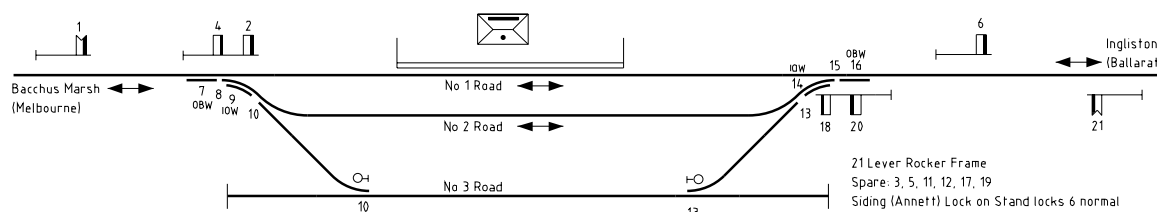


Rowsley - Ingliston

ROWSLEY (34 MILES 15 CHAINS 83 LINKS)

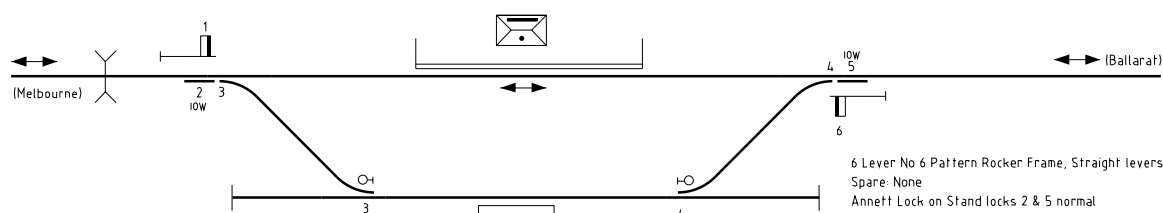
- 20.09.1889 W. Lee granted contract to erect goods shed and platforms at Rowsley and Ingliston for £639/9/6 (Government Gazette)
- 04.12.1889 Station opened with line between Bacchus Marsh and Ballan. Certainly by 30.6.90 opened for passenger and goods traffic, and probably from opening. Certainly by 11.3.90 opened as Staff station with sections Bacchus Marsh - Rowsley - Ingliston with Winters Block, and, again, probably from opening. Around this time Bacchus Marsh - Rowsley staff was No 3 Pattern, Black boxes, and Rowsley - Ingliston was No 4 Pattern, White boxes. (Chronological Index, Commissioners' Report, WTT, Staff Register)
- 16.12.1890 Interlocked with a 21 lever, No 6 Pattern, straight lever frame. (Interlocking Register)



Rowsley 1890

Based on McKenzie & Holland Locking Sketch dated 5.12.90

- 20.11.1893 Closed as staff station and block post. No 2 Road probably removed, together with signals to it, and distant signals. Only six levers remain in use in frame. (IR, Staff Register, A2755)
- 01.01.1895 New six lever interlocking frame provided with all levers working (IR)



