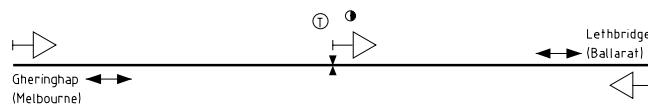


Lethbridge - Medina

LETHBRIDGE BLOCK POST

97.000 KM

- 29.12.1994 Block post opened at 97.000 km due to commissioning (on trial) of Section Authority System. Sections Gheringhap - Lethbridge BP - Meredith. Locations boards provided 1000 metres from block post in both directions. Bi-directional TAILS provided. Cabin provided with a Telecom phone provided. (WN 1)
- 14.09.1995 Signs provided on the rear of the location boards for ETAS trials. The signs are yellow or blue discs on black or silver backgrounds (WN 38)
- (28.05.1996) Diagram 2/96 replaced 52/90 account provision of TAILS at Lethbridge BP and Lal Lal BP. (WN 21)
- 09.09.1996 Commencing 9.9.96 all Location Boards will be relocated to be 2000 metres from the Home signal. The rear of each location board will be fitted with an ETAS Clearance Point Indicator. (WN 38)
- 11.07.1998 New type of block point boards provided (WN 27)



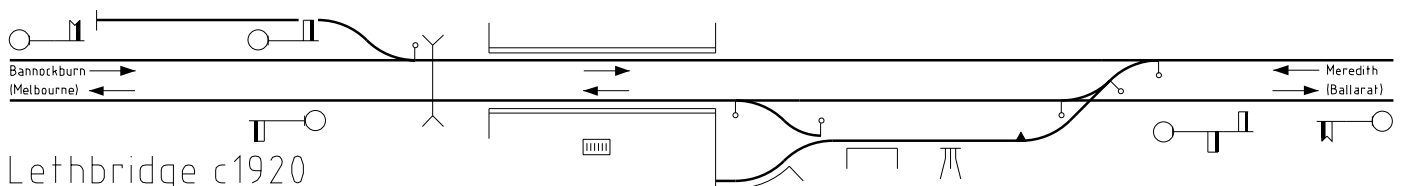
Lethbridge BP 1998

Based on Diagram 4/99

LETHBRIDGE

61 MILES 54 CHAINS 32 LINKS, 99.262 KM

- 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). Station building only had foundations laid 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)
- (09.09.1880) Instructions given for provision of crossover (might have been at Lethbridge quarry) (VPRS 433p0u2 p230)
- (?.08.1883) Gatekeepers cottage provided. J Martin had complained about the gates at Lethbridge in early August. Two roomed cottage forwarded on 17.8.83 (VPRS 433p0u9 8311/83, 8421/83 8594/83)
- (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)
- (22.09.1884) Traffic Branch notes that a distant is required on Down side. On 20.10.84 it was decided not to do this (VPRS433p0u14 9436/84)
- (03.12.1885) By this date (since 1.12.82) Winter's Block in use on the sections Leigh Rd - Lethbridge - Meredith, but only for Up trains (Working Timetables)
- (17.03.1890) By this date (since 12.8.89) block sections Leigh Rd - Lethbridge - Meredith in both directions (WTT)
- (21.11.1892) Signal Engineer reports that Down starting signals have been provided at Leigh Rd and Lethbridge (VPRS 433 Book 80 9136/92)
- (01.07.1898) By this date, 2 homes, 2 starters, and Up distant. Crossover provided at Down end. May not accept Up trains under Block Rule VI. (General Appendix)
- (11.02.1907) No 10 gates (61 miles 50 chains) at Up end of station replaced by cattle grids (WN 6)
- (01.02.1908) By this date, line clear cannot be given for an Up train until the preceding train has passed the starting signal and is proceeding on its journey.(GA)



