Moorabool

MOORABOOL

47 MILES 11 CHAINS 70 LINKS

11.04.1862 Probably opened for passengers with commencement of regular traffic between Geelong and Ballarat. Official opening of Geelong - Ballarat line was the previous day (10.4). Traffic returns in the Select Committee's report quote an opening date of either 10.4 (Appendix N) or 12.4 (Appendix A). Originally named Stieglitz Road. Station building was complete on opening day. Double track extended from North Geelong to nearly Buninyong (Yendon). (Report of the Select Committee of the Legislative Council on Railways (Votes & Proc Legislative Council 1862-3, The Star 11.4.62)

20.08.1862 Probably opened for goods traffic. Goods traffic between Geelong and Ballarat commenced on this day. Definitely open for goods traffic by or in January 1863. (The Star 20.8.62 p1, VPP 1862-3 Vol 2 p1, Victorian Railways to '62, Leo J Harrigan)

01.06.1864 Stieglitz Road renamed Moorabool. Shown as Moorabool in the traffic returns in Annual Report for the year ending 31.12.63, but this return was signed on 2.6.64. (VPP 1864 Vol 3 p819)

24.09.1883 Distant signal ready for use (VPRS433p0u9 9575/83)

(07.04.1884) EEL Branch Inspector reports that all green glasses have been removed from the semaphores and an iron strap provided to prevent semaphores being worked to third position. This is to make the semaphores conform to the new rulebook (VPRS433p0u11 2601/84, 2750/84)

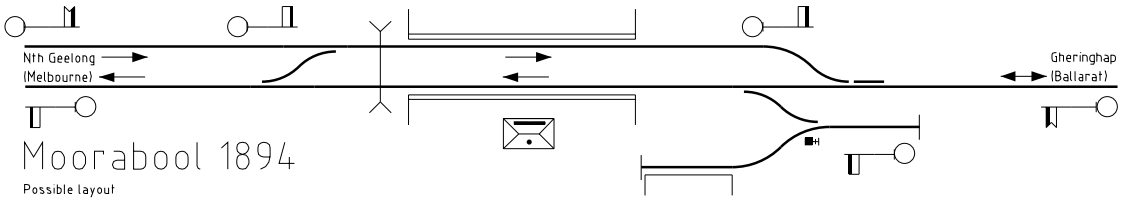
(01.08.1892) Traffic recommends that block working be extended from North Geelong - Moorabool - Leigh Rd and that additional signals be provided in connection with this. (6.8.92) Approved by Commissioners. (06.09.1892) Signal Engineer reports that work of erecting block signals etc Geelong & Ballarat line is in hand. (26.10.1892) Traffic requests that Up and Down signals be provided at Moorabool. (VPRS 433 Book 77 6031/92, 7125/92, 8219/92)

25.11.1892 Up and Down starting signals provided on Up and Down Homes (VPRS 433 Book 80 9229/92)

(21.05.1894) By this date (since 9.5.92) block working provided North Geelong - Moorabool - Leigh Road (WTT)

04.10.1894 Ballard requests that two signal boxes for straight lever apparatus be provided at Moorabool and Gheringhap. Work to be put in hand at once (VPRS 433 Book 100 7373/94)

18.11.1894 Double line Moorabool - Gheringhap abolished due to weakness of Moorabool Viaduct. New single line worked by Train Staff and Ticket with Single Line Block with the section Moorabool - Gheringhap. Interlocked with 16 lever frame (6 spare). (WN 20, Interlocking Register, VPRS 433 Book 100 7906/94)