Rowsley 1893

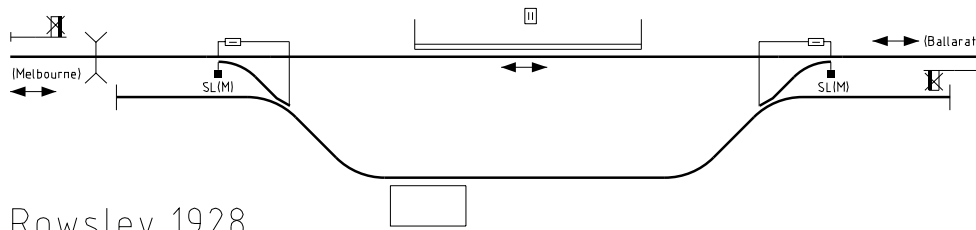
Based on Locking Sketch dated 2.11.93

- 01.02.1895 Reopened as Block post to allow Up Adelaide Express to cross 0650 Down Mixed at Bacchus Marsh. Will switch in as block post for Up Adelaide Express from 0730 until "train arrival" received from Bacchus Marsh for Up express. Line clear must not be granted for Up Express until Mixed is stopped in No 2 Road at Bacchus Marsh. All signals at Rowsley to be brought into use when switched in. (WN 31)
- 05.08.1895 Tenders called for removal of Gatehouse No 11 (near Rockbank) to near Rowsley (GG)
- 19.06.1896 E. Tozer granted contract to remove goods sheds at Rowsley, Axe Creek, and Rokeby & re-erection at Werribee for £131/4/0 (GG)
- 25.11.1896 Reduced to flag station open for passengers and light goods. No-one-in-charge. Porter who travels from Bacchus Marsh daily (probably for block working) to clean and gather up tarpaulins. (WN 21)
- 01.02.1898 To be closed to all traffic. Disestablished as a block post (WN 28)
- (14.02.1898) The Post Office at Rowsley has been reopened, in charge of Mrs Bird. Possibly indicates that station is now worked under Caretaker conditions. The CR for the year ended 30.6.98 only shows goods traffic. (WN 33, CR)
- 22.07.1898 Signals and interlocking frame removed account provision of Electric Staff working. Points secured by two SL rodded to catch blades (WN 4, Special Locks Register #1, IR)
- (30.06.1899) Traffic recorded for both goods and passengers (CR)
- 01.01.1908 Caretaker provided. Supervised by SM Bacchus Marsh (WN 1)
- (01.02.1908) By this date, may open with Bank Box as a Special Block Post in the Bacchus Marsh - Ingliston staff section for Down trains when special instructions issued. Composite staff in use. Apex and Acre messages exchanged by telegraph. Rowsley may also be opened as a Block post under rules for Single Line Block in the Ingliston - Bacchus Marsh section for Up trains when special instructions issued. No mention of composite staff, only through staff, and block telegraph messages to be sent in full. Allows Up train to approach Rowsley while Down train is approaching Bacchus Marsh (General Appendix)
- (17.08.1908) When open as a block post for Up trains, line clear and train arrival not to be given until line is clear for a quarter of a mile beyond station. (WN 33)

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(02.09.1912) Up and down home signals provided. Signals situated 200 yards from points and are normally crossed. Signals will be in use between 28.9 and 12.9 for Agricultural Show traffic (WN 36)



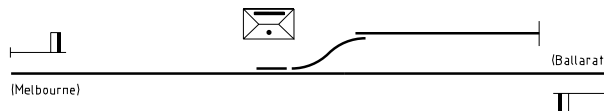
Rowsley 1928

Based on Track Chart c1928 and Weston Langford sketch of 19.4.58

- 13.04.1953 No-one-in-charge (WN 15 extracts)
- (1953) Since 1.12.38 special instructions for working Up trains has been cancelled. May still open as Block post for Down trains. (GA)
- 01.09.1955 Closed for goods (WN 34)
- 16.07.1956 Closed to all traffic (WN 28)
- (18.12.1956) Formally disestablished as block post in Bacchus Marsh - Ingliston electric staff section. (WN 51)
- 30.06.1957 Siding, points, staff locks, and Up and Down home signals abolished (WN 31/57, SLR III)

