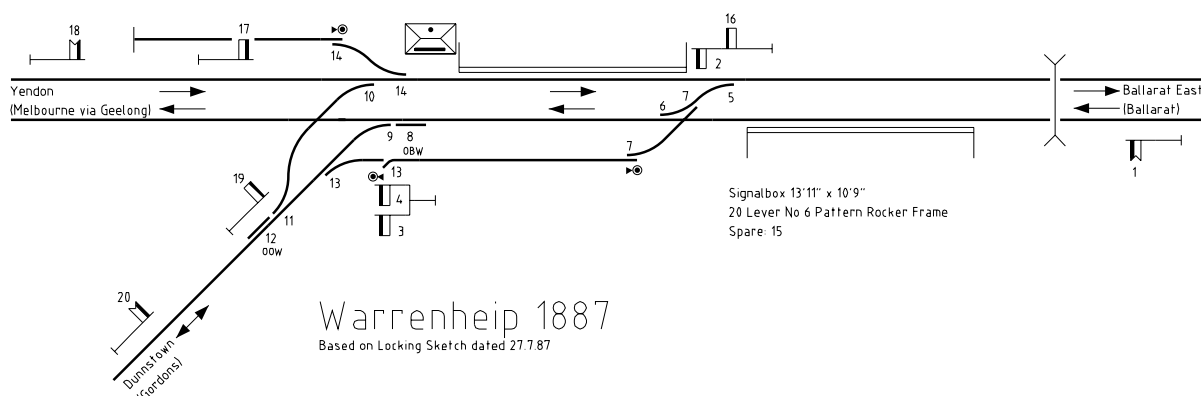


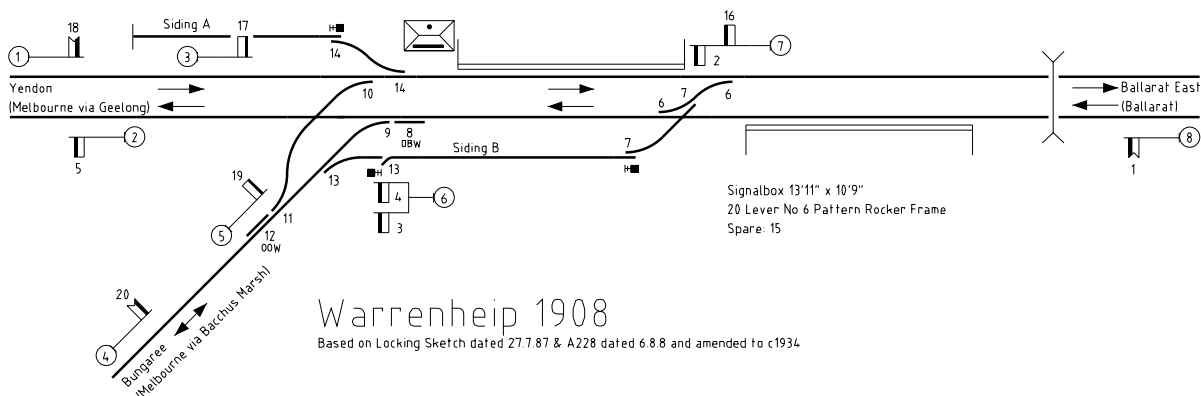
Warrenheip

WARRENHEIP (69 MILES 56 CHAINS 80 LINKS VIA BACCHUS MARSH)

- 01.02.1873 Open for passengers on Geelong - Ballarat line (Chronological Index)
- (31.12.1878) By this date, open for general goods (Commissioners Report)
- 01.03.1879 By this date (since 1.2.79) open as a Telegraph Block station for Down trains only with sections Yendon - Warrenheip - Ballarat (WTT)
- 07.05.1879 Branch line to Gordons opened. No connection provided at this stage between Melbourne and Gordons. No staff symbols shown against branch line stations, and so Staff system presumably not worked on line. (CI, WTT)
- 05.08.1884 Interlocked with 17 lever (2 spare) No 5 pattern frame. (Interlocking Register)
- (03.12.1885) By this date (since 1.12.82) Staff and Ticket provided on Gordons line. Section Warrenheip - Dunnstown. Winters Block instruments provided on the sections Yendon - Warrenheip - Ballarat East. (WTT)
- 01.02.1887 New crossover provided. An additional 2 levers in use and there are now no spare levers. (IR)
- 25.08.1887 New 20 lever frame provided with 1 spare lever. (IR)



