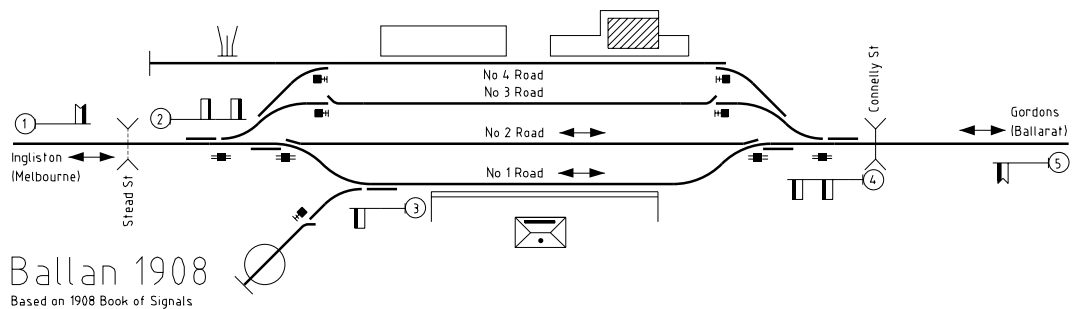


Ballan - Llandeilo

BALLAN (49 MILES 40 CHAINS 85 LINKS)

- 12.02.1886 Lewis, Roberts & Glover granted contract for construction of line between Gordon and Ballan for £27,273/5/4 (Government Gazette)
- 19.11.1886 F.G. & W. Croker granted contract to erect 10 Gate Cottages between Gordons & Ballan for £921/1/3. Tender originally called for 7 Gate Cottages. (GG)
- 10.12.1886 Colville & Lang granted contract for erection of goods shed and platform for £418/5/10 (GG)
- 22.12.1886 Line from Gordons opened for passengers (Chronological Index)
- 11.01.1887 Opened for goods (CI)
- (19.01.1887) By this date (since 3.11.86) open as a Staff station, section Ballan - Gordons (WTT)
- 01.08.1887 H. Bashings & Co granted contract to construct railway between Bacchus Marsh and Ballan for £173,993/10/0 (GG)
- 21.06.1889 H. Rhodes granted contract for erection of 5 Gate Cottages between Bacchus Marsh and Ballan for £672/10/3 (GG)
- 19.07.1889 Parker & Vickers granted contract for erection of station building for £1799/0/0. J. Patterson granted contract for erection of brick or terracotta Cool Storage Shed for £327/13/4 (GG)
- 16.08.1889 J. Couston granted contract for erection of Water Supply Works for £1071/2/0 (GG)
- 04.12.1889 Line from Bacchus Marsh opened (Victorian Railways to '62. Leo J. Harrigan, CI)
- (11.03.1890) By this date (since 12.8.89) Staff sections now Ingliston - Ballan - Gordons (WTT)
- c1890 Staff sections: Ingliston - Ballan (No 7 Pattern, Red boxes) and Gordons - Ballan (No 1 Pattern, Blue boxes) (Staff Register)
- 19.09.1890 T. Bennett granted contract for erection of Signalbox for £205/14/0 (GG)
- 22.01.1891 Interlocked with 28 lever frame (8 spare) (Interlocking Register)
- (24.03.1891) By this date (since 11.08.90) Winters Block provided Ingliston - Ballan - Wallace (WTT)
- 01.04.1891 Tenders called for removal and re-erection of crane (GG)
- 13.01.1893 Reilly Bros granted a contract for the removal of turntable from Scarsdale to Ballan for £135/13/1 (GG)
- 16.03.1893 Connection to turntable to provided. An additional lever now working. (IR)
- 20.10.1893 J&A Livingstone granted contract to remove Gate Cottages Nos 20 & 28 on the Avoca - Ararat line and re-erection as an SM's house at Ballan for £140/0/8 (GG)
- 29.12.1896 Tenders called for removal of Gatehouse No 31 (near Ballan, probably Geelong Road at 49 miles 74 chains) and Gatehouse No 36 (at Stony Point) to form SM's house at Moonee Ponds (GG)
- 22.07.1898 Electric Staff system (large instruments) replaced Train Staff and Ticket/Single Line Block system. Sections remain Ingliston - Ballan - Gordons (WN 4, A1305/98)
- 11.11.1898 White lights altered to green in signals. Point indicators replace point discs (WN 18)
- (01.07.1899) By this date frame contained 7 signal levers, 9 point levers, 5 lockbar levers, and 7 spare levers (IR)