DOG TRAP GULLY SIDING

03.10.1890 Interlocked with self contained 6 lever frame with 2 spare (IR)

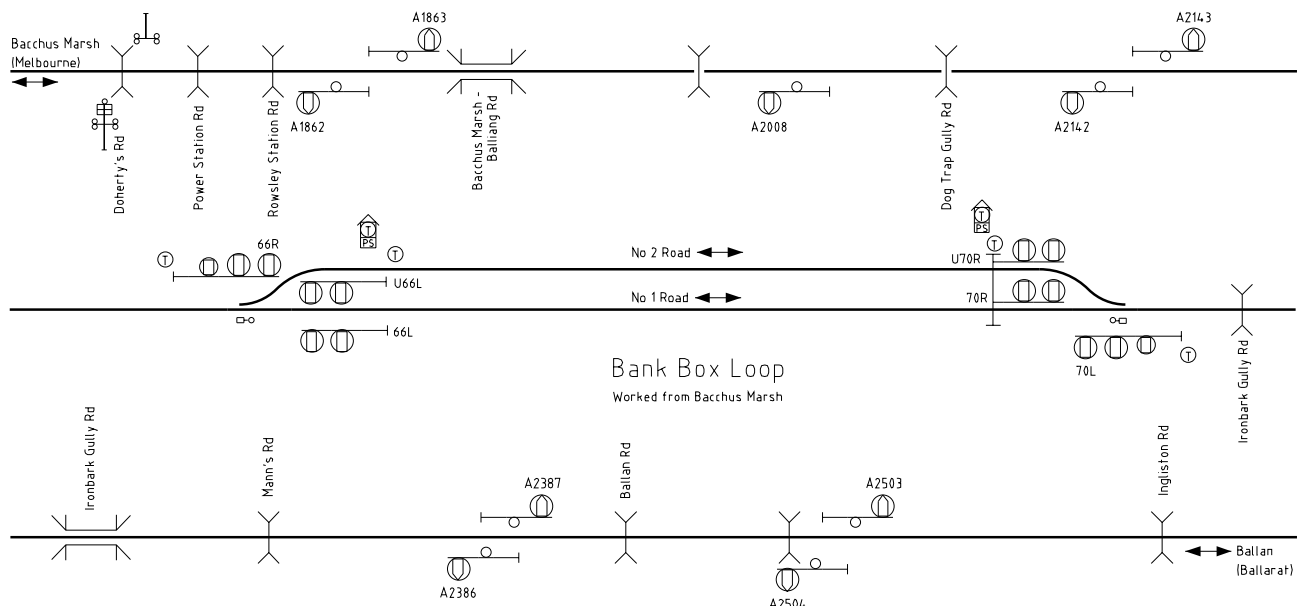


Dog Trap Gully Sdg 1890
Possible Layout

- 16.12.1890 Alterations to interlocking frame due to Rowsley interlocked. Points probably secured by Annett lock, with key kept at Rowsley. No alteration to working levers (IR)
- 14.03.1895 Interlocking Register notes 'Also AL?'. Annett key securing points must have been relocated from Rowsley in 1893. (IR)
- (13.12.1897) Closed to all traffic. Points will shortly be removed. (WN 24, IR)

BANK BOX (40 1/2M, LATER 40M 20CH)

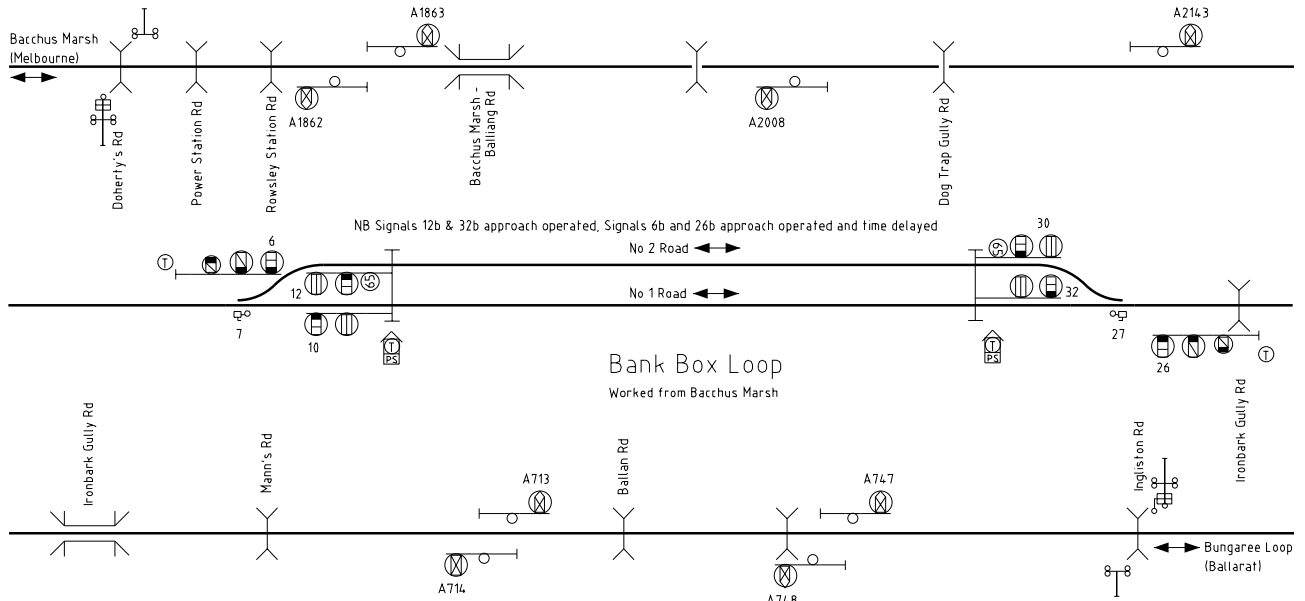
- c1908 May open as telegraph block post for Down trains. No signals.
- (17.05.1920) Established as block post for Down trains only in Bacchus Marsh - Ingliston section (WN 20 extracts)
- 07.04.1963 Closed as block post. Remote control Loop at 40 miles 20 chains provided in ATC section Bacchus Marsh - Ballan. Loop worked from Bacchus Marsh. Diagram 5/63 in service. (WN 18)



