

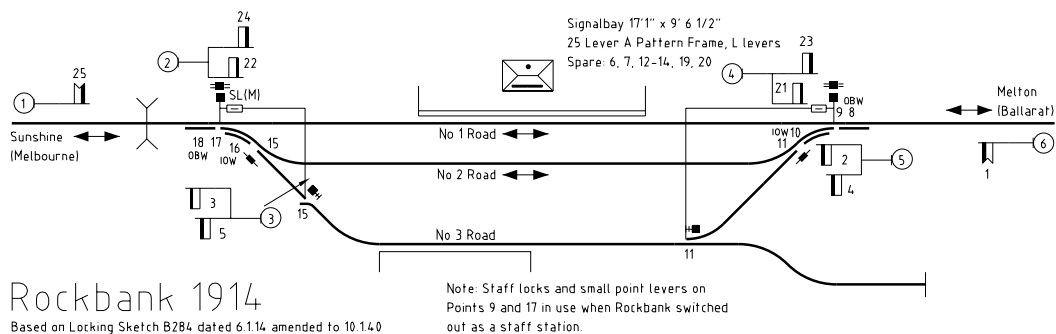
Rockbank

RMSP No 64 (17 1/4M)

- (18.10.1949) Opened. Probably located at Troupes Road. (WN 42 extracts)
(11.02.1969) Closed. Formerly supervised by Melton. (WN 6, 69/57)
29.03.1987 Flashing lights provided at Troupes Rd (27.819 km) (WN 39, SA RB1366)

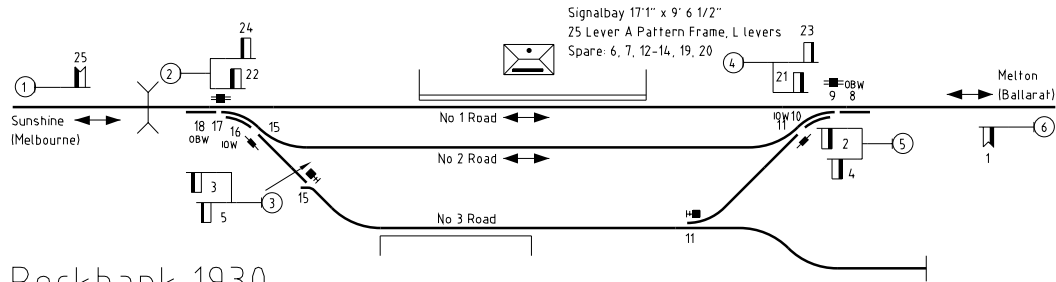
ROCKBANK (18 1/2 M)

- 02.04.1884 Opened for passengers (only) with line. Originally named 'Mount Atkinson' (Chronological Register)
(31.12.1885) By this date (since 2.4.84) open as a Staff station with sections Braybrook Junction - Mt Atkinson - Melton (WTT)
c??-11.1889 Renamed Rockbank (CR, Commission's Report, WTT)
c1890 Staff sections: Deer Park - Rockbank (No 1 Pattern, White boxes), Rockbank - Melton (No 2 Pattern, Red boxes) (Staff Register)
24.03.1891 By this date (since 11.8.90) Winters Block provided Deer Park - Rockbank - Melton (WTT)
05.08.1895 Tenders called for removal of Gatehouse No 11 (near Rockbank) to near Rowsley (Government Gazette)
22.07.1898 Closed as a staff and block station due to the provision of Electric Staff. Unlike other non-staff stations on the line, points were not secured by staff locks. (WN 4)
09.11.1898 White lights altered to green in signals. (WN 18)
21.03.1899 Up and down home signals removed. Points secured by Staff locks rodded to catch points in siding. (WN 38, Special Locks Register I)
01.12.1901 Gates at No 10 Crossing replaced by cattle grids (WN 1)
11.06.1902 I Trousen granted contract to move Gatehouse from No 10 Crossing to Rockbank station for £121/2/4 (Government Gazette)
09.09.1903 Woman placed in charge of station. Supervised by SM Melton (WN 36)
??-09.1912 Pencilled entry in register (followed by a question mark) indicates signals may have been provided (Register of Signals at Non-interlocked places)
02.11.1914 Equipped to open as an Electric Staff station with the sections Sunshine - Rockbank - Melton. Interlocked from 25 lever A pattern frame. When open points and signals will be worked from the frame. When closed, main line points will be rodded to catch points (Up end) and safety points (Down end) and secured by Staff locks. No 2 Road will be spiked out of use, and Up and Down signals will be crossed. No mention of switch out instruments, nor closing lever on frame. Diagram 29/14 in service. (WN 44, Interlocking Register)