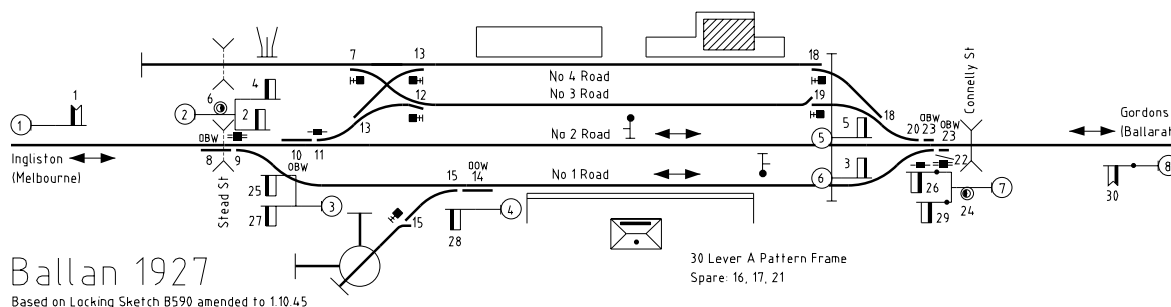


- (01.12.1913) By this date repeating bell provided in office for instruments. Diagram is 377/04 (Book of Signals)
- (19.01.1914) Miniature electric staff instruments replaced large instruments Ingliston - Ballan (WN 3)
- (23.02.1914) Miniature electric staff instruments replace large instruments Ballan - Gordon (WN 8)
- ?1918 Posts 2 and 4 probably replaced by bracket posts. Diagram 25/18 replaced 377/04 (1923 Book of Signals)
- (19.05.1922) Staff Exchange Box provided (WN 19 extracts)
- 15.08.1923 2140 Down left on SEB key instead of Staff (Station Book)
- 29.04.1925 Livestock siding extended. New interlocked crossover provided between No 3 Road and Livestock Siding. Catch points at Up end of No 3 Road abolished and replacement points lie normally for Livestock siding. Point indicators work with points at both ends of new connection. Additional point lever in operation, now 10 point levers in frame. (WN 18, IR)
- 11.05.1926 Post 2 moved 82 yards further out (WN 20 extracts)

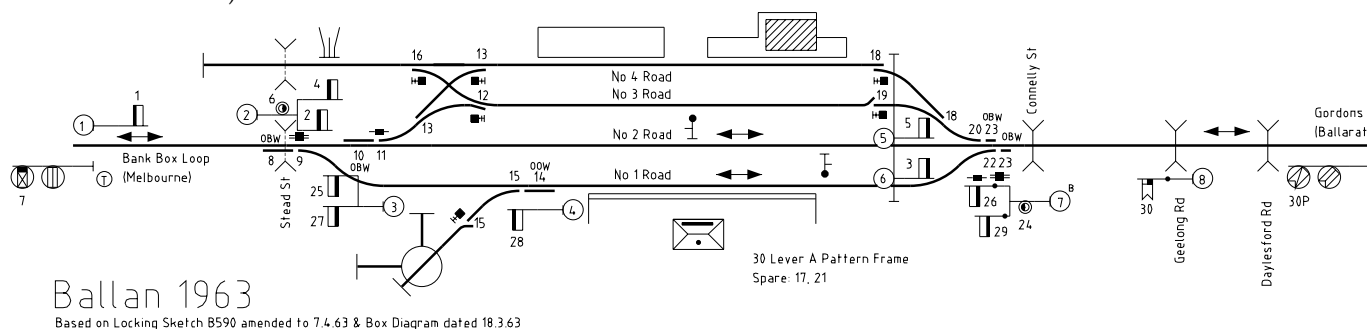
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- 13.05.1926 Post 4 moved 35 yards further out (WN 20 extracts)
 23.05.1926 No 1 and 2 Roads extended. Up and Down departure home signals provided. Arrival discs provided at each end of yard. New 30 lever tappet frame provided (WN 24 extracts, IR, LS)
 (03.05.1927) Automatic Staff Exchanging Apparatus provided (WN 18 extracts)
 08.09.1927 Track locking of Nos 1 and 2 Roads between Up and Down distant signals provided. Reversers provided on Distant 1 and 30, and Home 2, 4, 26 and 29. (WN 37 extracts, A2338/27)