Bacchus Marsh - Bank Box - Ballan 1963

Based on Diagram 5/63

- 31.05.1979 If train has to be divided between Bacchus Marsh & Ballan a maximum of 18 vehicles is to be taken forward. (Safeworking Book)
- 03.09.1979 If W&W Branch are working between Bacchus Marsh & Bank Box Loop, the Up departure home signals must not be placed at proceed until the train has entered the loop. (SB)
- 24.09.1979 Similar instruction if W&W Branch are working between Bank Box and Ballan (SB)
- 11.12.1982 Loop extended at each end to be 1433 metres in clear. Points and signals relocated and runumbered. Automatic A2142 was abolished. For trains signalled into No 2 Road, the Arrival Home will be at Stop. Arrival clearing board for Down Home arrival provided. If speed of Down train is reduced to 40 km/h at board, the Arrival Home will clear to a Medium Speed aspect for a move into No 2 Road. For Up trains, the Medium Speed aspect will not be displayed until the train has come to a stand at the Home signal. '40' indicators provided on Homes applying from No 2 Road, allowing a departure speed of 65 km/h. Emergency key switches provided in telephone cabinets at each end to operate points and signals for departure moves during failure of the telemetry equipment. Diagram 47/82 replaced 3/73. (WN 2)
- 12.09.1984 Automatic A2386 converted to Home signal with same number (CI)
- 18.08.1985 40 mph indicators changed to 65 kph (CI)



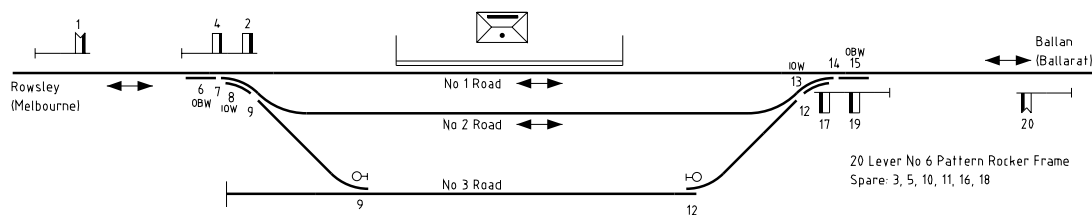
Bacchus Marsh - Bank Box - Ballan 2005

Based on Diagram 34/01 & Signalling Arrangements RA35508/82

- 14.06.1996 Automatics A2387, A2503, A2387 and A2504 were renumbered A713, A747, A714, and A748 respectively. Diagram 40/96 replaces 22/95. (WN 25)
- 15.11.2001 Flashing lights provided at Ingliston Rd (78.166 km). Operated by a HXP predictor (WN 10/02)

INGLISTON (44 MILES 79 CHAINS 80 LINKS)

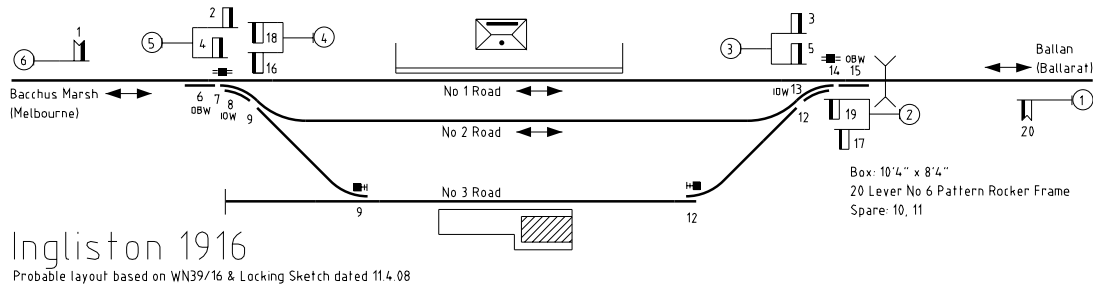
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- 04.12.1889 Station opened with line between Bacchus Marsh and Ballan. Certainly by 30.6.90 opened for passenger and goods traffic, and probably from opening. Certainly by 11.3.90 opened as Staff station with sections Rowsley - Ingliston - Ballan with Winters Block, and, again, probably from opening. Around this time Rowsley - Ingliston staff was No 4 Pattern, White boxes and Ingliston - Ballan No 7 Pattern, Red boxes. (Chronological Index, Commissioners' Report, WTT, Staff Register)
- 03.09.1890 Interlocked with 29 lever No 6 Pattern straight lever frame (IR)