- (24.03.1891) By this date (since 11.8.90) Single Line Block using Winters instruments provided on the section Dunnstown - Warrenheip. (WTT)
- 23.07.1898 Electric Staff working (section Bungaree - Warrenheip) replaced Staff and Ticket/Single Line Block working (section Dunnstown - Warrenheip). (WN 4, A1305)
- 01.07.1898 By this date 10 signal levers, 7 point levers, and 2 fpl levers. Almost certainly the starting signal on the Geelong line had been provided by this time, and Points 5 now worked by lever 6 (IR)
- 06.12.1898 White lights altered to green in signals. Point indicators replace point discs (WN 22)
- 16.08.1908 Frame renewed and distants interlocked with starting signals (IR)



- 01.06.1909 Block Rule VI specifically authorised (generally banned elsewhere). (WN 28)
- 05.05.1911 Post 7 replaced by new post 10 yards further out with new co-acting arm provided for Up Home 2. Lay of Points 11 reversed. (IR, WN 19)
- (15.05.1911) Post 8A (co-acting up distant) provided in cutting. (WN 20)
- (01.12.1913) By this date Block Rule VI authorised for the acceptance of all trains on the double line in both Up and Down directions. Note that this does not include Express trains or Fast trains not timed to stop. Every Down goods must be stopped for a brake test. The use of the tail rope for shunting is prohibited. (General Appendix)

- (23.02.1914) Miniature electric staff instrument replaced the large instrument on the Bungaree - Warrenheip section (WN 8)
- 04.03.1915 Ground disc, Post 7A (Disc 15), provided. Applies from Up line to Down line. Amend Diagram 42/00. (IR, WN 10)
- (17.01.1922) Block Rule VI now only allowed for acceptance of Down ordinary trains. Probably made a Block Terminal for acceptance of Up trains (WN 3 extracts)
- (16.02.1926) Block Terminal in both directions instead of only in Up direction. (WN 7 extracts)

- (03.05.1927) Automatic Staff Exchangers provided (WN 18 extracts)
- (01.02.1928) By this date Block Rule VI prohibited. Warrenheip is now a Block Terminal in both directions (GA)
- 12.09.1930 Track locked. Reversers provided on Distant 1, 18 & 20 and Homes 2, 3, 4, 17, and 19. Lever lock on 10 provided. (WN 37 extracts, LS)
- 28.06.1932 Memo from District Superintendent. In order to prevent an undue check to the Up trains on the grade, when an Up Geelong train is approaching Warrenheip but Line Clear has