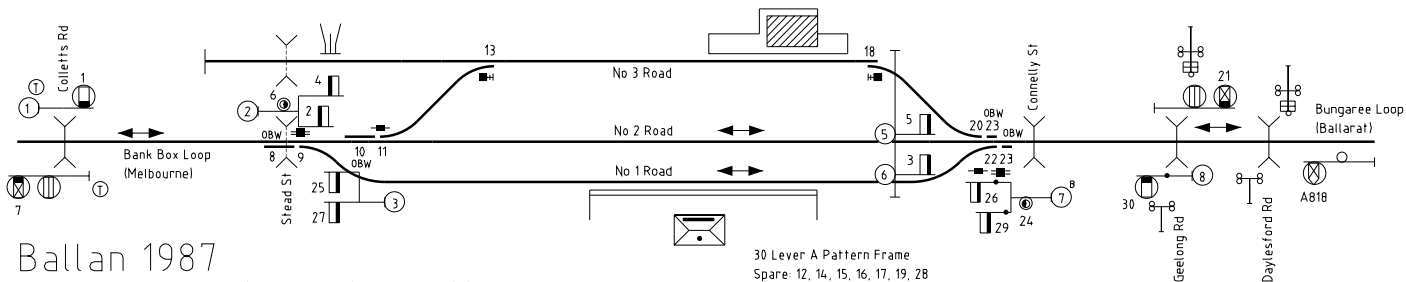


- 29.04.1931 Distant signals 1 and 30 now released only by No 2 Road signals instead of by either through road or platform loop signals (LS B590)
 25.10.1939 Post 8 replaced by new post 329 yards further out and Distant 30 motor operated (WN 44, LS B590, ACTM 12/294/2)
 (06.08.1940) Staff Exchange Box removed (WN 32, AGST 12/435/2)
 (02.09.1941) Telegraph instrument removed (WN 35)
 01.10.1945 Points 7 now worked by lever 16 (LS B590)
 (25.09.1951) 50' turntable dismantled. To be replaced by 70' turntable. (WN 39)
 30.04.1955 Post 3 renewed (CI)
 01.05.1955 Post 2 renewed (CI)
 08.05.1955 Post 7 renewed (CI)
 01.03.1959 Signal cabin foundations renewed (CI)
 29.03.1963 Reversers provided for Homes 25 and 27 on Post 3 (CI)
 30.03.1963 Up Distant Repeating signal 30P provided for Up Distant (CI)
 07.04.1963 Electric staff system Ingliston - Ballan replaced by ATC Bacchus Marsh - Bank Box Loop - Ballan. Staff balancing magazine Ingliston - Ballan removed. Down Distant 1 converted to outer home signal. Three position Up departure Home 7 provided. Post 7 renumbered 7B. Diagram 5/63 replaced 3/26. (WN 18, IR, LS)