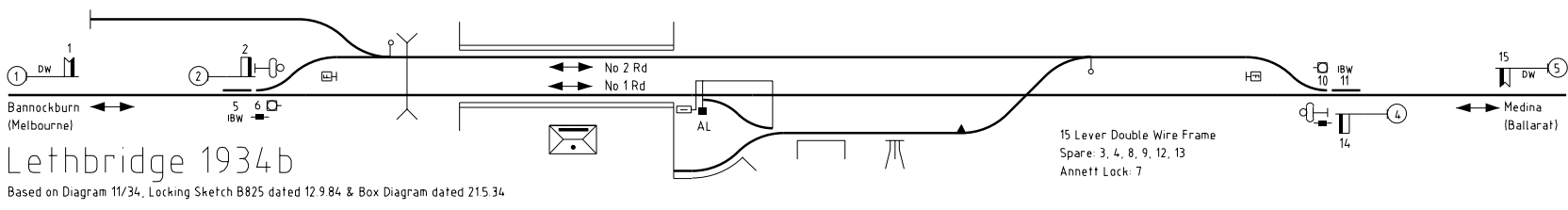
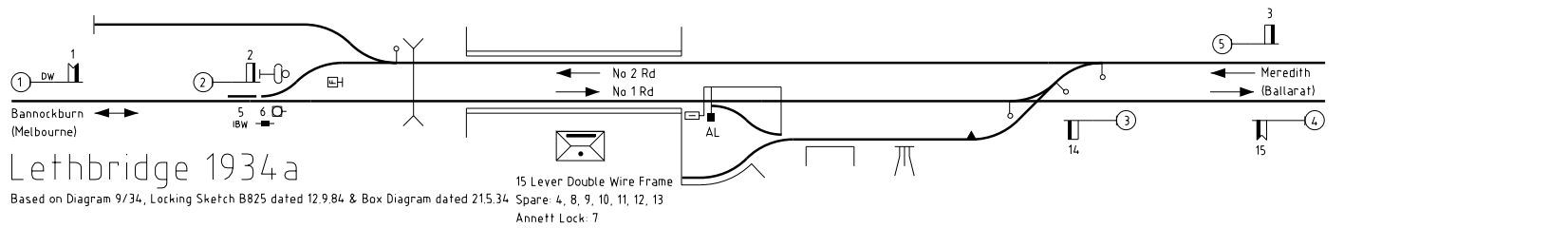
Lethbridge c1920

Based on undated diagram in Station book

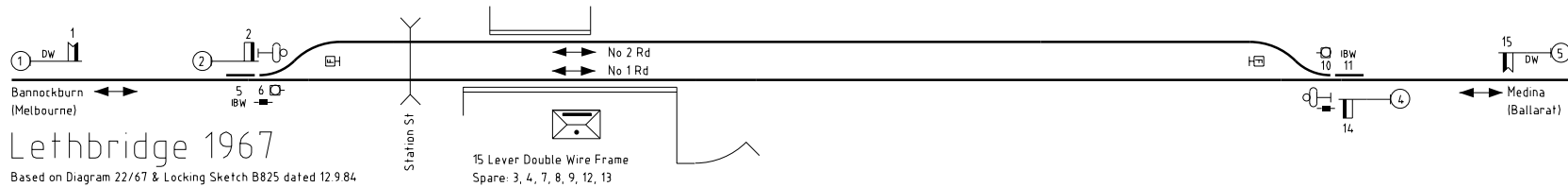
Victorian Signalling Histories No 126, Version 1.0 (December 2010)

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28.05.1909	Block Rule VI specifically authorised (probably indicates its general banning elsewhere) (WN 28)	(17.01.1922)	Acceptance of Down trains under Block Rule VI prohibited. (WN 3 extracts)		
(21.02.1910)	Medina opened as a block post dividing the Lethbridge - Meredith section for Up trains only. Medina periodically opened until 1914 (WN 8)	(16.05.1922)	Block hours now 0440 Monday until 1940 Up Goods clears Bannockburn Saturday (WN 22 extracts)	14.06.1934	Post 4 (Up Distant) moved out 600 yards and on the opposite (right hand side) of the line. (WN 26, AGST 9/357/3)
(06.03.1911)	Down Home has been placed on separate post on the other side of the line opposite its former position. Down Distant provided on left hand side of line 500 yds from home. (WN 10)	(01.02.1928)	By this date Block Terminal on down journey (GA)	19.06.1934	Post 3 (Up Home) moved out 260 yards. (WN 26, AGST 9/257/4)
(05.06.1912)	Down Home signal relocated 100 yards further in (WN 32)	30.12.1931	Stationmaster withdrawn. Now worked by Signal Porters. SM Meredith supervises Lethbridge, Lethbridge Quarry Siding, and Medina. (WN 51)	10.07.1934	Double line to Meredith reduced to single track. Double Line Block working Lethbridge - Meredith replaced by large Electric Staff. Track alterations at Down end. Down end points worked by double wire. Down starting signal abolished. Diagram 11/34 replaced 9/34. (WN 31, IS, AGST 9/387/1)
(09.06.1913)	Down Home relocated 60 yards further out (WN 23)	(19.07.1932)	Medina disestablished as double line block post in Lethbridge - Meredith section. (WN 32 extracts, SLR)	19.07.1934	Medina opened as a switching staff station dividing the Lethbridge - Meredith section. (WN 31, AGST 9/387/1)
(18.08.1913)	Down refuge, 1,770 feet long, provided. It leads off the Down line at Up end of station. (WN 33, 13/2718)	07.06.1934	Double line from Bannockburn reduced to single track. Double Line Block working Bannockburn - Lethbridge replaced by large Electric Staff. 15 lever double wire frame provided in signal bay on Up platform. Up end points and 45 foot locking bar worked from frame. Points to goods siding secured by Annett Lock and rodded to safety point in the siding. Up starting signal abolished. Special instructions re giving line clear for	(21.08.1934)	Catch points in main line formally abolished (almost certainly abolished when line singled) (WN 34)
(01.12.1913)	By this date, all ordinary Down trains (including specials, but excluding expresses and fast trains not booked to stop) may be accepted under Rule VI. Up trains may not be accepted under full line clear until the preceding train is proceeding on its journey		past the starting signal. (GA)	(12.05.1942)	Two composite staffs provided in Lethbridge - Meredith section so that Medina can be opened as special block post. (WN 19)
				(21.02.1950)	Medina closed as a special block post.



