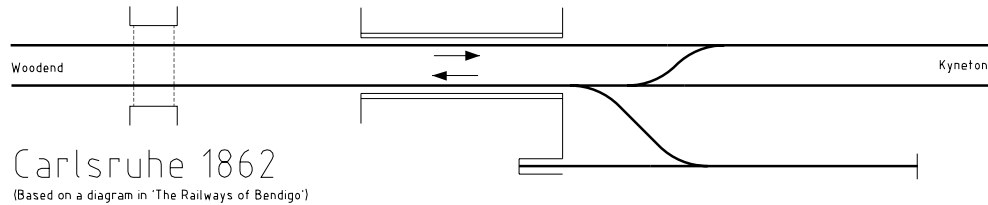


Carlsruhe

CARLSRUHE (43 1/4 MILES)

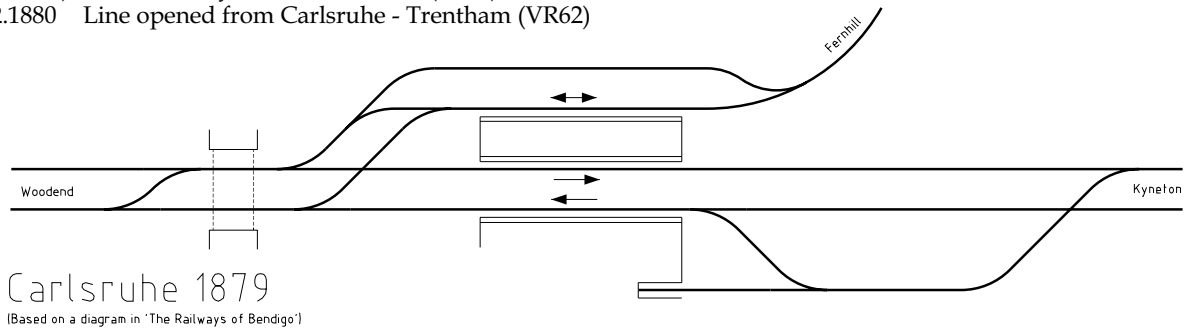
Carlsruhe was opened around 1862 and became a junction in 1880 when the first section of the line to Daylesford was opened. Carlsruhe was interlocked in 1884 and block working was introduced by 1892. The Daylesford line was closed in 1978 and, as revenue traffic was almost non-existent at the station, the staff were withdrawn. The signalbox was abolished in 1980 and the station closed in 1982.

17.04.1862 Contract let for construction of passenger station, platform, and other works to William Porter for £2928/6/11 (GG)



(?.12.1865) Known as 'Tylden & Carlsruhe' (WTT)

16.02.1880 Line opened from Carlsruhe - Trentham (VR62)



(03.05.1880) By this date, staff sections on branch are Carlsruhe - Tylden (WTT)

23.01.1884 Interlocked with 21 lever (2 spare) Rocker frame (IR, CI)

19.05.1884 Lever 9 now works siding points in Up Main instead of disc. Lever 8 now works points in lieu of independent disc (IR)

09.07.1884 Locking alterations: 7 now locks 6 (IR)

c1890 Staff section on Daylesford line: Carlsruhe (3, Blue, White) Tylden (SB)

08.10.1891 Sidings reduced. Now 3 spare (IR)

(09.05.1892) By this date block working (with Block Instruments) Woodend - Carlsruhe - Kyneton (since 11.08.90) (WTT)

29.06.1893 Tylden closed as Staff station. Staff section now Carlsruhe (4, Red, Black) Fern Hill (SB, S1109/93)

(17.12.1894) By this date switches out after last Up or Down Passenger train or last Daylesford train until required to give Line Clear for first Bendigo or Daylesford line train next morning (since 9.5.92) (WTT)

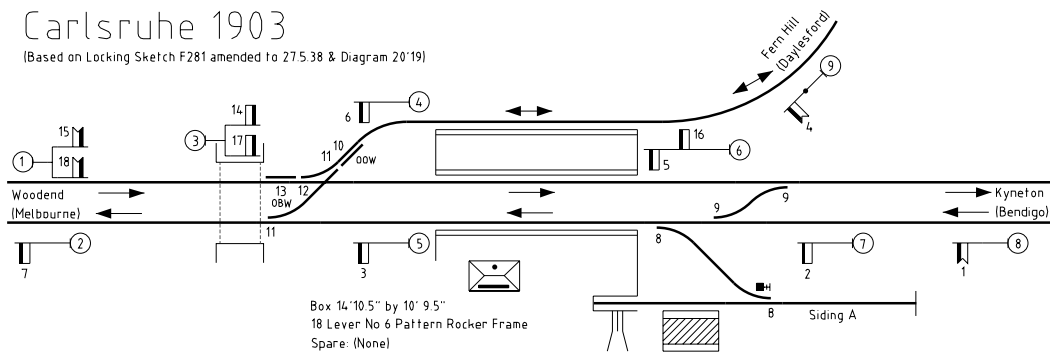
(01.07.1899) By this date frame contained 11 signal levers, 5 point levers, 2 fpl levers, and 3 spare (IR)