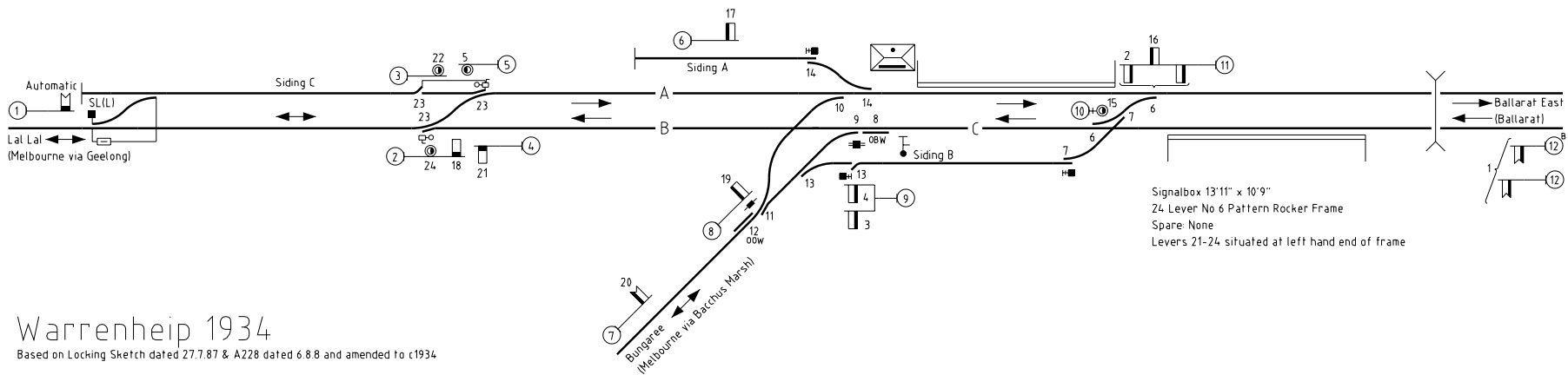
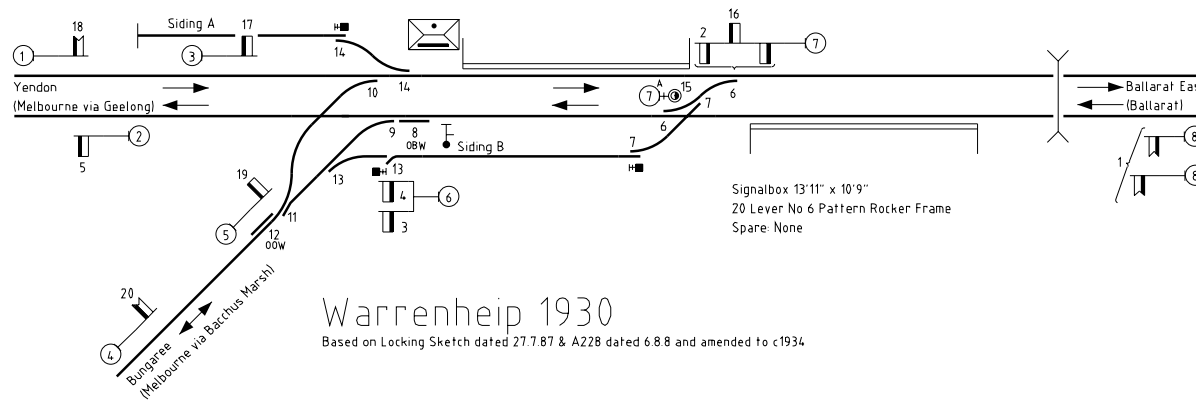
06.12.1934

not been obtained from the station in advance, the Signaller must keep his signals at Stop until the engine has passed the Up Distant and then immediately clear Home 2 (provided the line is clear beyond the Home). (Safeworking Scrapbook)

Line singled Lal Lal to Warrenheip. Electric Staff working (large instruments) replaced double line block on this section. Beginning of single line placed about a train length from junction to allow a train to stand clear of Bacchus Marsh line while waiting line clear on the single line. Former Down line then continued as a new Siding with staff locked connection to single line inside Distant signal. Frame extended by 4 levers at left hand end (although new levers numbered 21 to 25) to work end of double line. Down Distant from Geelong motorised and operates automatically. Diagram 21/34 replaced 16/19. (LS, IR, WN 1)

03.05.1935

Memo from Block and Signal Inspector. An engine is to run from A to Siding C daily to clean the rails. When a shunting movement is not performed, one of the banking engines must be used. The Signaller must observe the illuminated diagram and ensure that the lights operate properly (SS)