(25.11.1952)	Composite staffs withdrawn (WN 8) Staff exchange box provided. To be used for No 152 Goods M, Tu, Th; No 44 Car Goods W; and No 52 Goods F (WN 48)	(16.07.1962)	miniature staff exchange box provided. (WN 15) By this date, supervised by SM Ballarat East. Weighbridge and sheep race have been removed. (DirStat)	(11.1978)	Railcar service replaced by bus. Bus stops at station. 153 HP Railcar had become so dilapidated that a temporary bus service was arranged during November. 22RM observed on 08/09/78 (WTT, Newsrail Jan/Feb 79)
23.05.1954	SM withdrawn? Supervised by SM Warrenheip	10.04.1966	Two ASMs (class 5) replaced by two Signal Assistants. (WN 16, 66/636)	30.03.1981	Geelong - Ballarat DRC formally withdrawn. (WTT 4/81)
29.06.1956	Bannockburn closed as a staff station. The large Electric Staff section Bannockburn - Lethbridge replaced by a miniature Electric Staff section Gheringhap - Lethbridge. Existing staff exchange box replaced by special staff exchange box (ex Bannockburn). (WN 27, CI)	(01.07.1966)	By this date, supervised by SM Gheringhap (DirStat)		
14.05.1957	Post 3 renewed in existing position with 30 ft steel mast (CI)	10.04.1967	Closed to goods. Previously open for goods not requiring crane power. (WN 11, 66/5159)		
(10.06.1957)	By this date: Open for general goods. Has private 10 ton weighbridge and sheep race. Supervised by Warrenheip. Has water supply. (DirStat)	?	Diagram 22/67 replaced 11/34.		
09.04.1958	Miniature electric staff instruments replaced the large electric staff instruments on the section Lethbridge - Meredith Special staff exchange box moved to Meredith and	02.08.1967	Goods siding abolished. Annett lock and connections removed. Lever 7 removed. (WN 33, IR, LS B825, ACTM 23/306/1, CI has lever 7 removed on 14.9.67)		
		06.10.1970	Lockbars 5 and 11 replaced by track circuits and lever locks (LS B825)		
		(01.09.1977)	By this date, water supply removed (DirStat)		
		12.12.1977	Up Distant moved 1735 feet further out. Distant 15 is now motor operated and a repeater was provided in signalbay. Amend Diagram 22/67. (WN 51, LS B825)		



03.11.1983 Flashing lights provided at Station St (99.193 km). Up Homes Posts 3 and 4 provided & remaining posts renumbered. Signals 1, 2, and 14 fitted with reversers. Up and down automatic staff exchangers provided. Diagram 37/83 replaced 22/67. (WN 18, LS B825 has 27.10)

(20.05.1984) Bus still stops at railway station. Station still formally open for passengers? (WTT)

12.09.1984 Post 1 relocated 708m further out and fitted with motor worked by wire operated circuit controller. Repeater provided. (LS B825, WN 38)

(30.10.1984) Diagram 22/84 (Gheringhap - Yendon) replaced 37/83 (WN 43)