28.10.1898 Electric Staff replaced Train Staff & Ticket Carlsruhe - Fernhill (WN 17)

30.03.1903 Track and signal alterations. Frame renewed with 18 lever frame (none spare) and junction re-arranged. (WN 13, IR)

Carlsruhe 1903

(Based on Locking Sketch F281 amended to 27.5.38 & Diagram 20'19)



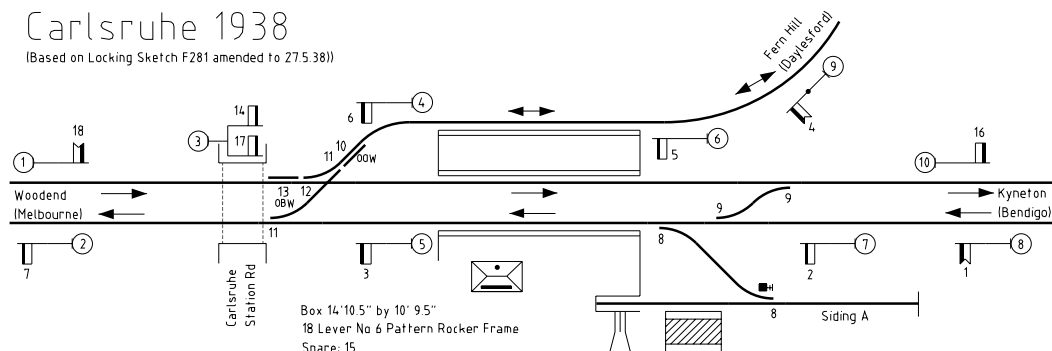
Victorian Signalling Histories No 16, Version 1.0 (August 2001)

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- (07.04.1913) Post 6 moved 75 yards further out and Down Home removed. New Post 10 provided with Down Main line Starting signal 200 yards beyond trailing crossover (WN 14)
- (04.10.1915) Will switch in at 0700 instead of 0630 (WN 40*)
- 26.08.1924 Post 10 moved 275 yards further out (WN 36)
- (18.12.1925) By this date Block Terminal on Up and Down (probably since 1922) (WN 42)
- (28.05.1929) Composite Staff provided in Carlsruhe - Fernhill & Fernhill - Trentham sections to allow Sunday excursion trains to use Fernhill as a block post (WN 22)
- 21.11.1929 Class 8 SM withdrawn. Station now staffed by two Signal Porters supervised by Woodend (WN 47)
- 27.05.1938 Post 1 (Bracket post) abolished. Distant 15 abolished. New straight mast provided with only Main line distant 127 yards further out (WN 23, LS, IR)

Carlsruhe 1938

(Based on Locking Sketch F281 amended to 27.5.38)



- 14.04.1940 Signalbox and frame raised (A 906)
- 30.11.1955 Fern Hill closed as Electric Staff station. New section Carlsruhe - Trentham. Two Composite Staffs provided in Trentham section to allow Fern Hill to open as Block Post (WN 49)
- 06.08.1958 Post 3 renewed (CI)
- 28.02.1963 Renewal of crank and wheel lead out foundations (CI)
- 14.11.1966 Train Staff & Ticket replaced Electric Staff Carlsruhe - Trentham. Trentham closed as staff station and new section Carlsruhe - Daylesford, but Trentham may open as a Temporary Staff station. The temporary staffs (Carlsruhe - Trentham - Daylesford) kept in a strongbox in the custody of the SM Carlsruhe. Two Master Keys provided for Carlsruhe - Daylesford. SM Woodend may authorise the issue of a Line Clear report (WN 47)
- 23.09.1977 Last regular passenger train (DRC) ran on Daylesford line (WTT)
- 02.05.1978 Last goods ran on Daylesford line (WTT)
- 24.06.1978 Last train (ARE special) ran on Daylesford line (WTT)
- 03.07.1978 Daylesford line closed (WTT)
- (03.10.1978) NC (WN 40)
- 14.05.1980 Disestablished as a block post. All points spiked normal. Signalbox abolished. Signals & frame abolished. (CI, IR)
- (05.10.1982) Closed to passengers (WN 40)
- 07.02.1999 Boom barriers provided at Carlsruhe Station Road (84.860 km) (WN 4)

TYLDEN ROAD (52 MILES 68 CHAINS)

- 13.09.1945 Gatekeeper at Tylden Road provided with an approach bell for Up and Down trains. (WN 38)