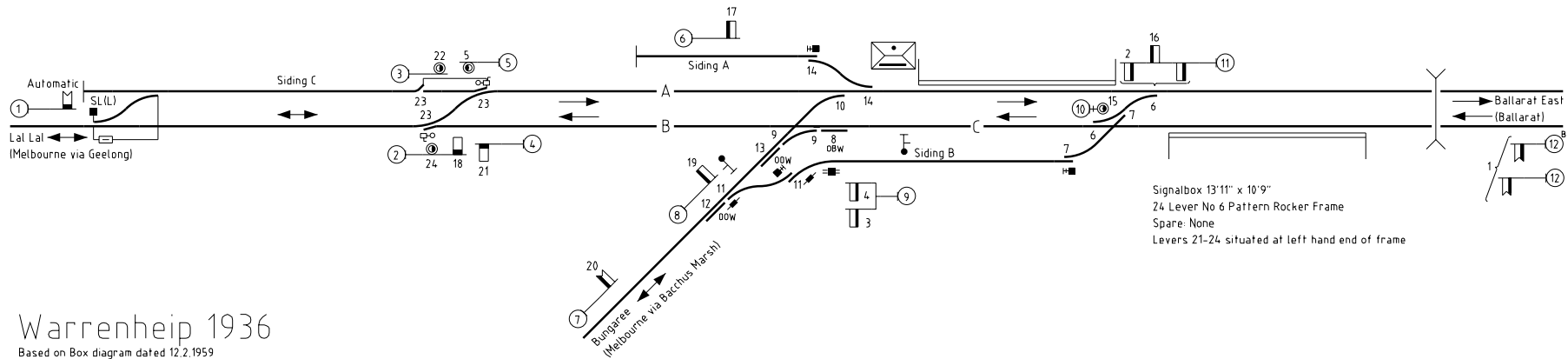


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- 02.04.1936 Double line junction to Bacchus Marsh line abolished and single compound crossover provided. Siding B extended at Up end and connected to former lead from Up line to Bacchus Marsh line. (WN 14 extracts, IR)
- 26.08.1948 Memo from Block & Signal Inspector. Gatekeepers warning bells provided at Ti Tree Road. For Up trains the bell will be rung by the Signaller at Warrenheip. For non-stopping trains, the bell is to be rung when the train passes the Up Distant, and for stopping trains prior to the train leaving the platform. For Down trains the operation of the bell is automatic (SS)
- (01.12.1936) By this date: Guards of Down goods trains stopped at Post 6 are to report train complete to signalman from telephone at Post 5 (GA)
- (01.11.1938) Memo from District Superintendent. After delay to 0001 Ballarat - Geelong Goods on 14.7.38 (Sec 38/9247), the following instructions must be complied with. When an Up Geelong Goods is being assisted by a second engine to Warrenheip, and Home 4 is clear, the Drivers are to be hand signalled to keep moving until the rear of the train is clear of the grade with the train van at the Up platform. The leading engine can then be uncoupled and signalled to 'A' road. (SS)
- 23.04.1954 Down automatic staff exchanger moved 264 ft further out and is now located 414 feet on the Up side of the signal box on the Bacchus Marsh line (WN 13, ACTM 19/202/3)
- 16.01.1955 Post 9 renewed (CI)
- 17.02.1957 Posts 6 and 8 renewed (CI)
- (10.06.1957) By this date: Open for general goods. (Directory of Stations)
- 27.11.1939 Post 7 replaced by new Post located 45 yards further out. Amend Diagram 2/36. (WN 49, AGST 12/314/1)
- 17.04.1958 Memo from Chief Train Controller. When No 38 (0345) Up Intersystem Fast Goods is running late and it is necessary to route it via North Geelong, the Superintendent of Loco Maintenance is to be notified and he will decide if the diesel locomotives will continue to haul the train, or if they will be cut off at Warrenheip and run light engine to
- 30.05.1940 Memo from District Superintendent. Guards of 1845 Up and 1800 Down Geelong trains sometimes change over when the van of 1845 Up is outside Post 11. This must be discontinued. If the 1845 Up is so long that the van is outside Post 11 and Home 4 cannot

be cleared, the Guard must not leave his train until the van has been drawn within Home 4 and is clear of the grade. (SS)

