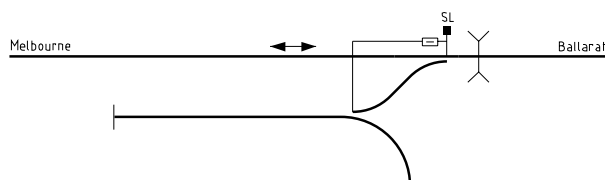


Ardeer - Deer Park West

ARDEER (NOBEL SDG, FEDERAL MANURE SIDING) (9 MILES 70 CHAINS)

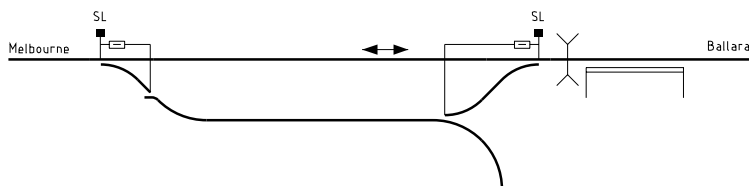
- 14.05.1903 One Staff Lock rodded to catch provided. (Special Locks Register I)
- 25.05.1903 The Australian Explosives and Chemical Coy's Siding opened at 9 miles 70 chains. Supervised by Deer Park. Work at siding to be performed by 0545 Down Goods unless otherwise arranged. Trucks for Up journey to be taken to Deer Park and thence by 0913 Up. No explosive consignments to be dealt with at siding. (WN 21)



Aust Explosives & Chemical Coy Sdg 1903

Based on WN 21/03

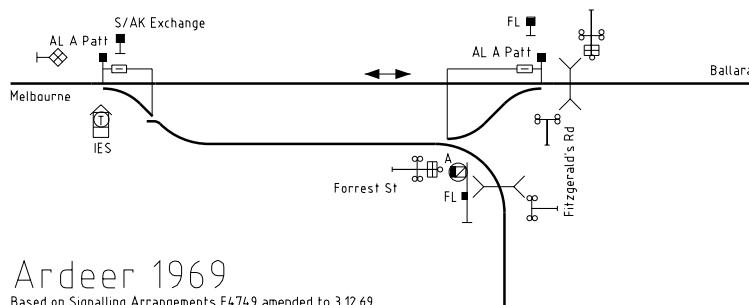
- c1908 Work to be performed by No 12 Down Goods. Trucks on Up trains to be taken to next staff station. No explosives traffic to be dealt with at siding (General Appendix)
- (07.02.1910) Connection provided at Up end. Points rodded to catch points and secured by a staff lock (WN 6)
- (14.02.1910) By this date renamed the Federal Manure Siding (WN 7)
- c1919 Worked by authorised Goods trains. Working between Sunshine and Ardeer as arranged by SM Sunshine (GA)
- (21.12.1926) Renamed Nobel (Aust) Pty Ltd Chemical Siding (WN 51 extracts)
- 02.04.1929 Local train service provided for employes of Nobels Pty Ltd between Sunshine and Deer Park. Ardeer platform (9 miles 78 chains) brought into use. No one in charge. Supervised by SM Sunshine. (WN 13, 28/18716)