- (23.05.1967) Turntable (70') removed (WN 21)
 20.11.1969 Flashing lights provided at Geelong Road (49 miles 74 chains). Down Home 21 on Post 10 provided. (WN 48, IR, LS)
 12.03.1970 Alterations to interlocking 21 locks 24, 26, & 29 21 now locks 20BW, 22BW, 26, & 29. Lever lock on lever 21 added (IS, CI)
 24.01.1973 Turntable Road removed. Post 4 abolished. Levers 14, 15, and 28 removed. Diagram 3/73 replaced 5/63. (WN 6, IR)
 27.07.1977 Up Distant 30 (Post 8) electrically lit (CI, WN 38)
 24.06.1982 Flashing light signals provided at Daylesford Road (80.985 km) (WN 27)
 29.03.1985 Electric Staff section Ballan - Gordon replaced by Ballan - Bungaree Loop (WN 14)
 12.08.1987 Post 1 replaced by light signal 360 m in Up direction. Telephone provided. (WN 31, LS RH101)
 (04.09.1987) No 3 Track removed. Points 13U and 18 spiked reverse. Points 16 spiked normal (LS)
 17.10.1987 Diagram 16/87 replaced 47/82 (WN 42)

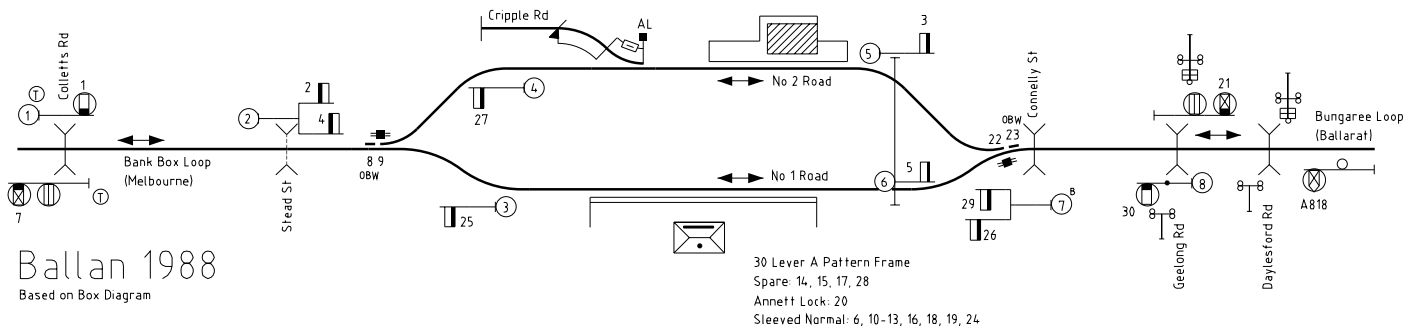
- 08.12.1987 Electric Staff replaced by Train Staff and Ticket on the section Ballan - Bungaree Loop (CI)
- 13.12.1987 Train Staff and Ticket system Ballan - Bungaree Loop replaced by ATC. Down Home 21 (Post 10) converted to a three position signal and renumbered Post 21. Up Distant 30 (Post 8) replaced by 2 position light signal Home. Up repeating signal 30P abolished. Automatic Staff Exchange Apparatus abolished. Diagram 20/87 replaced 16/87 (WN 49/87, CI has 08/12, LS)