- 29.01.1915 Both SL removed. Interlocking frame in use (Special Locks Register III, IR)
(04.12.1916) Switch out instruments (with train) provided. No mention in instructions of the operation of the frame, nor does the Interlocking Sketch show a closing lever. (WN 49, Interlocking Sketch B284)
c1919 Rockbank will be switched in as arranged by GST. When it is closed as a staff station, the Up and Down Home and Distant signals are crossed. The main line points are rodded to points (Down end) and catch (Up end) in No 3 Road and secured by Staff Lock. No 2 Road spiked out of use (GA)
(17.05.1920) Opened as a staff station (WN 20 extracts)
(07.06.1920) SM provided (WN 23 extracts)
(04.01.1920) Staff exchange box provided (WN 1 extracts)
(03.07.1923) Switching instrument removed and special instructions in GA cancelled. (WN 27)
(03.05.1927) Automatic Staff Exchange apparatus provided (WN 18)

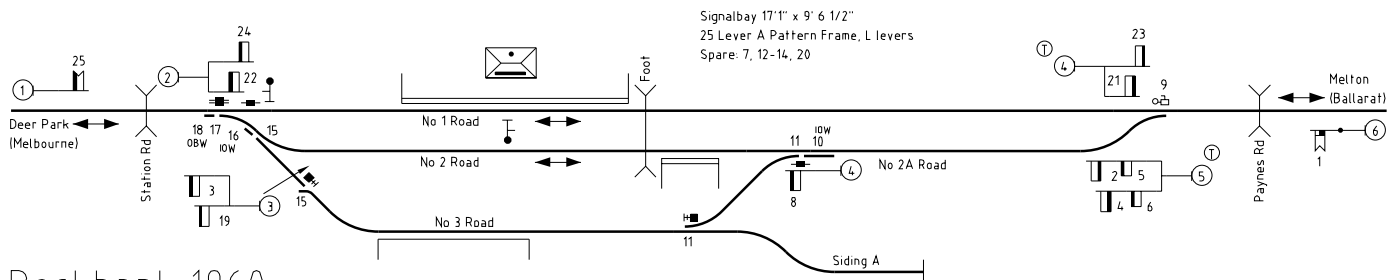
26.08.1930 No 1 & 2 Roads tracklocked between Distant signals. Signals 1, 2, 4, 22, 24, & 25 fitted with reversers (WN 35 extracts, LS B284)



Rockbank 1930

Based on Locking Sketch B284 dated 6.1.14 amended to 10.14.0

- 10.01.1940 Post 6 replaced by a new post located 222 yards further out and Up Distant motorised (WN 3, LS B284, AGST 12/343/2)
- (17.10.1944) Staff balancing magazine provided for Deer Park - Rockbank section (WN 42)
- 12.12.1944 SM class 8 replaced by Porter-in-charge Class 2. Supervised by Melton (WN 1)
- (24.02.1948) Composite Staffs in Sunshine instrument removed (WN 8, AGST 17/198/1)
- b1953 Staff balancing magazines provided for all instruments (GA)
- 18.08.1960 Post 6 moved 537 yards further out. (WN 34, ACTM 20/487/1)
- 18.09.1960 No 2 Road extended at the Down end to give a standing room of about 2400 feet. The main line points at the Down end were fitted with a dual control point machine. New Post 6 provided with Calling On arms 5 and 6. New Post 4 provided with Up Home 8. Home 5 renumbered 19. Lockbars 16 and 18 removed by this date. Short passenger platform (129' long) provided on No 2 Road. Posts at Down end renumbered. Diagram 9/60 replaced 29/14. (WN 39, IR, ACTM 20/462/2)