Federal Manure Sdg/Ardeer platform 1929

Based on Track Chart & F4749 dated 11.5.6

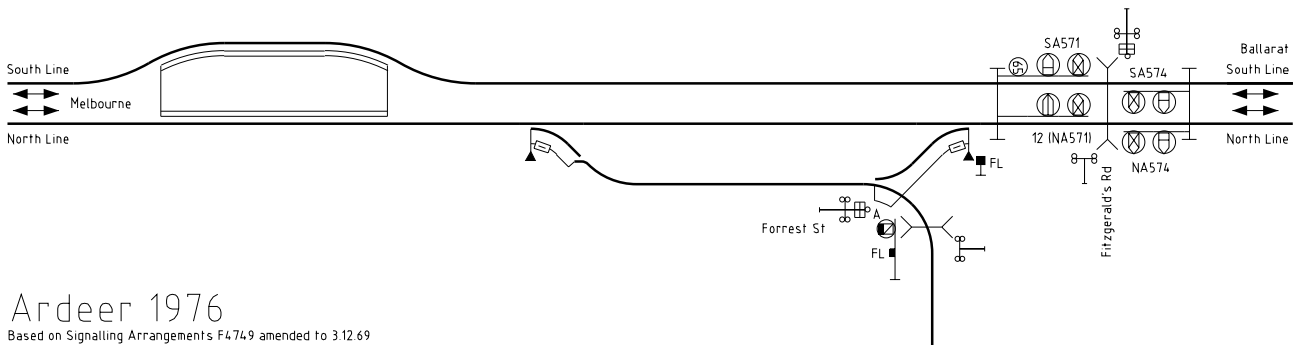
- c1930 Track chart shows Federal Manure Siding at 9 miles 57 chains 96 links, PCR at 9 miles 75 chains 27 links and Ardeer platform at 9 miles 78 chains 0 links (1908 PCR book, Track Chart)
- (10.07.1934) Federal Manure Sdg (sic) renamed Ardeer Siding (WN 28, 34/6301)
- (28.08.1956) Ardeer passenger platform removed (WN 35, 54/12106)
- 28.08.1958 Up & down points renewed causing renewal of staff locks and rodded connections (CI)
- 30.09.1965 Intermediate Staff instrument provided in the Sunshine - Deer Park section (WN 41, ACTM 22/368/2)
- 16.09.1969 Flashing Lights provided at Fitzgerald's Road (9 miles 75 chains). Staff locks at both ends of siding replaced by Annett locks and Staff-Annett key exchange apparatus provided at Up end points. Down shunting trains to stop at Up end points before reaching Approach Section Indicator Board. Up shunting trains must exchange staff for Annett key within 4 minutes of clearing crossing (WN 38, SLR III, Signalling Arrangements)
- 03.12.1969 Signal 'A' provided on Siding account provision of flashing lights at Forrest St on siding (SA)



Ardeer 1969

Based on Signalling Arrangements F4749 amended to 3.12.69

- ??.12.1972 Warning bell for Nobel factory area (CI)
- 29.11.1972 Renewal of catch at up end and safety points at down end (CI)
- 03.10.1976 Duplication between Sunshine and Deer Park West brought into use. The two lines are signalled bi-directionally. Annett locks replaced by switch locks. Sunshine controls NA571 to prevent unnecessary operation of the flashing lights at Fitzgerald Rd. Diagram 6/76 provided. (WN 41 SLR III)



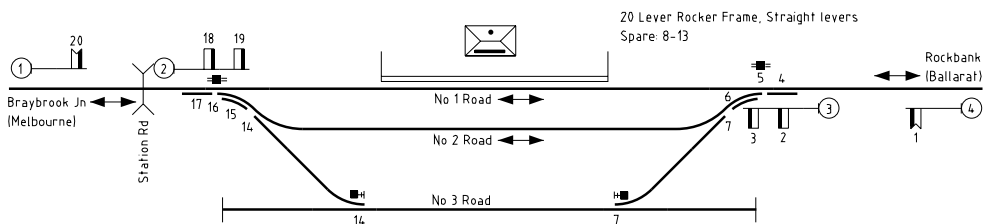
Ardeer 1976

Based on Signalling Arrangements F4.74.9 amended to 3.12.69

- 07.12.1977 Boom barriers provided at Fitzgerald St (Signalling Arrangement RB1366)
- 02.05.1977 New Ardeer opened for passengers. Island platform situated at 9.5 km (on Up side of siding). Supervised by SM Sunshine. (WN 17, 76/1478)
- 07.12.1977 Boom barriers provided at Fitzgerald's Road. Express and stopping buttons provided in Sunshine signalbox. Control of NA571 retained. (WN 50)
- 23.02.1981 Nobel (Aust) Pty Ltd Siding named changed to ICI Aust Operations Pty Ltd (CI)
- 24.10.1990 ICI Siding abolished, together with Forest Road flashing lights and Signal B (SA RB1366)
- 21.04.1996 Pedestrian gates and traffic light co-ordination provided at Fitzgerald Road (SA RB1366, WN 25)

DEER PARK (11M)

