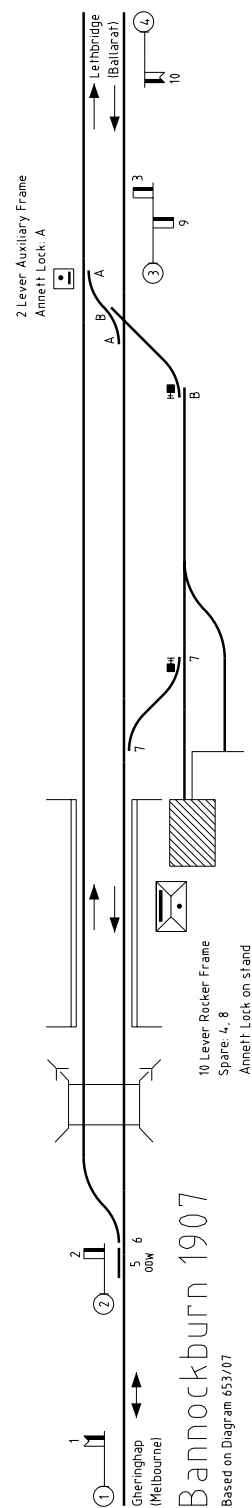


Bannockburn

BANNOCKBURN

55 MILES 63 CHAINS 12 LINKS

- 16.03.1863 Station opened for passengers and goods as 'Leigh Road' (Argus 11.3.63, Board of Lands & Works Annual Report 31.12.63)
- (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)
- 09.12.1884 Stationmaster's quarters destroyed by fire between 1600 and 1700. On 12.12 instructions were issued to renew station building at an estimate cost of #230. Completed by 2.3.85 (VPRS 433p0u14 11972/84, 12110/84)
- (03.12.1885) By this date (since 1.12.82) Winters Block in use for Up trains Leigh Rd - Lethbridge (WTT)
- (17.03.1890) By this date (since 12.8.89) Winters Block in use for Up and Down trains Leigh Rd - Lethbridge (WTT)
- (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 (VPRS 433 Book 77 6031/92)
- (06.09.1892) Signal Engineer reports that work of erecting block signals etc Geelong & Ballarat line is in hand (VPRS 433 Book 77 7125/92)
- (26.10.1892) Traffic requests that Up and Down signals be provided at Leigh Road for opening of block system. (VPRS 433 Book 77 8219/92)
- (21.11.1892) Signal Engineer reports that Down starting signal has been provided at Leigh Rd (VPRS 433 Book 80 9136/92)
- (21.05.1894) By this date (since 9.5.92) Winters Block in use Moorabool - Leigh Rd (WTT)
- 18.11.1894 Block section now Gheringhap - Leigh Rd. (WN 20)
- 03.07.1895 May switch out as Double Line Block post in Gheringhap - Lethbridge section. Will switch out after 7.45 pm Up goods has cleared Gheringhap until 7 am next morning. Signals to be lit and left at clear. Crossover to be locked and key kept in safe when switched out. No trains to work when switched out (WN 1)
- (01.07.1898) By this date had 1 distant, 2 homes and 2 starting signals (no Down distant provided). May not accept Up trains under Rule VI. (Register of Signals at Non-interlocked places & 1898 General Appendix)
- 05.12.1904 Renamed Bannockburn. (A2749/04, WN 47)
- 20.10.1907 Down line from Gheringhap abolished. Double Line Block Gheringhap - Bannockburn replaced by Large Electric Staff on the same sections. Interlocked with 10 lever frame (containing 5 signal levers, 2 point levers, 1 lockbar lever, and 2 spaces) and 2 lever auxiliary frame (2 point levers). Frames crosslocked with Annett Key. Special Inst: Normal Line Clear not to be given for Up and Down train at the same time. For Up trains, line clear must not be given until preceding train is 1/4 mile beyond station or shunted clear of line. Clause 18 of GA is cancelled and Up trains may be accepted under Block Rule VI if line clear to level crossing at Up end. In this case, the home is not to be lowered until the Down train has passed clear of the single line Diagram 653/07 in service. (WN 42, IR)
- (25.01.1909) Acceptance of trains under Block Rule VI prohibited for any Up train carrying passengers, for any Up train when the Up line at the station is occupied by a train carrying passengers, and for any Up train that will cross a Down train carrying passengers. (WN 4)
- 28.05.1909 Block Rule VI specifically authorised (indicates general prohibition elsewhere on its use) (WN 28)
- (27.02.1911) Up Distant relocated 150 yards further out (WN 9)
- (02.10.1911) Hand gates at Up end of station (55 miles 58 chains 64 links) replaced by cattle pits (WN 40)
- (01.12.1913) By this date the following special instructions in force. Trains must not be permitted to approach Bannockburn under Rule 3 (full line clear) from both directions at the same time. Up trains must not be accepted under Rule 3 unless