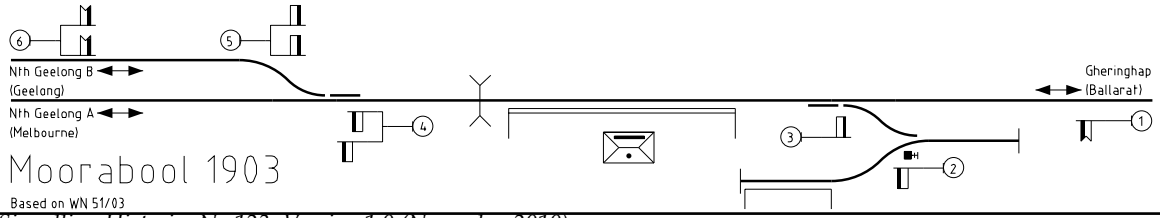
(05.11.1895) Insp Cook reports that locking machines at Gheringhap and Moorabool are in a bad state with rust and recommends that the fronts of signalboxes be closed in (VPRS 433 Book 114 21401/95)

18.11.1895 Tablet working (No 5 Instruments) replaced Train Staff and Ticket/Single Line Block between Moorabool - Gheringhap commencing with No 7 Up. Inspector McFarlane to supervise. (WN 21)

21.04.1897 Electric Staff (Large) replaced Tablet working, Moorabool - Gheringhap. Inspector Mathieson to supervise. Closed by No 7 Up Mixed, Opened by No 7 Down. (WN 41)

(01.07.1899) By this date, Interlocking frame contained 6 signal levers, 3 point levers, 1 lockbar lever, and 6 spaces. (IR)

20.12.1903 Loop line at North Geelong brought into use. Double line to North Geelong converted to two single tracks: the former Up line became the single loop line to North Geelong 'A' box (and Melbourne), and the former Down line the single line to North Geelong 'B' box (North Geelong station). The Moorabool - North Geelong 'A' section was worked by large Electric Staff and the Moorabool - North Geelong 'B' section worked by Tablet. Frame now contains 9 signal levers, 2 point levers, 2 lockbar levers, and 3 spare levers. Diagram 370/03 brought into use (may just have shown North Geelong). (WN 51, IR, VPRS 433 Book 202 18236/03)



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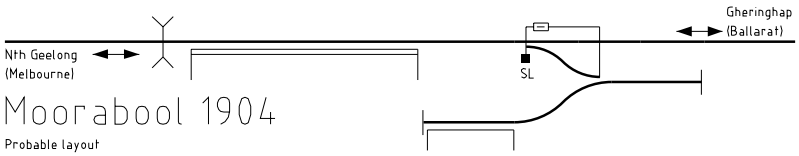
12.06.1904 Loop line closed for traffic. Closed as staff and tablet station. Woman (caretaker) placed in charge, supervised by Gheringhap. Traffic asks that interlocking be disconnected. (WN 27, VPRS 433 Book 209 9467/04)

(19.10.1904) CEWW instructs to take up track between North Geelong & Moorabool and abolish signal arrangements at Moorabool. £480. (VPRS 433 Book 211 16318/04)

03.11.1904 All signals fitted with crosses removed and all Posts will be subsequently removed (WN 44)

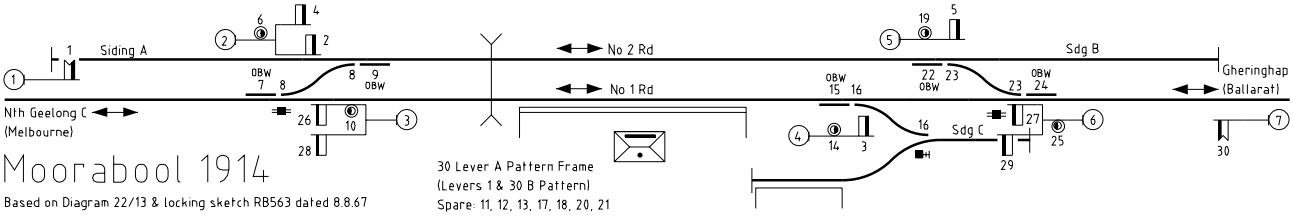
04.12.1904 One Staff Lock, rodded to catch, provided. Interlocking and signalling abolished. (Staff Lock Register I, VPRS 433 Book 211 16320/04)

11.12.1904 Interlocking frame removed. (IR)



(01.12.1913) By this date (since Dec 1909): May open as an 'Electric Staff Post' in North Geelong 'C' - Gheringhap section when published. (WTT)