Ballan 1987

Based on Diagram 20/87 & Signalling Arrangements RH1001 amended to 13.12.87

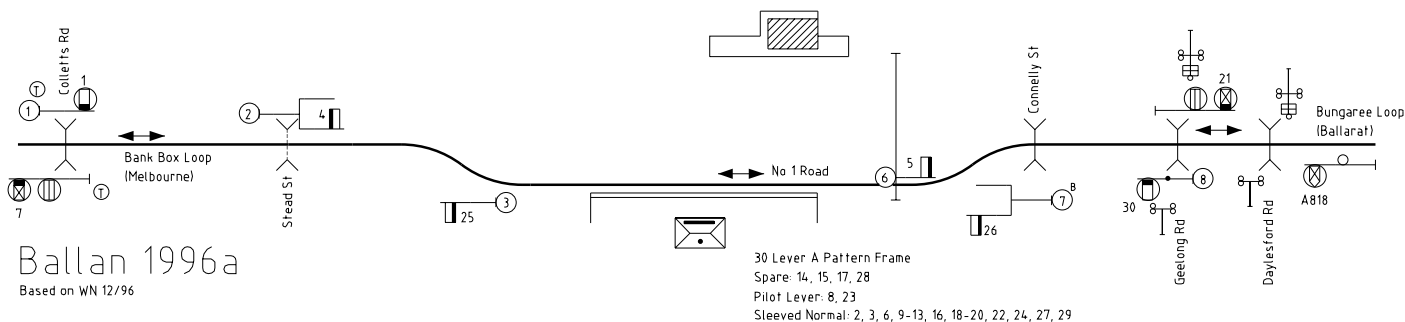
- 17.03.1988 Post 30 (sic, probably Home 30, Post 8) renewed (WN 12)
- 28.09.1988 No 3 Road abolished. Discs 6 & 24 removed. Points 11, 13, and 20 spiked normal. Catch 18 abolished. Lever 10 now Pilot lever. Levers 6, 11, 13, 18, 20 & 24 sleeved normal. (WN 40/88 has no date, Somersault 11/6-120)
- 17.10.1988 Disestablished as a crossing station. No 2 Road taken out of service. Points 9 and 22 spiked reverse. Homes 4, 5, 25 & 26 removed. Levers 8 & 23 became pilot levers. Levers No 4, 5, 25, & 26 sleeved normal. Levers 9 & 22 sleeved reverse. (CI)
- 26.10.1988 Post No 3 replaced by straight mast (WN 43)
- 27.10.1988 Signals controlled by levers No 2, 3, 27 & 29 now worked by levers No 4, 5, 25, & 26. Levers 2, 3, 27 & 29 sleeved normal. Levers 9 & 22 sleeved reverse. Levers 6, 10, 11, 13, 18 & 24 disconnected from interlocking. (WN 43)
- ? Re-established as a crossing station. No 3 Road now became No 2 Road. Curves at each end to platform road eased.
- (20.12.1988) Short dead end cripple road provided leading off No 2 road. The points are secured by an Annett Lock and rodded to a derail and wheel crowder. Annett key is secured in a duplicate lock on Lever 20 (WN 50)



Ballan 1988

Based on Box Diagram

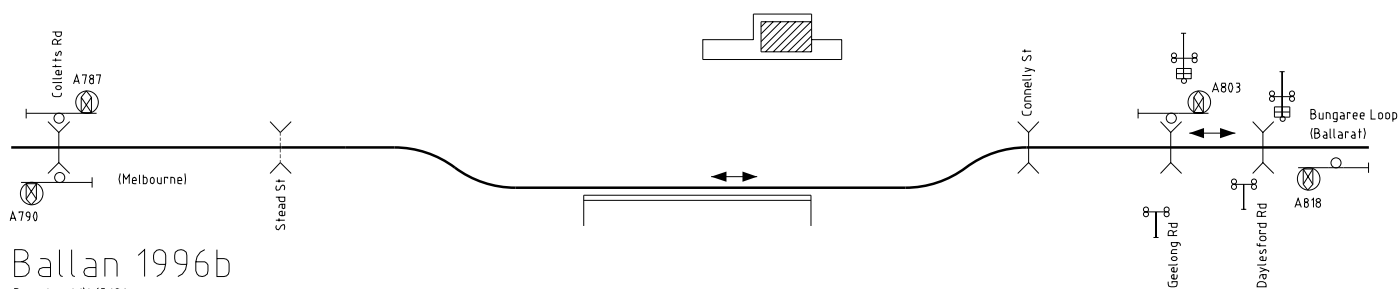
- 17.03.1996 No 2 Road abolished and Ballan is no longer available for crossing trains. Points 9 and 22 removed. Plungers 8 and 23 abolished. Homes 2, 3, 27 and 29 abolished. Lever 20 abolished. Levers 2, 3, 9, 20, 27, and 29 were sleeved normal. Levers 8 & 23 became pilot levers. To prevent two trains from approaching Ballan at the same time, the circuits have been altered so that the Signaller at Ballan must place all the signals at proceed before the Home Departure signals at Bank Box Loop or Bungaree Loop can be cleared. Amend Diagram 22/95. (WN 12)