the preceeding train is a quarter mile on its journey beyond the station or has been shunted clear. Up Goods trains may be accepted under Rule 6 provided an Up train carrying passengers is not standing in the station, or a Down train carrying passenger has been accepted from Gheringhap. When an Up Goods train has been accepted under Rule 6, the Up Home must not be cleared until the Down train has cleared the single line. (1913 General Appendix)

(01.06.1914) Large electric staff instruments replaced by miniature instruments on the section Gheringhap - Bannockburn (WN 22)

(01.04.1919) By this date, Rule VI may be only used for up goods trains under above conditions (1919 GA)

07.06.1934 Line to Lethbridge singled. Double line block Bannockburn - Lethbridge replaced by large electric staff with the same section. Points at Down end worked by double wire operation. Permission to use Block Rule VI cancelled,

together with special instructions (see 1913 GA). Now 17 lever frame (7 signal levers, 2 point levers, 1 lockbar lever, 2 double wire point levers, 5 spaces). Auxiliary frame abolished. Diagram 8/34 replaced 653/07. (IR, WN 25)

13.09.1934 Points 15 and lockbar 16 formerly both operated by lever 15. Now 7 signal levers, 4 point levers (2 double wire), 2 lockbar levers (1 double wire), 4 spaces. (IR)

09.01.1938 SM withdrawn. Now worked by Porter in charge (WN 37 extracts)

16.07.1940 SM withdrawn. Now worked by Porters in charge supervised by SM Gheringhap. (WN 29)

(03.06.1941) Dead end extension at Up end of Siding 'A' removed. Safety points replaced by catch points. (WN 22, AGST 14/224/2)

(21.04.1953) Staff exchange box provided. Box to be used for the last Up train Monday to Fridays. The box is a special box (due to the need to exchange large and miniature staffs) that

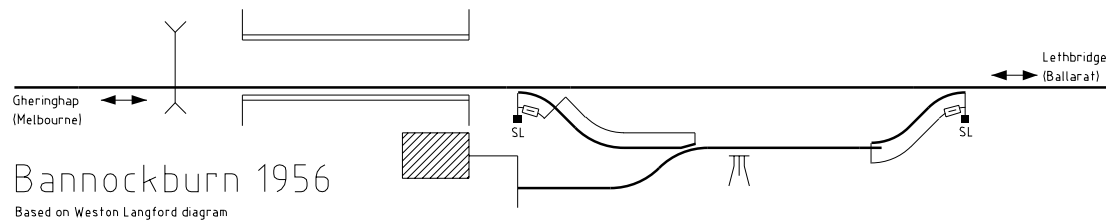
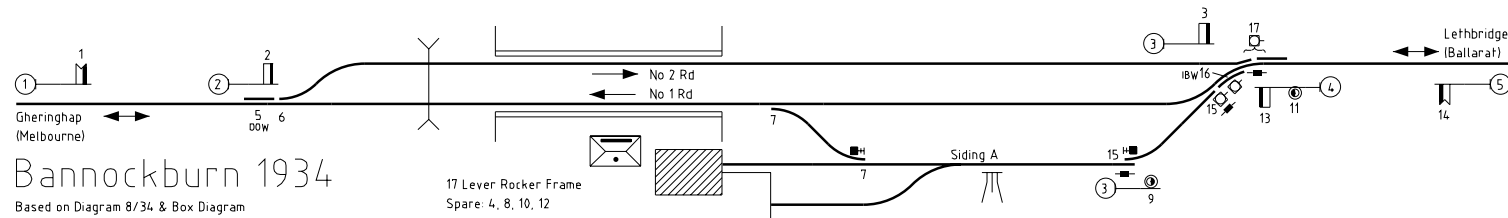
27.06.1956 takes the form of a box with a locked hinged lid. Lid is secured by a VR 5P lock. (WN 16)