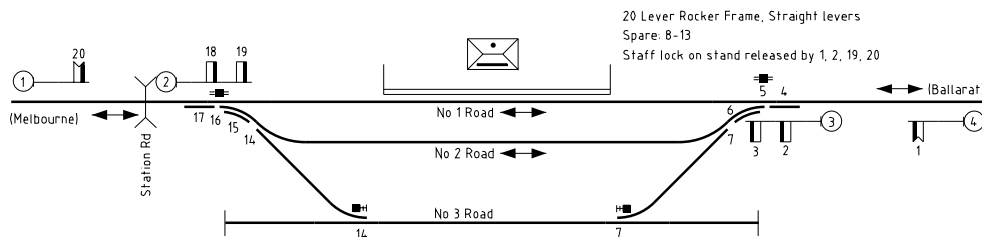
- 02.04.1884 Opened with line as 'Kororoit' for passengers (Chronological Register)
- (30.06.1884) Goods traffic recorded by this date (Commissioner's Report)
- 16.02.1885 W. Blackwood granted contract to erect Goods Shed and platform for £292/1/1 (Government Gazette)
- 03.12.1889 Renamed Deer Park (CR)
- (17.03.1890) By this date (since 12.8.89) opened as a Staff station with sections Braybrook Jn - Deer Park - Rockbank. Staffs: Braybrook Jn - Deer Park (No 7 Pattern with Blue boxes), and Deer Park - Rockbank (No 1 Pattern, White boxes (WTT, Staff Register)
- 24.03.1891 By this date (since 11.8.90) Winters Block introduced between Deer Park and Rockbank. Block working not in force between Braybrook Jn - Deer Park (WTT)
- 17.12.1894 By this date (since 21.5.94) Winters Block introduced between Braybrook Jn - Deer Park (WTT)
- 22.07.1898 Electric Staff working (large instruments) replaced Staff and Ticket/Single Line Block working on the sections Braybrook Junction - Deer Park - Rockbank (WN 4, A1305/98)
- 09.11.1898 White lights altered to green in signals (WN 18)
- 09.05.1899 Station interlocked with 20 lever Rocker frame (6 spaces). Diagram 469/99 provided. By 1.7.99 the frame contained 6 signal levers, 4 point levers, 4 lockbar levers, and 6 spaces. (WN 45, Interlocking Register)



Deer Park 1899

Based on WN 45/99 & Locking Sketch dated 24.4.6

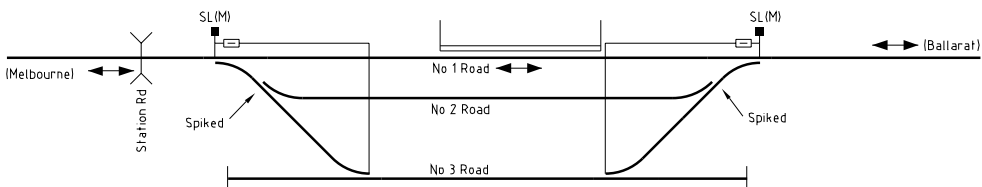
08.09.1903 Deer Park temporarily closed as staff station after passage of No 2 Up. Stationmaster replaced by Caretaker supervised by Braybrook Junction. The Home and Distant signals will be normally at 'all right'. Locking altered so opposing main line signals can be cleared at the same time. A staff lock on a stand was provided at the right hand end of the frame and staff is released when main line signals are reverse. Only daylight trains to shunt. Originally points leading to No 2 Road were to be disconnected from the frame and spiked for No 3 Road, but this was cancelled and No 2 Road left in use to allow engines running around trains (to serve Ardeer?). Staff for section used to unlock frame. New section Braybrook Junction - Melton (WN 35 & 36, Special Locks Register I, Locking Sketch)



Deer Park 1903

Based on Locking Sketch dated 24.4.6

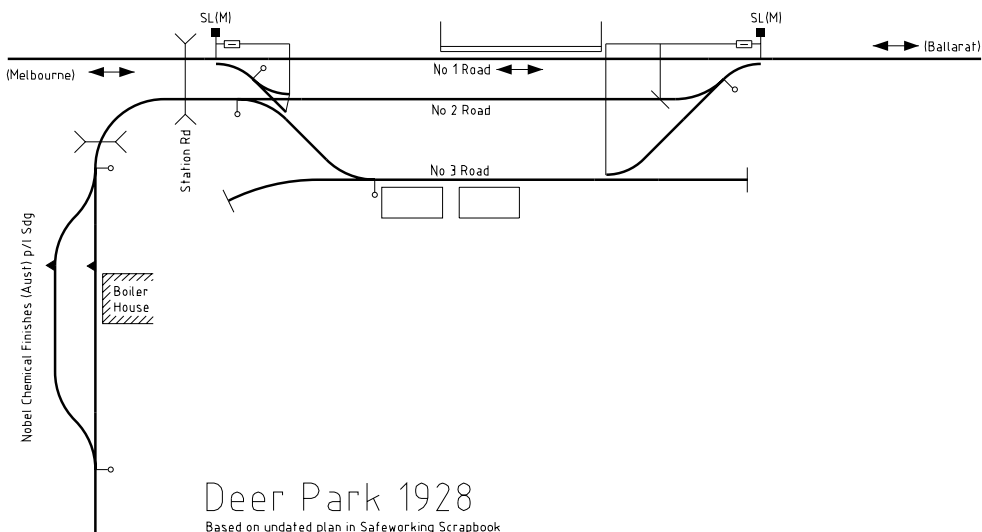
04.01.1904 Deer Park again temporarily closed as staff station. New section Braybrook Junction - Melton. Caretaker provided supervised by Braybrook Junction (WN 52)
 11.01.1905 Points leading to No 2 Road disconnected from frame and spiked to lie for No 3 Road (WN 2)
 c1908 Guard to work frame when not a staff station (GA)
 18.12.1913 Miniature electric staff installed on the Sunshine - Melton section. The interlocking frame and all signals abolished. Main line points secured by staff locks and rodded to the safety points in No 3 Road. No 2 Road remains, but points still spiked for No 3 Road. (WN 22, SLR II, IR)



