

Bungaree - Dunmstown

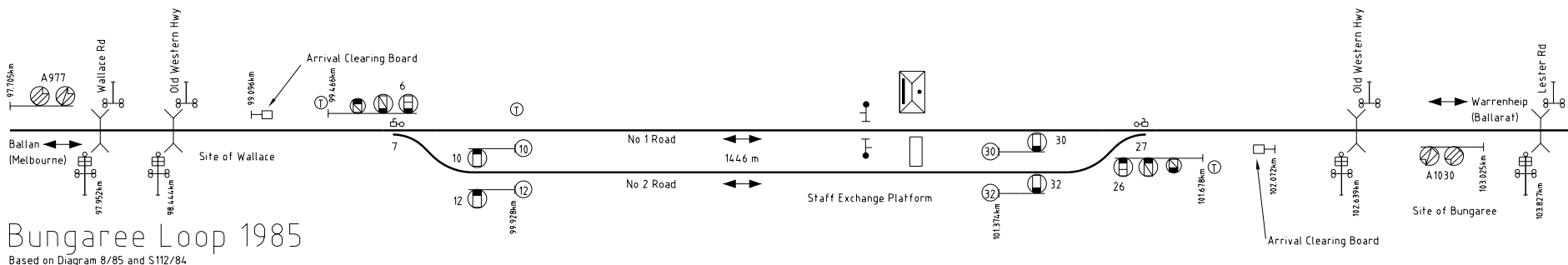
BUNGAREE LOOP (102.905 KM)		08.12.1987
29.03.1985	Bungaree Loop replaced Bungaree as a staff station. New loop is 1446 metres clear and is located between former Wallace and Bungaree stations. Electric staff sections now Ballan - Bungaree Loop - Warrenheip (both Gordon and Bungaree were closed). New loop operated from a control panel located in the relay hut at the Down end of the loop. Up and Down automatic staff exchangers provided. Diagram 8/85 replaced 7/84. (Weekly Notice 14, Interlocking Register has 31.3)	13.12.1987
04.04.1985	Co-acting signal for Down Home 6 provided on right hand side of track (Chronological Index)	02.04.1995
18.09.1985	Up and Down automatic staff exchangers relocated 35m in the Down direction (WN 41)	10.10.1995
04.12.1985	Flashing lights provided at Torpy's Road (106.701 km) (WN 49)	

Electric Staff Ballan - Bungaree Loop - Warrenheip replaced by Train Staff and Ticket. This was to allow the line wire to be altered to control the new signalling. (CI)

Train Staff and Ticket system Ballan - Bungaree Loop - Warrenheip replaced by the Automatic and Track Control system (power signalling). Bungaree Loop remotely controlled from Warrenheip. Posts 10, 12, 30 & 32 converted to 3 position signals. Repeating signals A977 and A1030 redressed as Automatic signals. (WN 49)

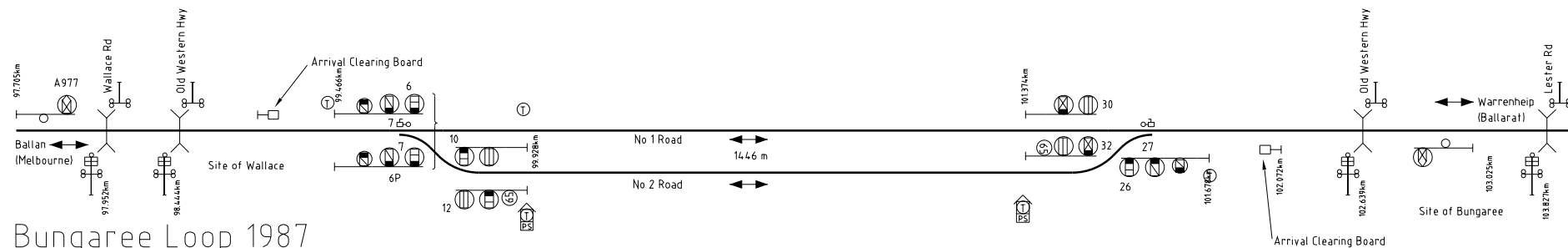
Control of Bungaree Loop transferred to Ballarat due to closure of Warrenheip. Single line ATC section now became Bungaree Loop - Ballarat (WN 14)