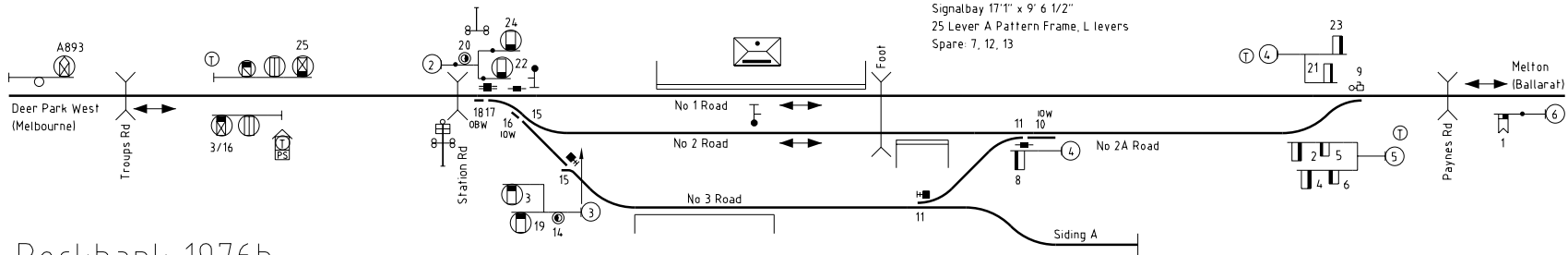
Rockbank 1960

Based on Locking Sketch RB472 dated 27.11.62 amended to 8.2.87 & Box Diagram dated 25.5.60

- 13.10.1960 Post 2 renewed in existing position (CI)
- 08.03.1974 Provision of approach locking on Post No 6 (signals Nos 2, 4, 5, & 6) (CI)
- 24.06.1975 Post 2 moved 32 metres further out to the Up side of Station Road (WN 26)

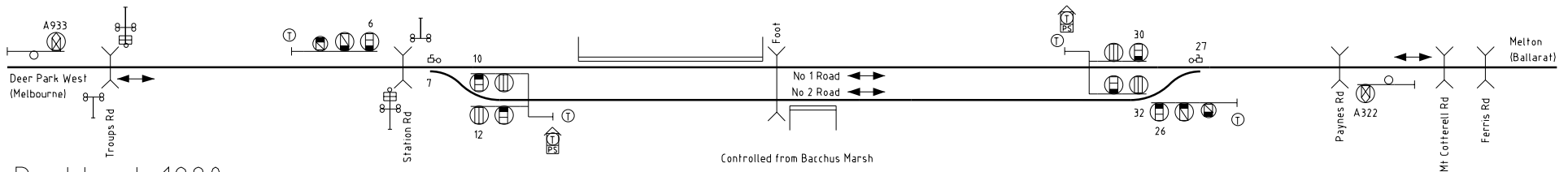
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| <p>31.08.1976</p> <p>04.10.1976</p> | <p>Flashing lights provided at Station Road (mp18+600). Home signals on Posts 2 and 3 converted to light signals. Discs 14 & 20 provided; for moves to and from No 3 Road, flashing lights will commence to operate when disc is reversed. Post 25 (3 position light) replaced the Down distant signal Post 1. Down repeater A893 (two position light) provided. (WN 36)</p> <p>CTC (worked from Sunshine) replaced Electric Staff working Sunshine - Deer Park - Rockbank. Staff exchange box and staff balancing magazines Sunshine - Deer Park & Sunshine - Rockbank removed. Post 3/16 provided. Repeating signal A893 converted to an automatic signal. Diagram 6/76 replaced</p> | <p>9/60. (WN 41, IR, LS states that 3/16 provided 31.8, CI has staff exchange box removed on 8.11.77)</p> <p>Points 15 renewed (CI)</p> <p>By this date No 3 Road abolished. Points 11 and 15 spiked normal. Levers 10 & 16 sleeved normal (LS RB472)</p> <p>Points 11 & 15, Lockbars 10, Plunger 16, and Discs 14 & 20 abolished. Levers 10, 11, 14, 15, 16, & 20 sleeved normal. (WN 5)</p> <p>Post No 4 (Home 8) abolished. No 3 track removed. Levers 8, 10, 11, 14, 15, 16, & 20 abolished (WN 6, LS)</p> <p>Flashing lights provided at Troupes Road (27.819 km) (WN 39)</p> | <p>21.01.1990</p> <p>Mechanical frame and signals abolished and replaced by three position light signals and power operated points worked from a panel in Bacchus Marsh signalbox. Post 3/16 abolished and Down Automatic A893 relocated and renumbered. Up Automatic A322 provided (Note numbering change to metric: this post is located at 32.265 km) Electric staff Rockbank - Melton replaced by ATC on the same sections. CTC Deer Park West Junction - Rockbank replaced by ATC. Diagram 2/90 provided. (WN 4, Signalling Arrangements RB1366)</p> |
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Rockbank 1976b