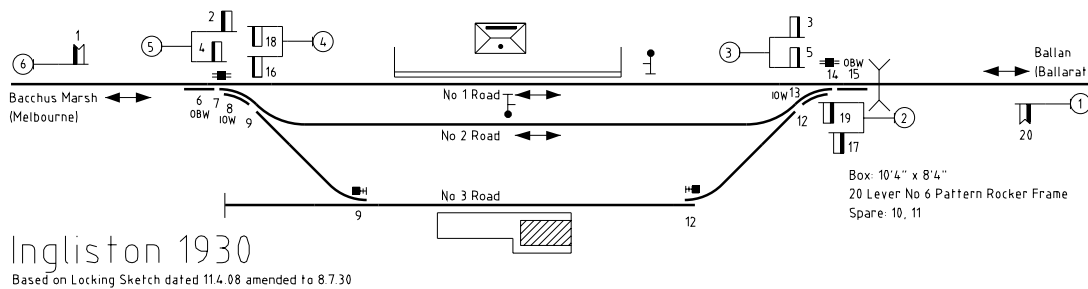
Ingliston 1890

Probable layout based on Locking Sketch dated 11.4.08

- 20.11.1893 Rowsley closed as staff station. New Bacchus Marsh - Ingliston staff No 3 Pattern with blue boxes (SR)
- 22.07.1898 Electric Staff system replaced Train Staff and Ticket system Bacchus Marsh - Ingliston - Ballan (WN 4)
- 10.11.1898 White lights altered to green in signals. Point indicators replace point discs (WN 18)
- (27.11.1905) No 24 Gates replaced by Cattle Grids (WN 48)
- (19.01.1914) Miniature electric staff instruments replace large instruments Bacchus Marsh - Ingliston - Ballan (WN 3)
- 22.09.1916 Up and Down departure Home signals provided. Diagram 22/16 replaced 765/09. Bracket arrival homes provided by this time, but these may have been provided in 1909. (WN 39, IR, LS)



- (12.02.1917) Post 4 moved 35 yards further out (WN 7 extracts)
- (03.10.1922) Stationmaster withdrawn. Now worked under caretaker conditions (WN 40 extracts)
- (03.05.1927) Automatic Staff Exchanging equipment provided (WN 18 extracts)
- 03.09.1929 To avoid stopping 0215 Up Goods ex Ballarat at Bacchus Marsh, the Operating Porter is to stop train and instruct train crew that the SEB will be in use at Parwan, Melton & Rockbank (Safeworking Book)
- 08.07.1930 Track locking of Nos 1 and 2 Roads between Up and Down distant signals provided. Reversers provided on signals 1, 2, 4, 17, 19, 20 (WN 28, LS)



- (1953) By this date, staff balancing magazines provided for both sections (GA)
- 20.04.1955 Up Automatic Staff Exchanger renewed (CI)
- 21.04.1955 Down Automatic Staff Exchanger renewed (CI)
- 04.05.1955 Post 4 renewed (CI)
- 07.05.1955 Post 3 renewed (CI)
- 07.04.1963 Closed to all traffic. Electric Staff system Bacchus Marsh - Ingliston - Ballan replaced by ATC Bacchus Marsh Bank Box Loop - Ballan. Staff balancing magazines Bacchus Marsh - Ingliston - Ballan abolished. Automatic Staff Exchange Apparatus removed. Interlocking frame, points and signals abolished (WN 14 & 18, IR)