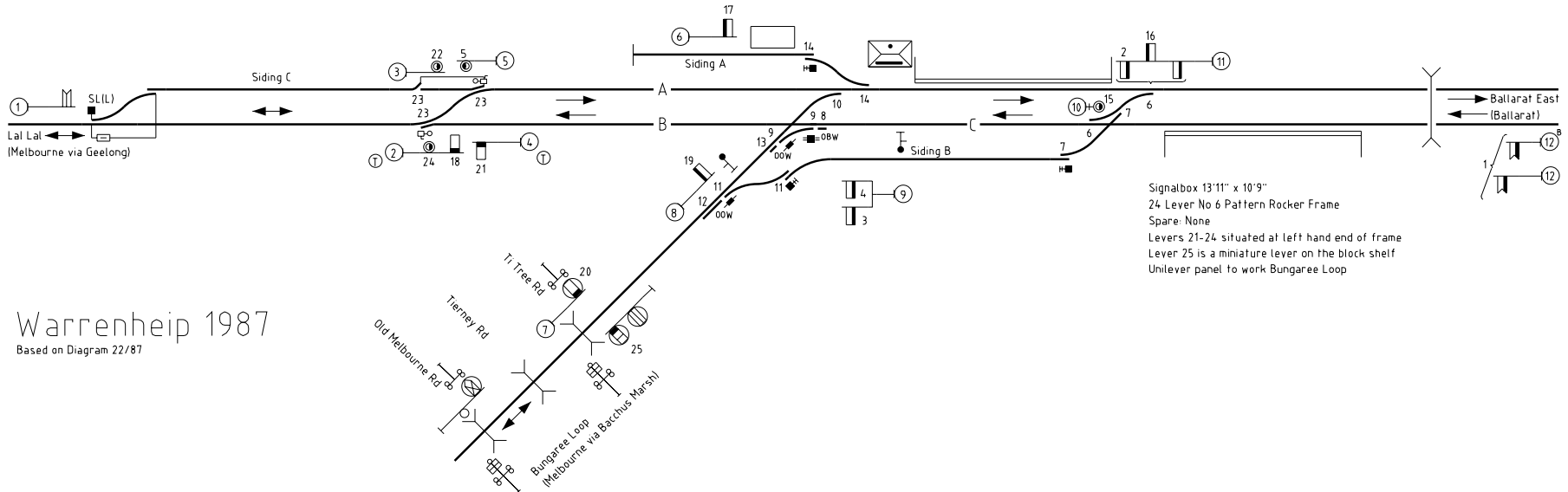
- 15.02.1959 Lockbars 8 & 13 replaced by lever locks circuits due renewal of points 9 & 10 (CI)
- 13.11.1961 Stationmaster (class 8) transferred to Ballarat East. Replaced by caretaker (class 5) supervised by Ballarat East. Supervision of Lethbridge, Meredith, Elaine, Lal Lal, and Yendon now carried out from Ballarat East (WN 46, 47, 61/10717)
- 02.04.1964 Renewal of single compound 6/7 at Down end (CI)
- 19.10.1965 Post 12 renewed (CI)
- 06.09.1967 Memo from Block & Signal Inspector: When an Up Geelong Goods which is too long to bring within Post 11 has vehicles to pick up from Siding B, the train must draw forward towards Post 5 (sic). Before the engine is uncoupled the Guard must properly secure the train. The engine is to be then signalled via Line A to Down platform and to B via Line C or Points 10. Before moving vehicles from Siding B the air must be continuous and the Guard must make a continuity test by opening rear cock on the last vehicle. Engine and