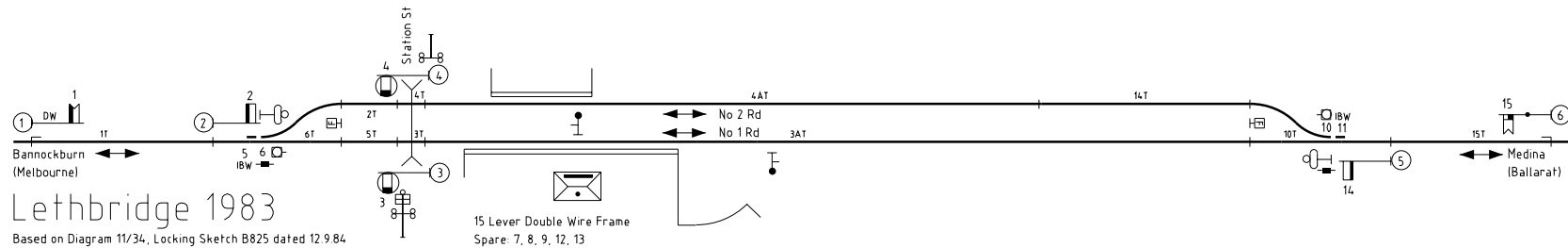
05.10.1985 Staff balancing magazines provided for the sections Gheringhap - Lethbridge - Meredith. (WN 40)

(13.11.1988) Diagram 28/88 (Gheringhap - Yendon) replaced 22/84 (WN 45)

(22.01.1990) Diagram 52/90 (Gheringhap - Lal Lal) replaced 28/88 (WN 2)

05.1990 Main line slewed further from platform to avoid risk of fouling. Loop taken out of use. Still opened as a staff station for follow on moves. (Rail News Victoria)

30.06.1990 Closed as staff station. All signals and points abolished. Automatic staff exchangers abolished. New electric staff section Gheringhap - Lethbridge. Amend Diagram 28/88 (WN 26)



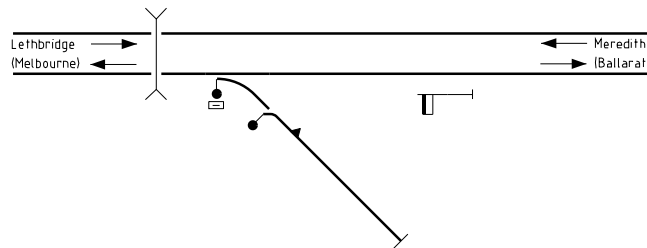
LETHBRIDGE QUARRY SDG

62 1/2 MILES

- (12.08.1878) Building to house stone breakers completed (VPRS 433p0u1 p82)
- (26.09.1879) It was noted that the department owned the Siding. It was laid in by the government with the department finding the rails. [J.W. Nash?] did the forming of the earthworks only (VPRS 433p0u2 p16, 77/7490)
- (12.12.1880) By this date there was a semaphore at the siding (VPRS 433p0u7 p168)
- (07.12.1883) Catch points reported as being provided at the siding (VPRS 433p0u10 12235/83)
- (07.04.1884) EEL Branch Inspector reports that all green glasses have been removed from the semaphore and an iron strap provided to prevent semaphore being worked to third position. This is to make the semaphore conform to the new rulebook. Traffic subsequently reported that the semaphore at the siding had not been altered. (VPRS433p0u11 2601/84, 2750/84, 2879/84)
- (01.07.1898) Situated 3/4 mile on the Down side of Lethbridge. Siding trails into the Up line. Catch points and scotch blocks are provided, keys kept at Meredith. No 6 Up to work. Signal to be lit when shunted at night. (General Appendix)

Lethbridge Quarry Siding 1898

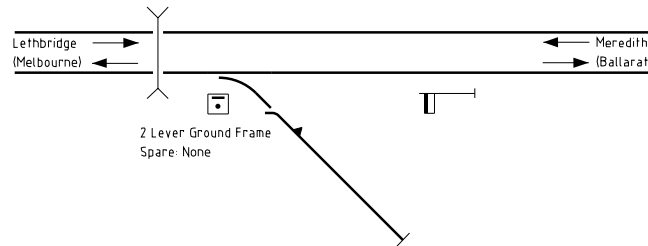
Possible Layout



- (01.07.1899) Had only one Home signal (Register of Signals at Non-interlocked places)
- (01.02.1902) By this date, No 7 Up to shunt. Engine not to go beyond scotch block. (GA)
- 31.10.1916 Two lever ground frame provided (1 signal lever, 1 point lever). Points rodDED to catch points in siding. Home signal moved 120 yds further in on the same side of the line. Still secured by keys kept at Meredith. Not to be worked in foggy weather or when block instruments are out of order. (WN 45, IR)