Deer Park 1913

Based on WN 51/13

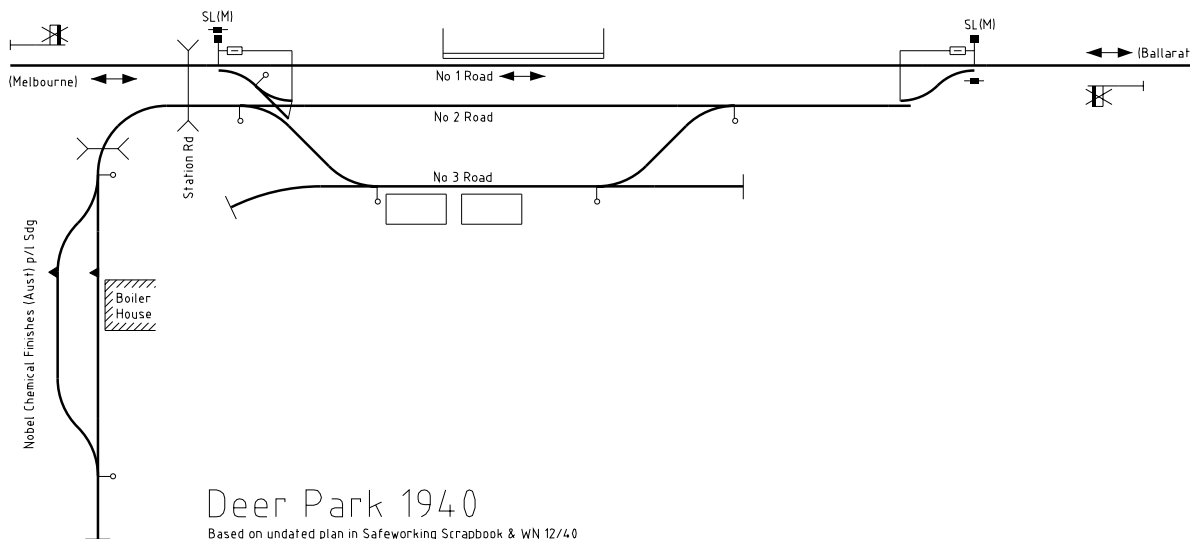
12.10.1926 May open as block post in Sunshine - Melton section (WN 41)
 02.08.1928 No 2 Road provided. Double compound provided at Up end with No 2 Road being extended for construction of Nobel Chemical Finishes (Aust) Pty Ltd. (A736/28)
 (04.09.1928) Nobel's Siding open. Siding consists of lead for 900 feet and then a loop siding which can accommodate 20 25 foot trucks, and then a dead end 100 feet long. (WN 36)