Points 15 leading to Down end of Siding A spiked for No 1 Road. Catch 15 spiked open. Levers 9, 11, and 15 sleeved normal (CI)

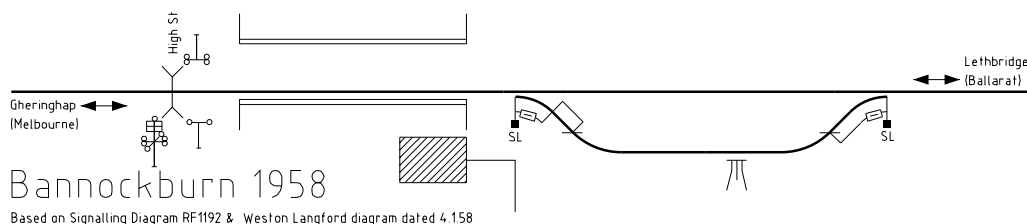
29.06.1956 Closed as staff station. Electric staff section now Gheringhap - Lethbridge. Interlocking and all signals removed. No 2 Rd and down platform taken out of use, and points spiked for No 1 Road.. Points to goods siding secured by staff lock and worked by small point levers. Points at Up end rodded to a set of safety points, and at the Down end to a catch point. Diagram 8/34 cancelled. (WN 27, IR, SLR)

11.07.1956 Caretaker (class 4) replaces two ASM (class 5). Station now open for goods G(e) instead of G. (WN 29, WN 32/56, 56/5248)

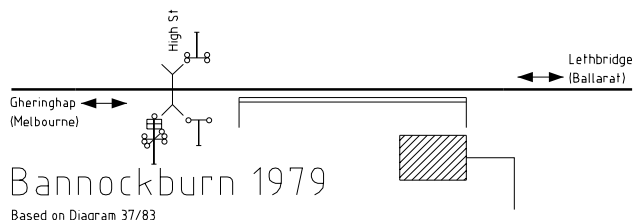
10.06.1957 By this date open for passengers and general goods. Has sheep and cattle race and 10 ton private weighbridge. Supervised by Gheringhap (Directory of Stations)



- 23.08.1957 Loop shortened by 265 yards at Down end. Catches at both ends of siding replaced by derails. (RF 1192, SLR, WN 36 & 37. ACTM 20/95/5)
- 23.03.1958 Caretaker reclassified to class 3 (WN 20)
- (01.04.1958) By this date, work was well in progress in removal of fencing and building from down platform. Wooden lockup has been transferred to up platform. No 2 Rd lifted. Transition curve provided at down end. Dead end siding to old sheep race removed. (Divisional Diary)



- 23.10.1959 Flashing lights provided at High St (55 miles 58 chains). (WN 44, ACTM 20/388/2)
- 17.02.1963 Caretaker reclassified from Class 3 to Class 4 (WN 8, 63/571)
- (01.07.1966) By this date, sheep and cattle races removed. (DirStat)
- 05.04.1967 Up end points removed and siding converted to a spur. Station may now only be worked by Down trains (WN 16, RF1192)
- (01.09.1977) By this date, only open for passengers and goods in truck loads and parcels (DirStat)
- (11.1978) Railcar service replaced by bus service that stops at railway station. 153 HP Railcar became so dilapidated that a temporary bus service was arranged during Nov. 22RM on 8.9.78. (WTT, Newsrail Jan/Feb 79)
- (17.07.1979) Siding booked out of use. Points spiked normal. (WN 29, CTM 27/148/6)



- (20.05.1984) By this date No-one-in-charge, but bus still stops at railway station. Still formally open for passengers? (WTT)