Lethbridge Quarry Siding 1916

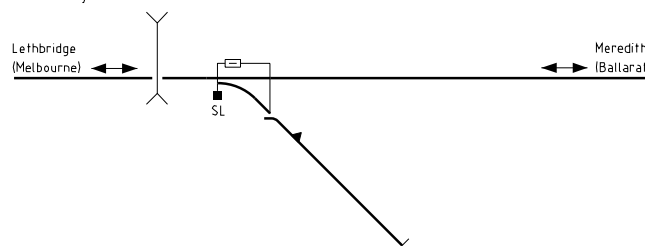
Possible Layout



- 03.04.1924 Ground frame now secured by Annett key (due to provision of ground frame at Medina). Key kept at Meredith. (WN 17, IR, SLR)
- 19.02.1925 Up home signal moved 25 yds further out and ground frame moved to down side of line (WN 8)
- (01.02.1928) By this date, if trucks are to be brought from Lethbridge, the engine is to pick up loaded trucks from siding, collect wrong line order from guard, proceed to Lethbridge (without guard). Trucks to be picked up and pushed to siding (employee on leading vehicle) and remainder of train collected (GA)
- 10.07.1934 Line singled and points secured by a staff lock rodDED to a catch point. Ground frame moved to Medina. Home signal abolished. Siding to be worked by Up trains. Engine not to go inside scotch block in siding. If it is necessary to supply the siding with trucks from Lethbridge, the Train Despatcher must inform the Signaller at Meredith to instruct the Guard. Loaded trucks to be picked up and the train taken to Lethbridge. The empties can then be pushed to siding with the guard riding in the leading vehicle. Driver to be in possession of staff. (WN 31, IR, SLR, AGST 9/387/1)

Lethbridge Quarry Siding 1934

Possible Layout



- (28.06.1955) Siding out of use and points spiked. (WN 26)
 28.07.1955 Points and staff lock removed. Delete special instructions in GA. (WN 31, SLR, ACTM 19/316/7)
 (16.08.1955) C. Nash & Son Pty Ltd's Sdg deleted from Goods Rates Book (WN 33)

RMSP 13

63 MILES 61 CHAINS

- 03.02.1959 Opened. Situated at the East/west road running from the Lethbridge to Shelford/Meredith road (63 miles 61 chains 49 links). Supervised by SM Warrenheip. (WTT 8/59, WN 5, Grades Book)
 (18.07.1978) Closed (WN 29)

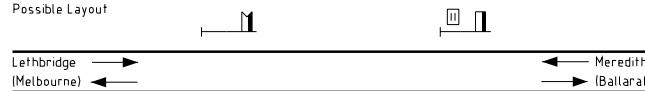
MEDINA

65 1/2 MILES

- (11.03.1903) Traffic instructions re signalmans cabin to be placed at 61 1/2 miles between Lethbridge and Meredith (VPRS 433 Book 196 2340/03)
 10.01.1910 One distant and one home provided (SNIP, SLR)
 (21.02.1910) Opened as an unnamed Block Post dividing the Lethbridge - Meredith section in Down direction only. It is only a repeating station in the Up direction. Down Distant and Home provided. Up trains only to be stopped in cases of emergency. No mention of switching out. (WN 8)