Special instruction. Restriction on crossing trains is cancelled, however, running crosses are not permitted. Before a Caution Authority can be issued to a Down



Bungaree Loop 1985

Based on Diagram 8/85 and S112/84



Bungaree Loop 1987

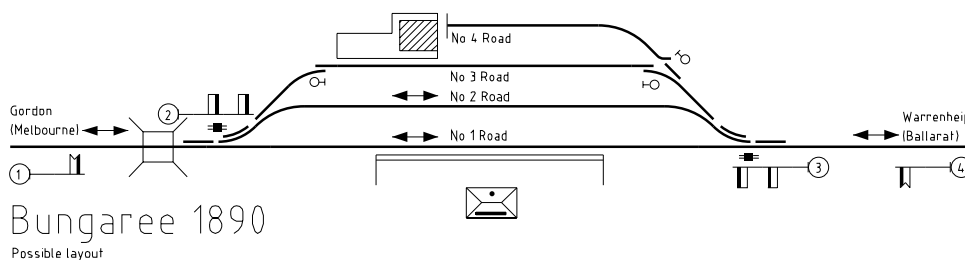
Based on Diagram 22/87 and S112/84 amended to 13.12.87

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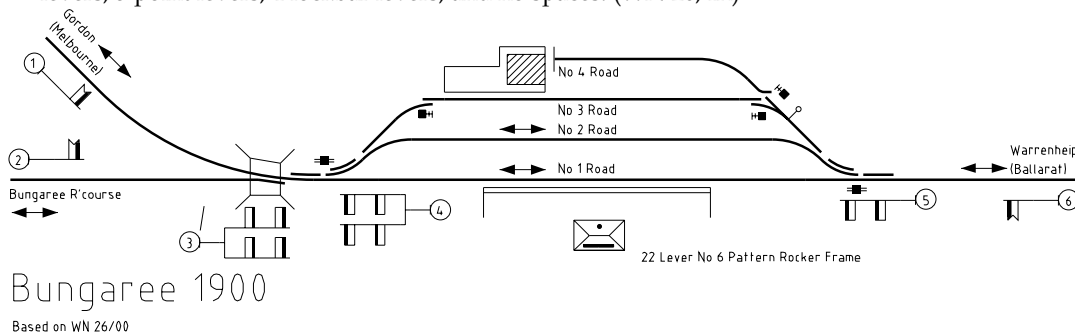
- train to depart from Bungaree Loop the authority of the Superintendent of Safeworking must be obtained (WN 42)
- (26.03.1996) Due to circuit alterations, the prohibition on running crosses was removed (WN 12)
- (15.07.2003) Special instruction. Absolute block working will apply to all trains Bungaree Loop - Ballarat. No train may depart until the preceeding train has been confirmed as having arrived complete and in clear at the other end of the section (WN 28)
- (27.01.2004) An additional ETAS clearance point indicator was provided adjacent to Up Home 12 to facilitate follow-on moves from Ballarat. A follow on move may be permitted after the Driver of the first train has confirmed, using ETAS, that the train has arrived complete into No 2 Road, and the signaller has confirmed that the train is clear of the points. Absolute block working remains in force, as does the existing ETAS clearance point indicator on the rear of the Down Arrival Clearing Board. (WN 3)
- 27.01.2004 Absolute block working in the Up direction between Ballarat and Bungaree Loop was cancelled. (WN 4)

BUNGAREE (BUNGAREE JUNCTION) (63 MILES 53 CHAINS 83 LINKS)