13.01.1914 Opened as a crossing station. Electric staff sections now North Geelong C - Moorabool - Gheringhap. Crossing loop and dead end extensions provided. Interlocked from a 30 lever tappet frame containing 15 signal levers, 3 point levers, 5 lockbar levers, and 7 spaces. Diagram 22/13 in service. (IR, WN 3)



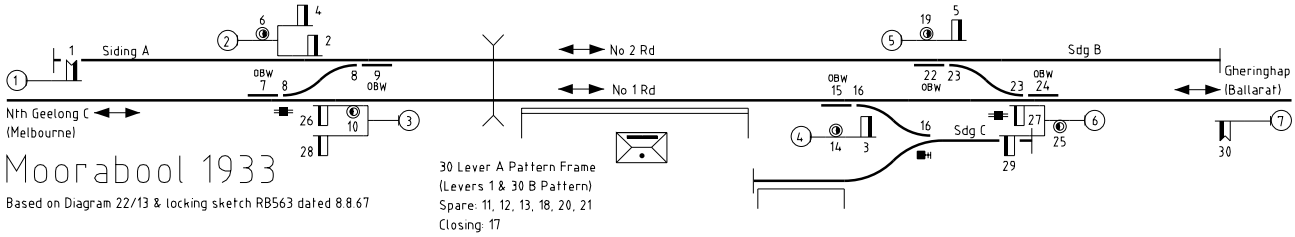
(01.06.1914) Large electric staff instruments North Geelong 'C' - Moorabool - Gheringhap replaced by miniature instruments (WN 22)

(20.09.1915) By this date in charge of a station master (WN 38)

(01.04.1919) By this date special instruction in force: Due to heavy falling grade in Sdg A (1 in 92), Up goods trains of over half tonnage are not to be turned into this Siding. They are to be held at Up home until Down goods has entered No 2, or run around Down passenger trains via No 2 Road. (GA)

02.09.1929 Stationmaster withdrawn. Now worked by Signal Porters supervised by SM Gheringhap. (WN 36, 28/15759)

16.06.1933 Switching out facilities (without train) provided. Closing lever 17 provided (WN 26 extracts, IR)



(23.11.1936) By this date switched in M-F 0650 to 0300 the following morning, Sa 0650-1500 (WTT)

10.11.1951 Post 2 moved 4 yards further out. Amend Diagram 22/13. (WN 42)

(24.11.1953) Switched in M to F 0725-1015 and 1610 until No 29 clears, Sat 0755-1015 (WN 47)

(19.04.1955) Switched in M to F 0725 until No 15 clears and 1450 until No 18 clears, Sat 0725 until No 15 clears (WN 16)

(10.06.1957) By this date open for passengers and general goods, has car dock and sheep race. Locomotive water supply. Supervised by Gheringhap (Directory of Stations)

(11.10.1960) Switched in MF 1430 until No 29 clears, TuWTh 0840 until Nos 17 or 19 clear and 1430 until No 29 clears (WN 41)

(01.12.1962) Around this time main line relayed and points renewed (CI)