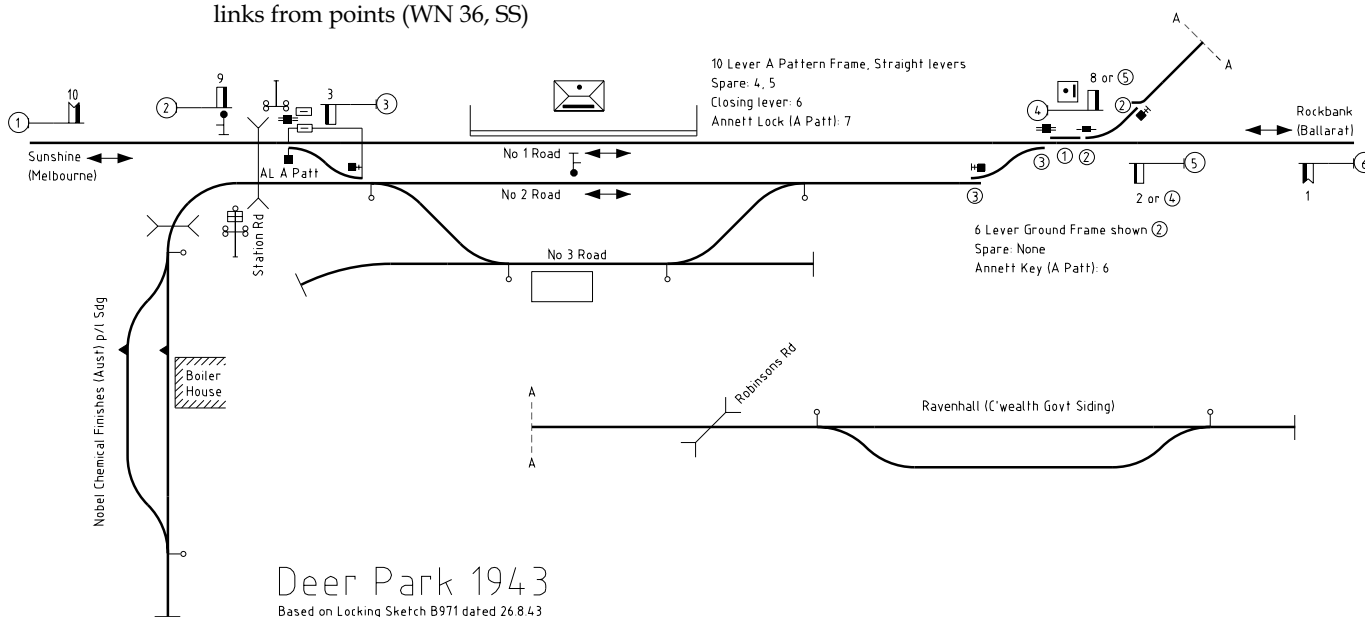
Deer Park 1928

Based on undated plan in Safeworking Scrapbook

- (02.04.1929) Composite Staff will be in use for the conveyance of workmen to Nobels factories at Ardeer and Deer Park (see S1500/29) in conjunction with the running of No 29 and 31 Express trains and the 1652 special (workmans). Signalman in charge of Deer Park. No 29 Down Express despatched on Ticket A, and 1652 Special on Ticket B/Staff. The Special must return in time to cross the No 31 Down Express at Sunshine. A Master Key is provided at Deer Park to allow the engine to run around. Key is secured in a box similar to a Staff Exchange Box and is released by Ticket B/Staff portion of Composite Staff, after which the Staff is secured in the box. (WN 14)
- 08.03.1940 Down end connection to No 2 Road moved 455 feet further out. Points are rodded to catch point with deflecting rail (WN 12)
- 12.08.1940 May open as temporary Train Staff and Ticket station with sections Sunshine - Deer Park - Rockbank (part of the provision of emergency crossing loops on the Western and North Eastern lines). Train Staffs normally secured in special Miniature/Large Staff Exchange Box kept at Sunshine. Up and Down Home signals provided, but signals crossed (WN 34, SLR III, AGST 12/465/2)