- 07.05.1879 Line opened. Bungaree Junction opened for passenger traffic (only) by 31/12 (Chronological Index, Commissioners' Report)
- 24.02.1882 Pritchard & Blackwood granted contract to erect Station Buildings, Lamp Room, Closets, etc for £776/18/3 (Government Gazette)
- (31.12.1883) By this date, opened for goods traffic as well (CR)
- 29.05.1885 W. Bennett granted contract for erection of goods platform for £77/7/2 (GG)
- 22.04.1887 Jackson & Co granted contract for extension of goods platform for £34/2/0 (GG)
- 09.07.1888 W. Lee granted contract for erection of 30 foot Goods Shed for £231/18/6 (GG)
- 18.11.1890 Interlocked with 22 lever (6 spare) No 6 pattern straight lever frame. By 1.7.1899 the frame contained 6 signal levers, 6 point levers, 4 lockbar levers, and 8 spaces. This frame may not have gone into service at this time as Bungaree Junction was not open as a staff station. (Interlocking Register)

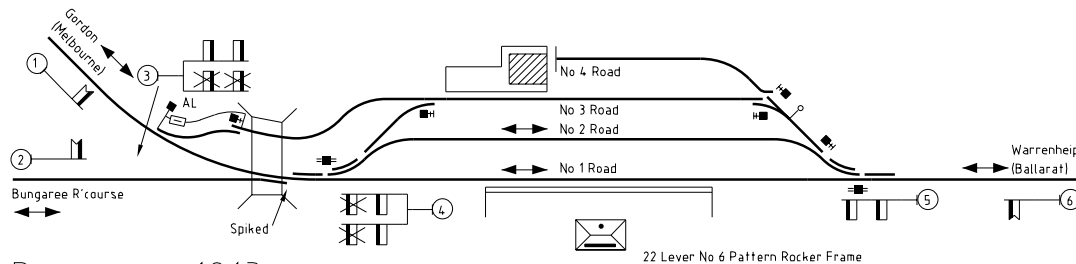


- (24.09.1891) By this date (since 24.3.91) renamed Bungaree (WTT)
- 22.07.1898 Opened as an Electric staff station with the section Gordons - Bungaree. Wallace closed as a Train Staff & Ticket/Single Line Block station (WN 4, A1305/98)
- 23.07.1898 Electric staff instruments provided on the section Bungaree - Warrenheip. Dunnstown closed as a Train Staff & Ticket/Single Line Block station. Note that it is not clear how the section Bungaree - Dunnstown was worked over the night of 22/23. (WN 4, A1305/98)
- 11.11.1898 White lights altered to green in signals. Point indicators replace point discs (WN 18)
- 15.12.1900 Connection to Racecourse line (under construction) provided. Points secured by Staff lock and will be unlocked by the Gordons - Bungaree staff (WN 25)
- 23.12.1900 Signalling for new Racecourse line commissioned. Diagram 1300/00 provided. Frame now contains 13 signal levers, 5 point levers, 4 lockbar levers, and no spaces. (WN 26, IR)



- 02.06.1904 No 47 Gates replaced by cattle grids (WN 23)
- 13.01.1905 Signals on Posts 3 and 4 applying to and from the Racecourse line have been taken out of used and crossed. Junction points and plunger spiked. Will be brought into use when required for special traffic (WN 2)