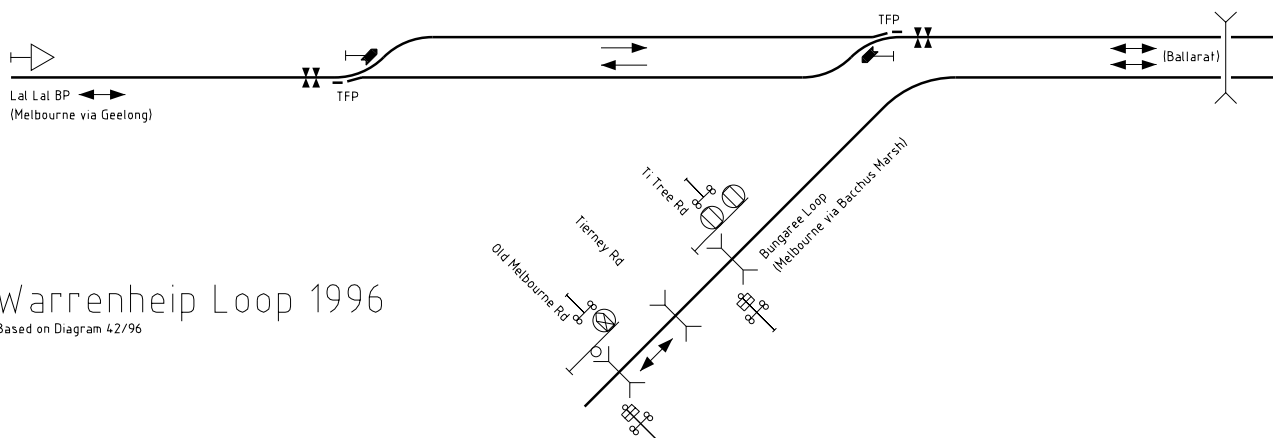
Warrenheip 1936
Based on Box diagram dated 12.2.1959

Version 1.0 (May 2005)

	vehicles to be returned to train via Line A. If the train can be brought within Post 11, the shunt may be made from Line C, but the instructions re securing of train and continuity of air must be observed. (SS)	11.09.1984	(WN 33) Special instructions to cover emergency working between North Geelong C - Warrenheip. When there is an interval between shifts at the intermediate staff stations, the signaller must (before going off duty) obtain a staff for the Up side section and release a staff to the station on the Down side. The staff obtained must be placed in the Staff Exchange Box. The signaller at Warrenheip can use the staff obtained for local or through traffic. (WN 36)		signallers at the intermediate stations go off duty and a Train Staff & Ticket section North Geelong C - Warrenheip will be brought into service for the running of Train 8143. When signallers come on duty on Monday, the Train Staff & Ticket section will be cancelled and the Electric Staff restored to use. Instructions in WN 36/84 are cancelled. (WN 6)
15.10.1968	Miniature electric staff instruments replaced the large instruments on the section Lal Lal - Warrenheip. Staff balancing magazine provided. (WN 43)			25.09.1987	Post 1 moved 496 metres further out, electrically lit, and fixed at caution (WN 39)
12.12.1969	Flashing lights replaced hand operated gates at Ti-Tree Rd (68 miles 78 chains). (WN 2)			08.12.1987	Electric staff working Bungaree Loop - Warrenheip replaced by Staff & Ticket working to allow line wire to be converted to control Bungaree Loop. (CI)
29.04.1970	Siding C was extended at the Up end to provide 1300 feet standing room. Connection to single line remains staff locked but is now rodded to catch points. (WN 19)	17.01.1985	Up distant temporarily fixed. This was possibly the last Distant to be capable of being cleared for two routes (WN 4, IR)		
(18.07.1978)	Now no-one-in-charge (for freight and passenger working). Remained staffed by signalmen. (WN 29)	29.03.1985	Bungaree Loop opened. Miniature electric staff section Bungaree - Warrenheip replaced by Bungaree Loop - Warrenheip. Diagram 8/85 replaced 7/84. (WN 14)	13.12.1987	Bungaree Loop - Warrenheip now worked under Automatic and Track Control system instead of Staff & Ticket. Panel provided in Warrenheip signalbox to work Bungaree Loop. Down Automatic A1083 provided. Down Distant 20 replaced by new Post 7 with Down (light) Home 20. New Up Departure Home, Post 25, provided worked by miniature lever 25 on block shelf. Diagram 22/87 replaced 8/85. (IR, WN 49)
31.05.1979	If train has to be divided between Ballarat & Warrenheip a maximum of 18 vehicles is to be taken forward and placed in Siding B. (SS)	30.01.1986	Up Distant 1 restored to service. Now only applies to Geelong line (WN 5, IR)		
(20.05.1980)	Down automatic exchange apparatus removed. (WN 21)	15.02.1987	Special instructions for running No 8143 on Sundays. Electric staff system North Geelong C - Gheringhap - Lethbridge - Meredith - Lal Lal - Warrenheip will be withdrawn as the		
(05.10.1982)	Closed to passengers (WN 40)				
09.08.1984	Down Distant, Geelong Line, fixed at caution				



