extension opened, August 15.
1941	"Heavy Harry" locomotive (H 220, 4-8-4 type) built at Newport Workshops. (Now in Railway Museum, Newport.)
1948	First diesel rail-car placed in service, March 15. Ashburton-Alamein electrification, June 28.
1949	First roomette sleeping carriage in service on "The Overland", December 9.
1950	First twinette sleeping carriage on "The Overland", December 9.
1951	Victorian Government Centenary-Commonwealth Jubilee train travelling exhibition.
	First R class locomotive (4-6-4 type) built by North British Locomotive Co., Scotland, in service, June 27.

1951 (cont.)	First F class, 350 h.p. diesel-electric shunting locomotive placed in service, September 6.
	First AJ sitting carriage on "The Overland", November 29.
1952	First BJ sitting carriage on "The Overland", July 15.
	First B class 1,600 h.p. main-line diesel-electric locomotive (B 60, "Harold W. Clapp", Co-Co type), built by Clyde Engineering Co. Pty. Ltd., N.S.W., in service, July 15.
	Diesel-electric locomotives haul "The Overland", Melbourne-Adelaide, for the first time, October 13.
1953	First L class 2,400 h.p. main-line electric locomotive (L 1150, "R. G. Wishart", Co-Co type), built by English Electric Co. Ltd., England, in service, March 3.
1954	Her Majesty Queen Elizabeth II and His Royal Highness, the Duke of Edinburgh, toured parts of Victoria by Royal Train, March 3 – 6.
	Parliamentary Public Works Committee recommended construction of underground city railway, March 31.
	Melbourne-Warragul electrification, July 22 ; first main-line electrification in Australia.
	Spotswood-Newport Power Station line electrification, September 13.
1955	First T class 950 h.p. diesel-electric branch-line locomotive (Bo-Bo type), built by Clyde Engineering Co. Pty. Ltd., N.S.W., in service, August 2.
	Degraves Street Subway, Flinders Street, opened, August 31.
	Warragul-Yallourn electrification, September 19.

1956   Moe-Yallourn electrification, March 14.

First of new suburban electric " Harris Trains " in service on Essendon-Sandringham line, March 15.

Inauguration of " The Daylight " express thrice weekly Melbourne to Albury and connecting to Sydney, March 26. (Increased to six-days-a-week, September 26.)

Sandringham to Black Rock electric street railway closed, November 5.

1957   Electric street railway between Middle Brighton and Brighton Beach closed, January 1 ; Elwood–Middle Brighton section closed, July 1.

First S class 1,800 h.p. diesel-electric mainline locomotive, " Matthew Flinders " (Co-Co type), built by Clyde Engineering Co. Pty. Ltd., N.S.W., in service, August 18.

" Mildura Sunlight "—first daylight service between Melbourne and Mildura—September 3, introduced air-conditioned saloon type carriages to country passengers.

Construction of standard gauge railway Melbourne-Albury started, November 4.

1958   Royal Train to Ballarat for H.M. Queen Elizabeth the Queen Mother, March 2.

Centralized traffic control, Eastmalvern-Glen Waverley line, September 7.

1959   Electric street railway section—St. Kilda to Elwood—closed, February 28.

First M class 150 h.p. diesel-hydraulic shunting locomotive (0-6-0 type) built at Newport Workshops, March 13.

Fawkner-Upfield electrification, August 17 ; Thomastown-Lalor, November 30.

Royal Train for visit of H.R.H. Princess Alexandra, September 16.

First W class 650 h.p. diesel-hydraulic shunting locomotive (0-6-0 type) delivered from Tulloch Ltd., N.S.W., December 21.

1960   New V.R. Technical College opened at Newport Workshops, July 4.

1961   First test bores for city underground railway, May 8.

First standard gauge train (ballast) ran, July 6.

Flexi-Van service opened to Adelaide, September 26.

1962   Opening of Dynon freight terminal and standard gauge Melbourne-Sydney freight service, January 3.

Upper Ferntree Gully-Belgrave line rebuilt to broad gauge and electrified, opened February 19.

Governor-General (Viscount De L'Isle) inaugurated standard gauge passenger service in V.I.P. run of " Southern Aurora " from Sydney to Melbourne, April 12-13. Melbourne-Sydney standard gauge public passenger service started, April 16.

Last broad gauge run and first standard gauge run of " Spirit of Progress ", April 16.

Flexi-Van service to Sydney, April 16.

New Car Shed, South Dynon, first used, May 7.

New Diesel Shop, South Dynon, in full operation, September.

1963   Centralized traffic control signalling on standard gauge line opened in sections : Wangaratta to Wodonga loop, January 21 ; Seymour to Wodonga, February 4 ; West Footscray to Seymour, March 4. Complete C.T.C. system officially opened by the Minister of Transport (Mr. E. R. Meagher), March 5.

Bogie Exchange Centre—Australia's first—opened at Dynon, April 8.