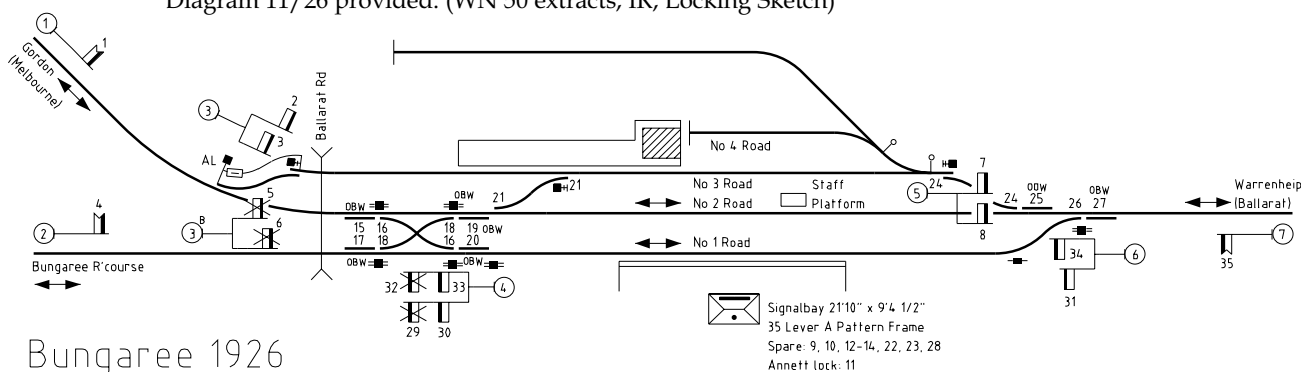
c12.1909 Diagram 812/09 issued. No 3 Road probably extended at Up end and connected to main line inside Post 3. Points secured by an Annett lock. (1913 Book of Signals)



Bungaree 1913

Based on Book of Signals

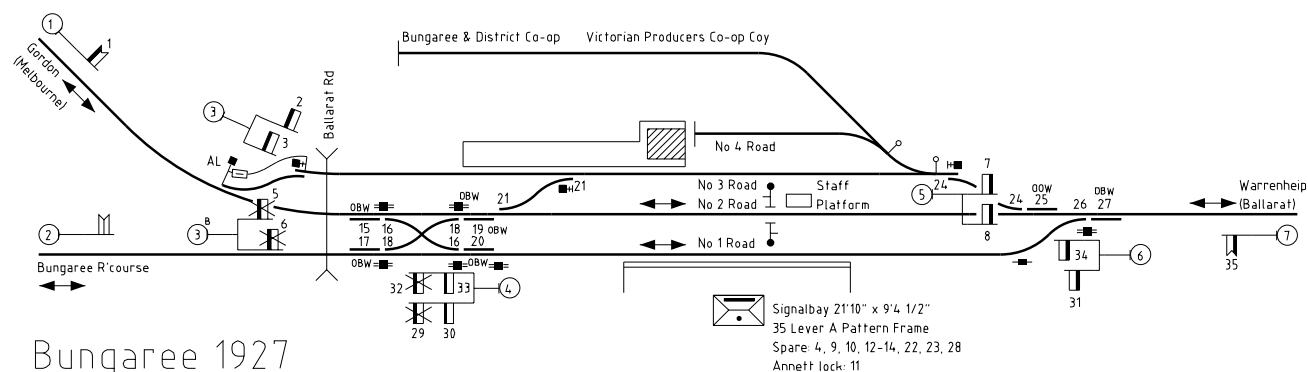
- (23.02.1914) Miniature electric staff instruments replaced the large instruments on the sections Gordon - Bungaree - Warrenheip (WN 8)
- (21.02.1916) New departmental siding provided at Down end to serve the Victorian Producers Co-op Coy's shed. Catch points are provided and these work in conjunction with the catch points in Nos 3 and 4 Roads. Amend Diagram 812/09 (WN 8)
- (07.08.1916) Post 1 moved 300 yards further out and to the opposite side of the line (WN 32)
- (25.03.1924) Victorian Producers Co-op Coy Siding extended for P. O'Day Pty Ltd. A notice board lettered 'Engines must not pass this point' is erected 150 feet on the Up side of the Victorian Producers shed. No buffer stops are provided at the end of the siding (WN 13, 22/4946)
- (21.10.1924) Staff magazine provided in Bungaree - Warrenheip section (WN 43)
- (10.02.1925) P. O'Day's Siding transferred to Bungaree and District Co-Op Society (WN 6, 24/17120)
- 05.12.1926 Main line slued to run through No 2 Road and loop extended. Scissor crossover provided for junction to Racecourse branch. Post 3 replaced by new bracket posts 3 and 3B. New Post 5 provided with departure home signals. Post 5 converted to a bracket post and renumbered 6. New 35 lever tappet frame provided. Diagram 11/26 provided. (WN 50 extracts, IR, Locking Sketch)