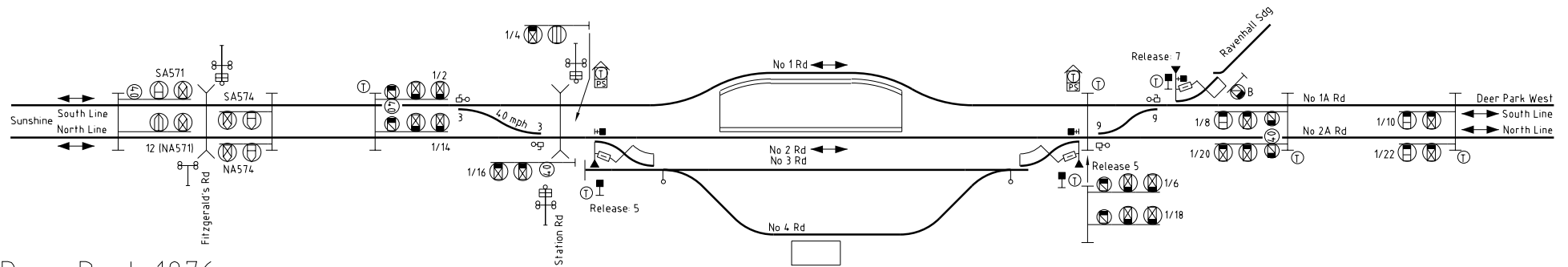
- 02.03.1943 Flashing lights provided at Station Road (10 miles 77 chains) (WN 10)
- 09.06.1943 Connection to Commonwealth Government Siding (under construction) provided at Down end. Points secured by staff lock and rodded to a catch points. (WN 24, SLR III has 4.6)
- 26.08.1943 Opened as a switch out electric staff station with sections Sunshine - Deer Park - Rockbank. Miniature interlocked 'Without train' switchout instruments provided. Up and Down Departure Home and Distant signals provided. Ten lever A pattern frame provided in new signal bay to work signals. Main line points at Up end secured by A pattern Annett lock. Six lever ground frame at provided at Down end to work connection to Ravenhall Siding and Down end main line points. Ground frame secured by A pattern Annett lock. Miniature Electric Staff Exchange Apparatus provided. Staff locks removed from all points. Diagram 6/43 provided. Temporary Train Staff and Ticket sections abolished. Initially switched in MWF 0700-clearance of No 22 & 1630-1720, TuTh 0700-clearance of No 27 & 1630-1720, Sa 0700-1150 & 1630-1720. Ravenhall Siding opened. Siding points are at 11 miles 25 chains 95 links, and thence a lead 4600' long (70 chains), followed by a loop siding 500 feet between toes of points, and a dead end 700 feet long. Buffer stops 1 mile 32 chains, 64 links from points (WN 36, SS)



- (17.10.1944) Staff balancing magazines provided for both sections (Sunshine - Deer Park - Rockbank) (WN 42, AGST 17/198/1)
- (24.02.1948) Disestablished as intermediate Block post in Sunshine - Rockbank section (WN 8)
- (04.10.1955) ICIANZ siding (Nobel's) out of use and baulk secured across siding on station side of level crossing (WN 40, ACTM 18/331/1)
- 29.08.1963 Renewal of Auxiliary Frame and connections (CI)
- 11.09.1969 Flashing lights provided at Robinsons Road (11 miles 79 chains) on the Down side of Deer Park (WN 38)
- 18.04.1973 Line wires and signal repeaters for up and down distant signals (CI)
- 21.04.1974 Auxiliary Frame to be relocated to up side of track a/c duplication of line on down side (CI)
- (21.05.1974) Ravenhall Siding temporarily out of use due to duplication works (WN 21)
- 06.06.1974 Post 4 relocated to right hand side of line due
- 20.08.1976 Flashing lights provided at Dermut Road (CI)
- 31.08.1976 Flashing lights provided at Station Road (CI)
- 03.10.1976 Duplication between Sunshine and Deer Park West Junction brought into use. Both lines signalled for bi-directional running. Electric Staff system replaced by CTC worked from Sunshine. Switch out facilities, automatic staff exchangers and staff balancing magazines removed. All mechanical signalling abolished. Main line crossovers and signals worked from CTC panel in Sunshine signal box. Points to Nos 3 & 4 Roads and Ravenhall Siding secured by switch locks released by Signaller Sunshine. Low speed aspects on Posts 1/2, /18, 1/14, & 1/20 are operated locally when switch locks are released. Platform became island. Diagram 6/76 replaced 6/43 (WN 41)
- 16.12.1977 Additional flashing light mast at Station Road (CI)

to earthworks for duplication (WN 24)