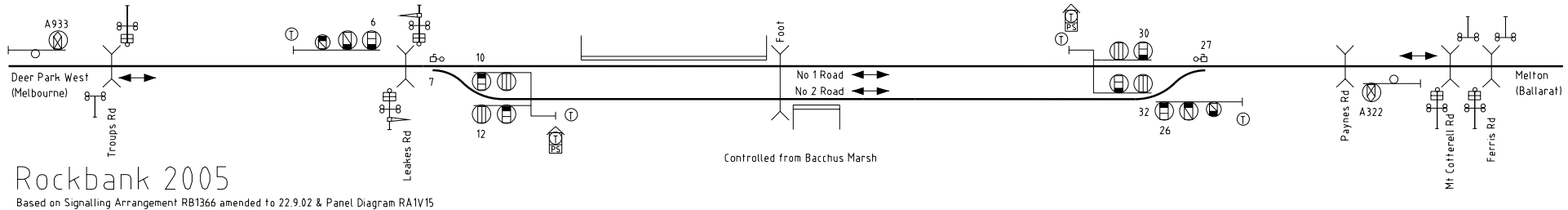
Based on Locking Sketch RB472 dated 27.11.62 amended to 8.2.87 & Box Diagram dated 25.08.1976



Rockbank 1990

Based on Signalling Arrangement RB1366 amended to 22.9.02 & Panel Diagram RA1V15

Version 1.0 (September 2005)



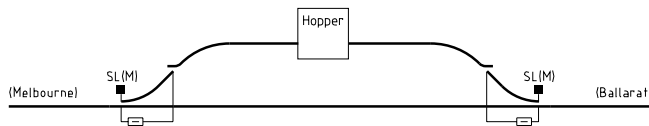
Rockbank 2005

Based on Signalling Arrangement RB1366 amended to 22.9.02 & Panel Diagram RA1V15

- 30.08.1990 Flashing lights provided at Mount Cottrell Road (32.921 km) and Ferris Road (34.581 km). Both crossings are operated by level crossing predictors. (WN 35)
- 22.09.2002 Boom barriers provided at Leakes Road (29.568 km), formerly Station Road. Up Home 30 will not clear if the lever is reversed with a train on the approach track circuit until the boom barriers have completed a full cycle. (WN 34)

COCKBILL'S SIDING (19 MILES 23 CHAINS)

- 27.02.1925 Two SL rodded to catches provided (SLR II)
- (10.03.1925) Siding open for traffic for Mr J. Cockbill. Points at each end of loop siding rodded to catch blades. Accommodation for 20 vehicles each side of loading bin. Worked by Melbourne - Rockbank local goods. Trucks delivered at Down end and picked up from Up end. Local goods may run between Rockbank & Cockbill's Siding without brakevan in rear (WN 10)
- 15.11.1930 Both SL removed (SLR III)
- (10.03.1931) Points and crossings removed. Staff lock removed but rodded connections remain. (WN 10, 23/20163 & 30/4570)
- 24.01.1936 Siding reopened. Both catches and SL restored (WN 5 extracts, SLR III)
- 18.09.1940 Both SL removed (SLR III)
- (18.03.1941) Siding disconnected and out of use (WN 11, 40/7116)



Cockbill's Sdg 1925

Based on WN 10/25