Bungaree 1926

Based on Locking Sketch N224 amended to 5.9.49

- (03.05.1927) Miniature staff exchanging apparatus provided (WN 18 extracts)
- 19.05.1927 Track locking of Nos 1 and 2 Road between Up and Down distants provided. (WN 22 extracts)
- 17.12.1927 Racecourse line distant (Distant 4) fixed (IR, LS)

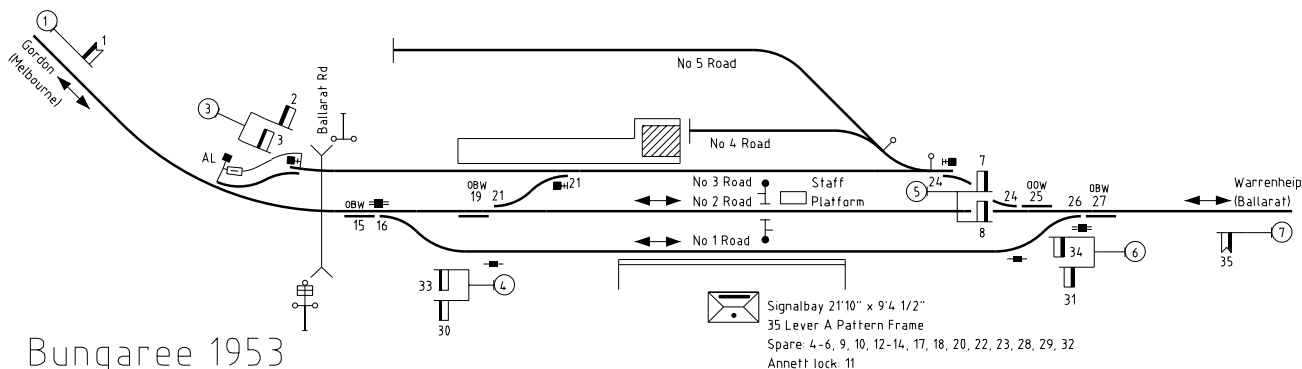


Bungaree 1927

Based on Locking Sketch N224 amended to 5.9.49

- (16.08.1930) Staff Exchange Box provided. Used for light engine returning from Parwan after banking No 2 Goods. (A1856/30, WN 38)
- 28.04.1932 Flashing lights provided at Ballarat Road level crossing. Flashing lights will operate automatically for running moves, but not until signals are at clear. For movements along No 3 Road flashing lights will operate when Annett locked points reversed (A753/32)
- (22.01.1935) Tinney Bros Siding (formerly Bungaree & District Co-Op Society Sdg) now departmental siding (WN 4 extracts)

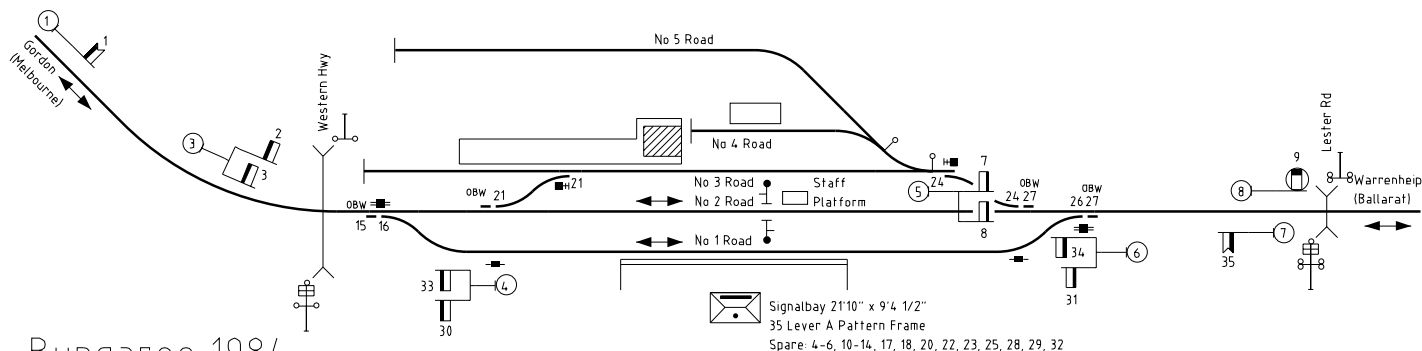
- (06.08.1940) Staff Exchange Box removed (WN 32, AGST 12/435/2)
- (04.06.1946) Special instruction: May obtain Gordon staff for station work (WN 23, AGST 16/388/5)
- 05.09.1949 Points to Racecourse line spiked. Crossover 18 spiked normal. Points 16D disconnected from frame and spiked reverse. Locking altered. (WN 37, LS, AGST 17/467/2)
- 11.10.1953 Racecourse line abolished. Posts 2 & 3B removed. Post 3B relocated to replace the former Post 4. Levers 4, 5, 6, 17, 18, 20, 29, 32 removed (WN 46/53, IR, LS, ACTM 19/156/1)