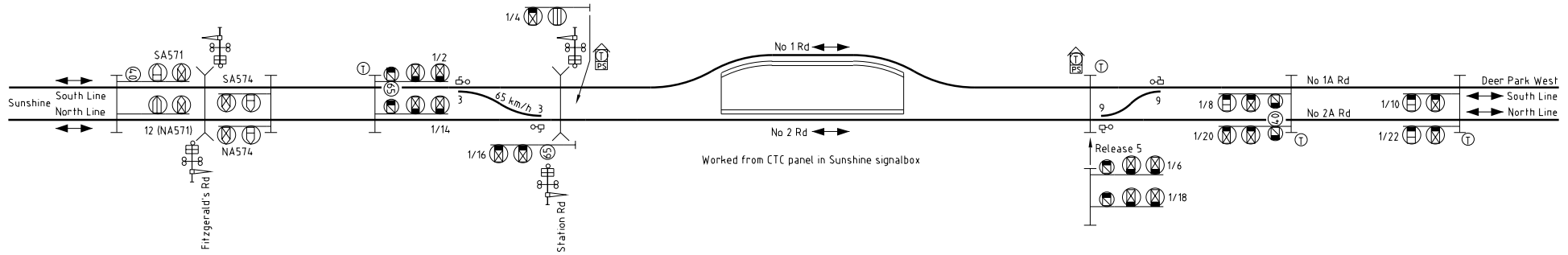
- 06.02.1978 Ravenhall Siding abolished. Points removed, and Dwarf 'B', switchlock, and low speed signals on Posts 1/6 and 1/18 abolished (WN 7, Signalling Arrangements RB1366)
- 29.01.1981 Boom barriers provided at Station Road. Stopping/Express button provided at Sunshine for Up trains, interlocked with Homes 1/10 and 1/22. Existing Stopping/Express button at Ardeer was extended to cover new boom barriers. When the Stopping button is operated for an Up train, Homes 1/4 and 1/16 will be approach operated. (WN 6, SA RB1366)
- 15.06.1981 Now worked under Caretaker conditions (WN 25 extracts)
- 18.08.1985 Illuminated '40' mph indicators on Posts SA571, 1/2, 1/10, 1/20 replaced by '65' km/h indicators (CI, SA RB1366)
- (08.02.1987) By this date No 3 Road removed, together with switch locked releases and pushbutton



Deer Park 1976

Based on Signalling Arrangement RM1366 amended to 22.9.02, Diagram 6/76

Worked from CTC panel in Sunshine signalbox



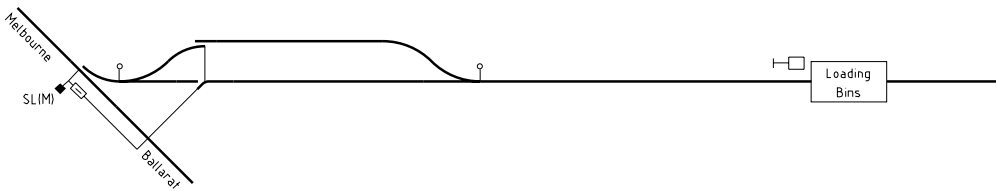
Deer Park 1990

Based on Signalling Arrangement RM1366 amended to 22.9.02 & Diagram 2/90

- (29.03.1989) controls (SA RB1366) Diagram 8/88 replaced 6/76. Diagram still shows Nos 3 & 4 Roads at Deer Park (WN 12)
- 29.08.1989 Up end points of switch locked siding were removed, together with the switch lock and control buttons for the low speed aspects. Amend Diagram 8/88 (WN 38)
- 21.01.1990 Diagram 2/90 replaced 8/88. Nos 3 and 4 Roads removed by this date (WN 4)
- 26.06.1996 Pilot Staffs on both North and South line for Sunshine - Deer Park section removed (WN 27)

SANDRINGHAM QUARRY TRUSTS SIDING (11 1/2 MILES)

- 04.09.1925 One SL rodded to catch provided (Special Locks Register III)
- (06.09.1925) Open for traffic inwards and outwards in full truck loads. Siding faces Down trains about 400 yards from Deer Park. Points secured by staff lock and rodded to catch points. Siding consists of a loop (on southern side) with accommodation for 20 25 foot trucks between catch and fouling point, and then single lead. Loading bins are erected 500 feet from buffer stops. Siding is 1451 feet in length from catch points to buffer stops. (WN 36)
- 31/12/1930 SL removed (SLR III)
- (10/03/1931) Siding out of use. Points and crossings removed. Staff lock removed but rodded connections remain. (WN 10, 23/20163 & 30/4570)