- 15.04.1988 Post 8 electrically lit (WN 16)
- 15.04.1992 Bi-directional TAILS was installed at the Up end fouling point of Track A (Up line from Geelong). (WN 15)
- 20.11.1993 Special instructions for introduction of Train Staff and Ticket working between North Geelong C - Warrenheip will now apply to Trains 9126, 9122, 9124, & 9186 (Down) and 8105, 9121, 9123, and 9125 (Up) on Saturday, and Trains 9124, 9186, and 9122 (Down) and 9121, 9123, and 9125 (Up) on Sunday. Trains 9186, 9125, 9122, and 9125 will run on Staff. (WN 1)
- 23.02.1994 Trailable points were provided at the end of the single line from Geelong at or close to former staff locked crossover to Siding C. Siding C and Line A combined to form an extended double line. Crossover 23 and Posts 2 (Home 18/Disc 24), 3 (Disc 22), 4 (Disc 5), and 5 (Home 21) were abolished. Sidings A, B, and C were abolished. Ground Disc 15 was abolished. Crossovers 6, Points 7, 11, & 14, and Catches 7, 11, and 14 were abolished. Levers 11, 12, 21, and 23 became pilot levers. (WN 7)
- (10.10.1994) By this date, the two co-acting Up Distant signals (Posts 12 and 12B) had been replaced by a single Up Distant located slightly further out (Inspection)
- 29.12.1994 Section Authority System introduced on trial between North Geelong C and Warrenheip. Sections Meredith - Lethbridge Block Point - Lal Lal Block Point - Warrenheip. A 'Commence Section Authority Working' board was placed at the Up end of the crossing loop. A 'End Section Authority Working' board was provided at Post 6. TAILS was provided for Down trains at the Up end fouling point. (WN 1)
- (10.01.1995) TAILS installation for Down trains was disabled. The Signaller must observe that the train is complete and inform the Driver of the Down train. The Section Authority can then be returned (WN 1)
- 02.04.1995 On 1.4 and 2.4 the junction at Warrenheip was abolished. The double line between Ballarat and Warrenheip was converted to two single lines and the Melbourne and Geelong lines extended into Ballarat. Double line block working Ballarat - Warrenheip was abolished. The interlocking frame and all signals, except Home 20, were abolished. Home 20 is now worked from Ballarat as Outer Home 56. The ATC section Bungaree Loop - Warrenheip was extended to Ballarat and the Bungaree panel was relocated to Ballarat. A crossing loop was commissioned on the Geelong line and trailable points were provided at the Down end of the loop. The section Warrenheip - Ballarat is worked by Train Staff and Ticket. The signalbox will remain in use to house the Signaller responsible for the Staff working. (WN 14)



- 21.05.1995 Train Staff and Ticket section Warrenheip - Ballarat (Geelong line) replaced by Section Authority Working on same section. Signaller at Warrenheip withdrawn. (WN 20)
- (02.07.1996) Permission granted for a Bank engine to operate at the rear of Up goods trains between Ballarat and Bungaree Loop or Warrenheip Loop. (WN 26)
- (30.07.1996) Diagram 42/96 replaced 2/94 (WN 30)
- (09.09.1996) Shortly after this date, the location boards were relocated to be 2000 metres from trailable points and ETAS signs attached to rear (WN 38)
- 25.07.1999 The Section Authority System was replaced by the Train Order System on the sections Meredith - Lal Lal BP - Warrenheip Loop - Ballarat (WN 29)