Bungaree 1953

Based on Locking Sketch N224 amended to 5 9 4 9

- (26.04.1955) Staff Exchange Box provided and will be used for No 102 Sundays (WN 17)
- 28.03.1961 Annett locked connection at Up end of No 3 Road abolished. No 3 Road terminated at buffer stops on Down side of level crossing. Lever 11 spare. Amend Diagram 11/26. (WN 15/61, Special Locks Register III, IR, IS, ACTM 20/461/6)
- 16.02.1966 Lockbars 15 & 19 replaced by lever locks (WN 8, LS)
- 01.08.1971 Points 24 & 26 renewed. Lockbars 25 & 27 removed and both plungers now worked by lever 25. (WN 32, IR, LS)
- 14.09.1977 Post 1, Down distant, renewed (CI)
- (05.10.1982) Closed to passengers (WN 40)
- 08.03.1984 Signals on Posts 1, 3, 4, 5, & 6 electrically lit (CI)
- 22.03.1984 Flashing lights provided at Lester Road (103.827 km) on the Down side of Bungaree. Post 8 (Home 9) provided. Diagram 7/84 replaced 11/79. (WN 14, IR, LS)



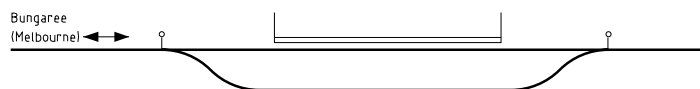
Bungaree 1984

Based on Box Diagram dated 6.6.84

- 29.03.1985 Closed to all traffic. Replaced as a staff station by Bungaree Loop. All points and signals abolished. (WN 14, IR has 31.3)

BUNGAREE RACECOURSE (65 MILES 40 CHAINS 70 LINKS)

- 23.12.1900 Junction signalling commissioned (WN 26)
- 26.12.1900 Opened for traffic. Length 1.53 miles, Authorizing act: 1682. (1906 CR)
- 07.07.1914 No 1 Pattern Lock Staff supplied for Bungaree - Bungaree R/C section. Old Staff sent to scrap on the same day (SR)