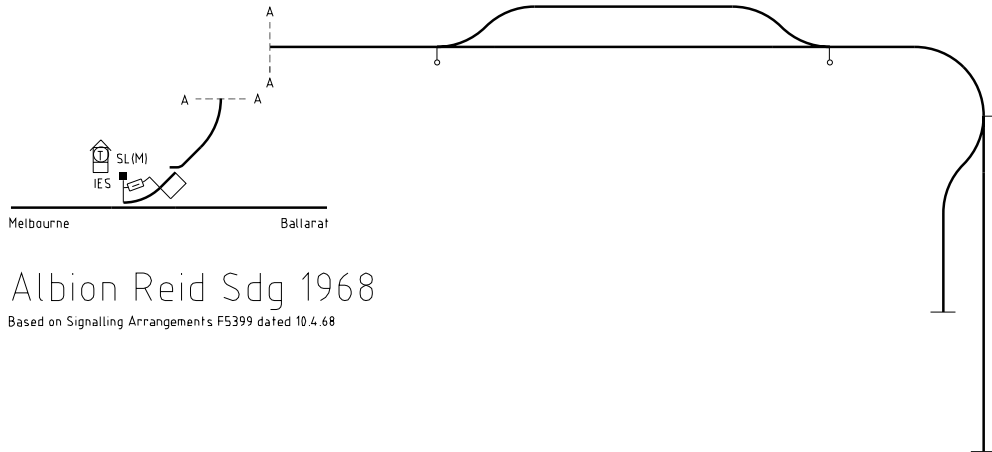


Sandringham Quarry Trust Sdg 1925

Based on WN 36/25

DEER PARK WEST JUNCTION (13 1/4 M) & ALBION READ SIDING (13 MILES 4 CHAINS)

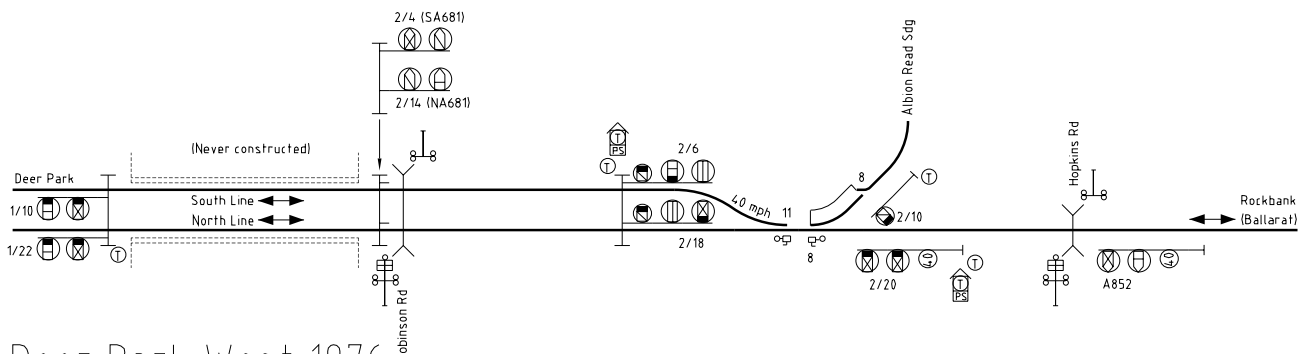
- 20.03.1968 Albion Read Sdg under construction at 13 miles 5 chains. Main line points provided and equipped with staff lock. Intermediate Electric Staff instrument provided in local Deer Park - Rockbank section (WN 13)
- 10.04.1968 Siding open for traffic. Siding is situated at 13 miles 4 chains. and is 1 mile 26 chains in length. A loop with 1500 feet standing room is provided, as well as a short spur with 500 feet standing room (WN 17)



Albion Reid Sdg 1968

Based on Signalling Arrangements F5399 dated 10.4.68

- (03.08.1976) Renamed Boral Resources Siding (WN 31 extracts)
- 03.10.1976 Line from Sunshine duplicated to 'Deer Park West Junction' immediately on Up side of Boral Resources Sdg. Junction and points to siding worked from CTC panel in Sunshine signalbox. Intermediate Electric Staff instrument abolished. Main line worked bi-directionally under CTC system. Diagram 6/76 provided. Diagram shows 'Deer Park West' station situated on Up side of Robinsons Road. This station was never provided. (WN 41)



Deer Park West 1976

Based on Signalling Arrangement RM1366 amended to 22.9.02, Diagram 6/76, and Box Diagram

- 29.01.1981 Boom barriers provided at Robinson Road (19.300 km). Stopping/Express button provided at Sunshine for Up trains. Existing Stopping/Express button at Ardeer was extended to cover new boom barriers (WN 6, SA RB1366)
- 21.05.1982 Provision of Boom barriers at Robinson Road (CI)
- 18.08.1985 40mph indicators changed to 65 kmph indicators on signals No 2/20 & A352 (CI)
- 21.01.1990 Rockbank converted to a power operated loop controlled from Bacchus Marsh. No physical changes at Deer Park West, but line between Deer Park and Rockbank now worked under Automatic and Track Control system instead of CTC. Deer Park West will be treated as an attended location and blocking jack was provided on the panel at Sunshine to secure Homes 2/6 and 2/18 at Stop. Diagram 2/90 replaced 8/88 (WN 4)