Medina 1910

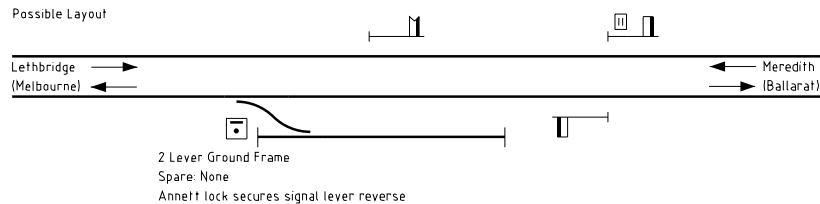
Possible Layout



- (14.03.1910) Named 'Medina' (WN 11)
 02.05.1910 Closed as a block post. Signals crossed. (WN 17)
 04.01.1911 Reopened as a block post (WN 52)
 (08.05.1911) Closed as a block post. Signals crossed. (WN 19)
 (15.01.1912) Reopened as a block post (WN 3)
 01.05.1912 Closed as a block post. Signals crossed (WN 17)
 (13.01.1913) Reopened as a block post. Block switch provided, and block hours will be 2000 to 0800 the following morning (Sundays excepted). (WN 2)
 (12.05.1913) Closed as a block post. Signals crossed. (WN 19)
 (19.01.1914) Reopened as a block post with block hours 1800 to 0400 the following morning (Sundays excepted) (WN 3)
 (20.04.1914) Closed as a block post. Signals crossed (WN 16)
 03.04.1924 Public siding provided at 66 miles. Trailing points in Up line rodded to safety points in siding. Siding can hold 15 trucks (about 375 feet clear) and has the same gradient as the main line (1 in 123 falling to main line). Up home signal provided. Points and signal worked from two lever ground frame. Signal lever secured reverse by Annett lock. Loose Annett key kept at Meredith and also works Lethbridge Quarry Siding. Adjusting apparatus provided for Up home and guard specially instructed to adjust working of signal. Lamp will not be lighted unless necessary to work at night. Trains must not work during fog or block instrument failure. (WN 17, IR, SLR)

Medina 1924

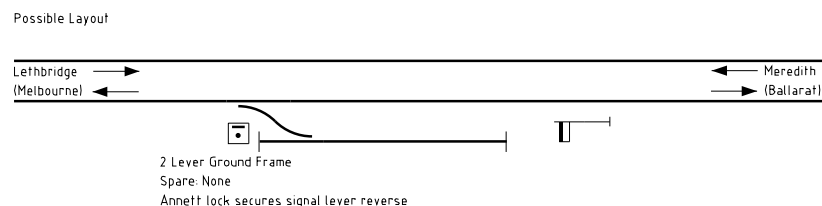
Possible Layout



- (15.04.1924) Opened for inwards and outwards goods in truck loads, minimum 3 tons (WN 16, 24/5690)
 (19.07.1932) Disestablished as double line block post. Down distant and down home abolished. (WN 32 extracts, SLR)

Medina 1932

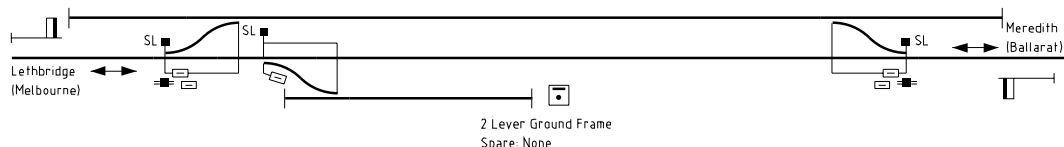
Possible Layout



- 10.07.1934 Line singled between Lethbridge and Meredith. Up home signal and ground frame abolished. Points to siding secured by Staff Lock rodded to safety points. IR & SLR show that the Down home, two lever frame and crossing loop were provided on this date. (WN 31, SLR, IR, AGST 9/387/1)
- 19.07.1934 Opened as a switching electric staff station with the sections Lethbridge - Medina - Meredith. Medina will be switched in for seasonal traffic only. Crossing loop provided with dead end extensions at each end. Points secured by staff locks and rodded to safety points. Up and down home signals provided and will normally be crossed. When open, the signals will detect the points normal when worked from the frame, and reverse when worked from the quadrants at the points. Two lever ground frame (from Lethbridge Quarry Sdg) provided. Non-interlocked switching instrument (without train) provided. This has been modified such that the Master Key for the points serves as the switching handle of the instrument. When Medina is switched in the Master Key can be removed to operate the points. When it is closed the Master Key is secured in the instrument. (WN 31, IR, AGST 9/387/1)

Medina 1934

Possible Layout



- (31.10.1939) Switching equipment removed. (WN 44, AGST 12/65/1)
- 27.05.1941 Loop siding, home signals, and ground frame abolished. (SLR)
- (12.05.1942) May open as a special block post in Lethbridge - Meredith section. (WN 19)
- 16.12.1942 Closed to goods. Goods siding abolished and points removed. (WN 51, SLR, AGST 15/187/2)
- (21.02.1950) Closed as a special block post. Composite staffs withdrawn (WN 8, ACTM 18/52/2)

RMSP 52

66 MILES 65 CHAINS

- 05.04.1954 Opened. Situated at the level crossing before Meredith (66 miles 65 chains 46 links). (WTT 25/54, WN 28 extracts, GB)
- 05.08.1963 Moved to 66 miles (WN 29, 62/327)
- (18.07.1978) Closed (WN 29)