Bungaree Racecourse c1930

Based on W&W Branch Track Charts

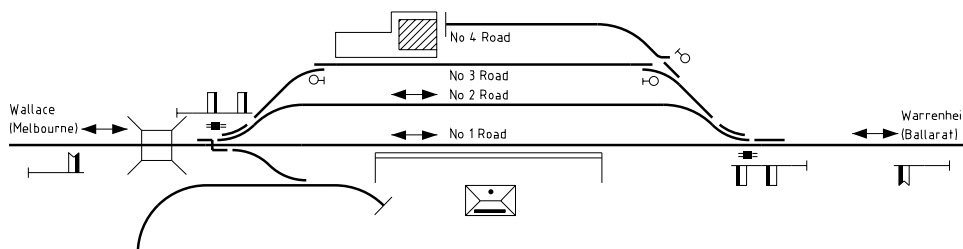
- 06.04.1931 Special instructions for running of special trains on Easter Monday. Bungaree Racecourse Platform will be open as a temporary Train Staff and Ticket station, section Bungaree - Bungaree Racecourse Platform. Staff and Ticket Boxes are held by SM Bungaree. Fixed signals not provided at Racecourse and any train arriving on Ticket must be protected by 3 detonators 400 yards from facing points. Homes at Bungaree applying to Racecourse line brought into use for traffic and taken out of use afterwards. W&W Branch to release points and secure them again after last train. District Superintendent to provide a competent employe and porter by 1055 Up, also, if required a hand signalman. S&T to provide telephone communication between Bungaree and Bungaree Racecourse (A698/31)
- 28.03.1932 Identical special instructions (A562/32)
- 05.09.1949 Abolished due to points being spiked out of use at Bungaree (WN 37)
- (04.11.1952) To prevent inconvenience to road users, level crossing boards and warning signs removed from Racecourse line beyond 64 miles 5 chains. Probably only affects one road at about 65 miles. (WN 45)

RMSP No 73 (64 1/2M)

- (13.10.1958) Not open at this date (WTT)
- (11.04.1961) Closed. Probably located at Lesters Road. (WN 15 extracts)

DUNNSTOWN (67 MILES 36 CHAINS 84 LINKS)

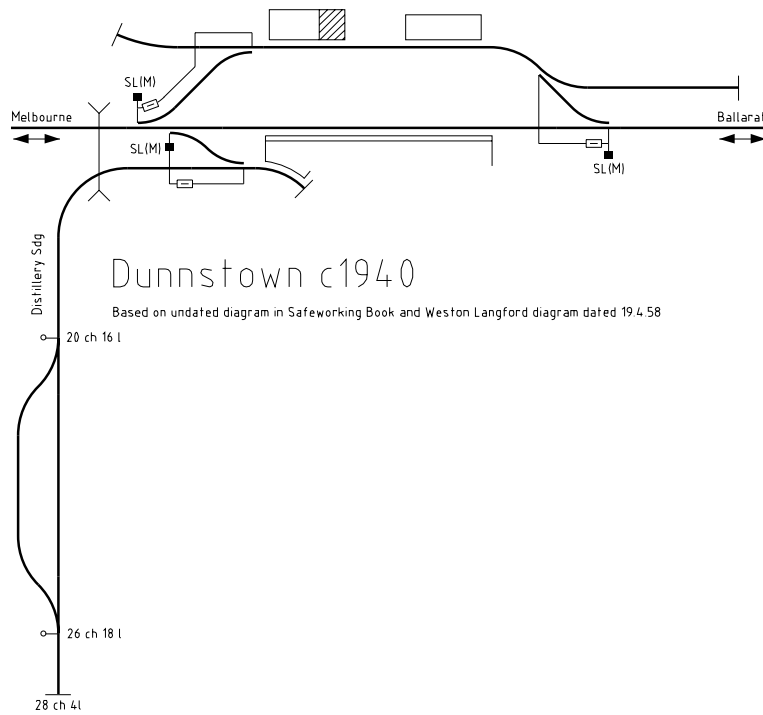
- 07.05.1879 Line opened. Dunnstown opened for passenger traffic only by 1.12 (CI, WTT, CR)
- (31.12.1881) By this date opened for goods traffic as well (CR)
- 24.02.1882 Pritchard & Blackwood granted contract to erect Station Buildings, Lamp Room, Closets, etc for £776/18/3 (GG)
- 25.04.1884 Quayle & Williams granted contract for erection of goods platform for £133/3/0 (GG)
- 10.10.1884 McAllister & Stansmore granted contract for erection of goods sheds and platforms at Wallace and Dunnstown for £605/18/6 (GG)
- (31.12.1885) By this date open as a staff station with sections Warrenheip - Dunnstown - Wallace. Note that WTTs from 1879 to 1883 did not show the Warrenheip - Gordons line as being worked by Staff and Ticket (WTT)
- c1890 Staff sections: Warrenheip - Dunnstown (No 2 Pattern, Red boxes) and Dunnstown - Wallace (No 3 Pattern, Blue boxes)
- 02.12.1890 Interlocked with 23 lever (6 spare) No 6 pattern straight lever frame (IR)