15.04.1964 Post 3 move 70 yards further in. Amend Diagram 22/13. (WN 17)

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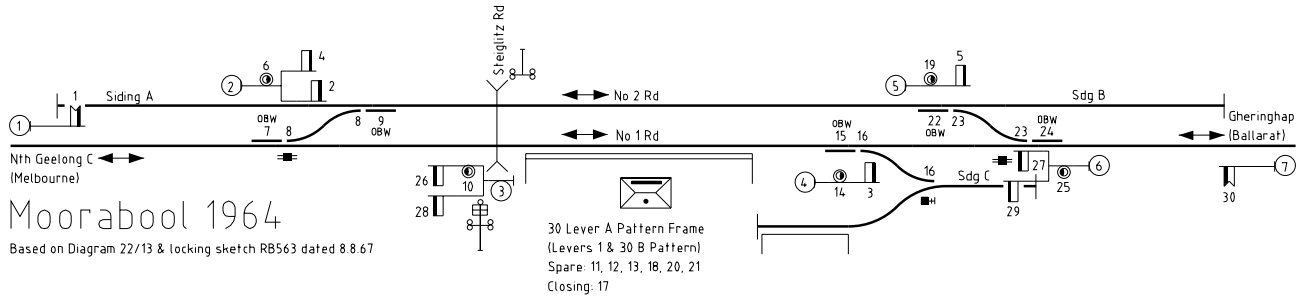
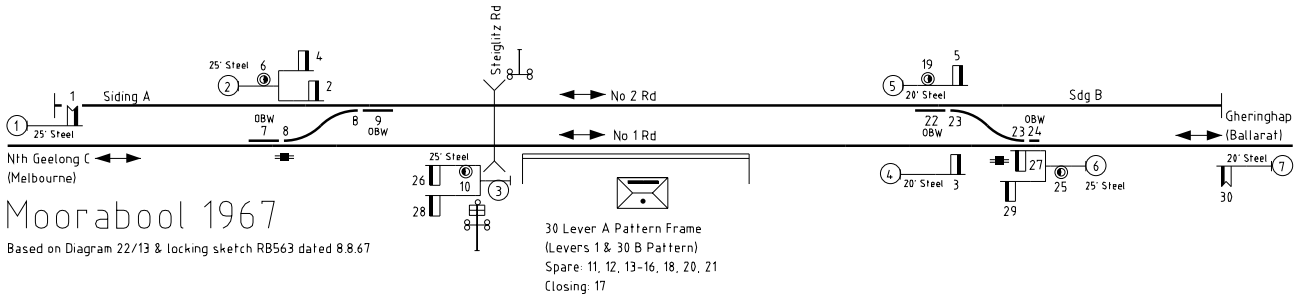
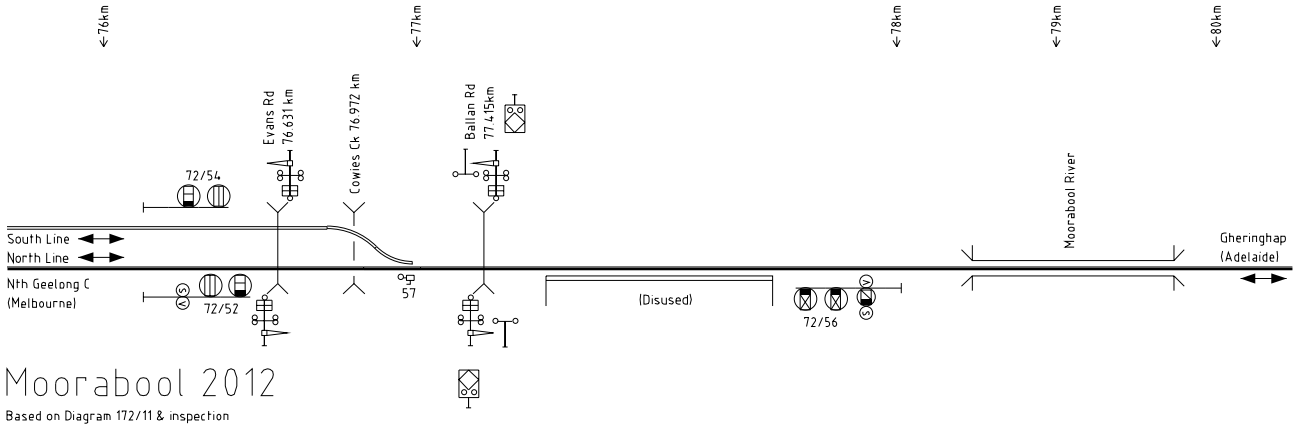
12.08.1964 Flashing lights provided at Steiglitz Rd (48 miles 7 chains). Controlled through the fixed signals when Moorabool is switched in and by track circuits when Moorabool switched out (WN 33, ACTM 22/120/7)