Ballan 1996a

Based on WN 12/96

- 14.06.1996 Signalbox abolished. ATC section became Bank Box Loop - Bungaree Loop. Posts 2, 3, 6, 7, and 8 were abolished. Posts 1, 7, and 21 were redressed as Automatic signals and renumbered A787, A790, and A803 respectively. Diagram 40/96 replaced 22/95. (WN 25)



Ballan 1996b

Based on WN 12/96

- (30.07.1996) Diagram 42/96 (Ballan - Warrenheip) replaced 2/94 (WN)
- 22.08.2001 Flashing lights provided at Windle St (78.944 km) Diagram 18/01 replaced 40/96. Flashing lights operated by HXP predictor which had been installed on 21.1.01 and monitored continuously since then to ensure correct operation. (WN 10)
- 17.04.2004 Line closed for Regional Fast Rail track work. The track will be realigned. Down Automatic A787 will be relocated in the Up direction to 78.440 km and placed on Up side of the line. Up Automatic A690 will be relocated in the Down direction to 79.028 km. Flashing lights at Ingliston Rd, Mt Egerton Rd, and Ti Tree Rd will be raised due to road works. The flashing lights at Windle St and Llandeilo Lane will be relocated to the new alignment (WN 15)

RMSP No 71 (50 3/4 M)

- (27.09.1948) By this date open (since 1938), but not numbered. Probably situated close to end of curve near Daylesford Road (Working Timetable)
 (10.06.1957) By this date closed (Directory of Stations)

BRADSHAW (BRADSHAW'S CREEK, RMSP 77) (52 MILES 2 CHAINS 31)

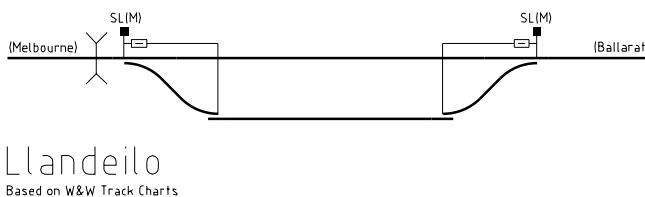
- (19.01.1887) By this date opened; probably with line (WTT)
 09.04.1888 Tenders called for erection of Shelter Shed (GG)
 22.07.1898 Signals removed due to provision of Electric Staff system (WN 4)
 23.11.1903 Became a flag station (NC). Only daylight trains to stop (WN 46)
 01.03.1904 Caretaker provided supervised by Gordons. Any train may stop (WN 8)
 (09.05.1904) Renamed Bradshaw concurrently with introduction of Winter timetable (WN 19)
 c1909 Level crossings at 52 miles 11 chains 69 links and 52 miles 36 chains 27 links had hand gates (PCR book)



- c1928 Level crossing on down side of Bradshaw still has hand gates. Bradshaw has no siding (W&W Track Charts)
 21.11.1955 Closed to all traffic (WN 46, 53/8178)
 06.02.1962 RMSP 77 established at 52 miles (probably at level crossing). Former RMSP 77 (at 53 3/4 miles closed) (WN 5)
 (07.10.1969) Closed (WN 40, WTT 49/69, 69/2216)

LLANDEILO (53 MILES 47 CHAINS 36 LINKS)

- 13.11.1906 Two staff locks rodded to catch points provided (SLR I)
 (17.12.1906) Llandeilo Siding opened. Only open for outwards firewood traffic. SM Gordons supervises. No 12 Down Goods to shunt (WN 51)
 c1928 Single loop siding on Up side of line (W&W Track Charts)



- 02.11.1953 Closed to all traffic (WN 44, 53/10311)
 21.12.1953 Staff locked points removed (WN 1, ACTM 19/174/1)

RMSP 77 (53 3/4 MILES)

- 07.02.1956 RMSP No 77 opened at Occupation Crossing. 0752 (No 23) DRC Ballan - Ballarat (Sat Exc) and 1630 (No 60) DRC Ballarat - Ballan to stop when required (WTT 10/56, WN 7)
 06.02.1962 Closed. Replaced by new RMSP 77 at 52 miles (former Bradshaw) (WN 5)