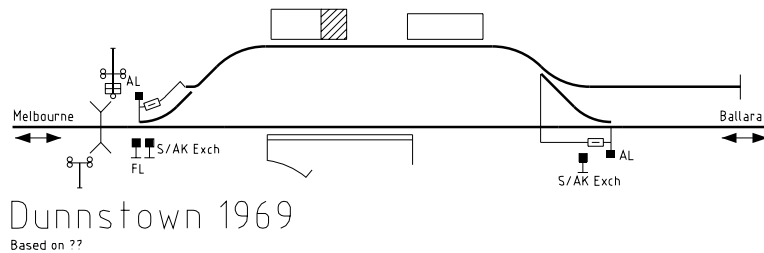
Dunnstown 1890

Possible layout

- (24.03.1891) By this date (since 11.8.90) single line block provided on the sections Wallace - Dunnstown - Warrenheip (WTT)
- 23.07.1898 Closed as Train Staff & Ticket station account provision of Electric Staff system on the section Bungaree - Warrenheip (WN 4, A1305/98)
- 11.11.1898 Signals altered to show green lights. WN states that signals and interlocking to be left at Dunnstown, however, Special Locks Register states that two staff locks were provided rodde to catch blades (WN 19, SLR I)
- 15.02.1899 Signals and interlocking abolished. Points secured by three Staff Locks rodde to catch blades (WN 34, SLR I)
- (01.03.1927) By this date the siding is the Warrenheip Distillery (Brinds p/1) (Goods Rates Book)
- (01.08.1929) By this date the siding is the Warrenheip Distillery (Federal Distilleries Ltd) (GRB)
- (1932) Goods trains may run between Dunnstown and Warrenheip without a Van at rear (WN 44 extracts, SGTS 9/77/5)
- 19.01.1937 SM replaced by Caretaker. SM Bungaree to supervise. (WN 5, 30/13185)



- (23.10.1945) Dead end extension at Up end of loop abolished. Catch points provided at Up end. Dead end extension at Down end extended by 89 feet (WN 43, AGST 16/192/2)
- 27.11.1947 Trains may tail rope trucks between crossover and level crossing but not over level crossing (SOB)
- (25.08.1953) Dead end extension at Down end of loop siding extended by 200 feet (WN 34, 53/432)
- (01.12.1954) The Warrenheip Distillery is still owned by the Federal Distilleries Ltd (GRB)
- (01.01.1962) By this date the Warrenheip Distillery siding is no longer listed (GRB)
- 08.09.1963 Departmental portion of Ideal Cheese Co p/1 (Warrenheip Distillery) siding abolished. One set of SL removed. (SLR III, WN 44 issued 19.10, ACTM 21/369/4)
- 23.10.1969 Flashing lights provided at Melbourne Road (67 miles 26 chains). Annett locks replaced Staff locks on Up and Down end points. Annett keys secured in Staff/Annett key exchange apparatus. When an Up train is to shunt, the flashing lights will operate until the Staff is exchanged for the Annett key. When a Down train is to shunt, the Annett Key must be removed within 9 minutes from the train clearing the crossing. The Down train must depart within 9 minutes of withdrawal of staff. (WN 44, SLR III, Memo from S&T Engineer)



- 24.11.1969 No-one-in-charge (WN 2 extracts)
- (12.09.1972) Closed to passengers (WN 37)
- 14.02.1977 Closed to all traffic (WN 7, 72/3281)
- 14.06.1977 Siding abolished. Annett locks and Staff/Annett Key Exchange Apparatus removed (WN 25, SLR III)