10.04.1967 Closed for all goods business (previously open for goods not requiring crane power). (WN 11, 66/5159)
08.08.1967 Siding C abolished. Disc 14, Points 16 & Lockbar 15 removed. Levers 14, 15, 16 sleeved normal (IR, WN 33)
(06.11.1967) By this date switched in M-F 1430 until No 87 clears (~1840) (WTT)
12.12.1967 Lockbar 24 replaced by lever lock and track circuit. Post 4 moved 287 feet in down direction. (WN 51)



(04.11.1968) By this date switched in only as arranged by the Train Controller (WTT)
(08.04.1969) Now No-one-in-charge (WN 14)
21.12.1976 Closed as electric staff station. Permanent section now North Geelong C - Gheringhap. All points and signals abolished. Delete special instructions in GA p675 (crossing of heavy Up goods trains), p528 (switching) & p560 (withdrawing an electric staff at North Geelong C for shunting). (IR, WN 2)
(01.09.1977) By this date, water supply removed (DirStat)
(11.1978) Railcar service replaced by bus. Bus service runs along highway and stops at Batesford and does not serve Moorabool. Station is effectively closed for passengers. The 'temporary' bus service was arranged in November 1978 after the 153 HP Railcar had became too dilapidated. 22RM had been noted on 08.09.78 (WTT, Newsrail Jan/Feb 79)
23.05.1995 Dual gauge line brought into use North Geelong C - Gheringhap worked under the Section Authority System. (WN 21)
15.01.2012 Line re-duplicated from North Geelong C to Moorabool. The new South Line is only standard gauge, while North Line is dual gauge. Points and signals worked from ARTC Control at Mile End. Diagram 172/11 (North Geelong - Moorabool) in service. (WN 1)



MOORABOOL VIADUCT

49 MILES

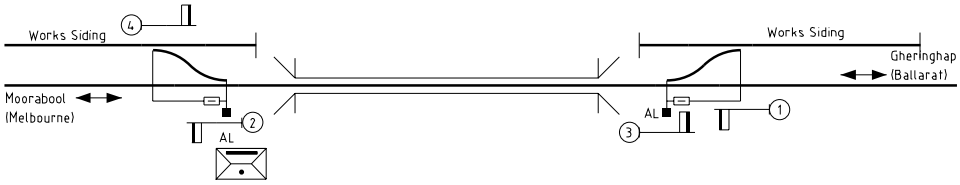
(08.10.1894) Until alterations are completed, the speed limit over viaduct is 10 mph, and 8 mph if two engines coupled due to weakness in girders. (WN 14)

18.11.1894 Up Line Moorabool Viaduct was taken up and relaid with 100 lb rail (VPRS 433 Book 101 19414/94)

(19.11.1894) Double line over viaduct abolished due to weakness of girders. Speed over viaduct is limited to 4 mph (WN 20)

(11.03.1895) Single line is in permanent position. Speed not to exceed 15mph (WN 36)

10.10.1916 Viaduct undergoing reconstruction - original girders being removed and spans halved by new piers. Two works sidings in provided at each end of bridge with Up end siding connected to Siding B at Moorabool. Steam crane in use and may operate on either of the dead end sidings or on the main line between Posts 1 and 4. Opened as an electric staff station with sections Moorabool - Moorabool Viaduct - Gheringhap. Signal box with 6 lever frame (4 signal levers, 1 pilot lever and 1 spare lever) provided. Trains may not cross or pass at Moorabool Viaduct. Trains may not be accepted unless Annett key is in the lock on the frame and the line is clear. Before allowing the Annett key to be used to unlock a siding, the Signalman must block back in both directions and not send obstruction removed until the key has been restored to the frame. The crane is not permitted to operate in the sidings or on the main line unless the Ganger in charge has possession of the Annett key. Diagram 24/16 brought into use. (IR, SLR, WN 42/16)



Moorabool Viaduct 1916

Based on WN 43/16

16.02.1919 Frame abolished (IR)

(24.02.1919) Closed as staff station. Interlocking and works sidings abolished. (WN 8 extracts)