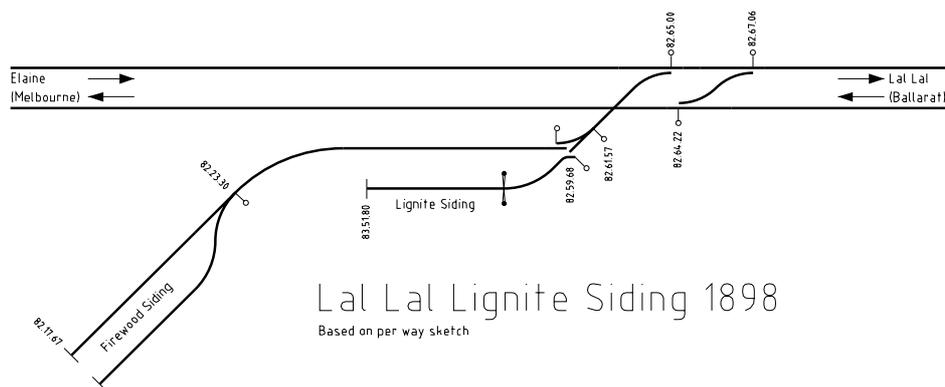


Lal Lal

LAL LAL LIGNITE SDG

82 MILES 65 CHAINS 00 LINKS

- (10.03.1881) Lal Lal Lignite Coy asks to be refunded the cost of the siding. In July 81 the Victorian Brown Coal Coy asks if a decision has been made. It was noted that the Department is not responsible for the siding and should cease using it. In September 81 the siding was noted to be in bad repair with most sleepers rotten, the embankment too narrow, and no ballast. Estimated cost of repair was £433. In January 82, Coy offers siding for £580 if charged carriage (of rail?) or £320 if not. Coy forwards plan of siding in August 82. (VPRS 433p0u4 p121, p174, VPRS 433 p0u5 p274, VPRS 433p0u6 p439, 81/1288, 81/2992)
- (25.11.1881) Residents asks for permission to construct a siding at their cost (VPRS 433p0u5 p52)
- (10.01.1882) Lal Lal Iron Coy asks for sleepers, rails etc, to construct tramway. Minister refuses to supply sleepers. (VPRS 433p0u5 p184)
- (24.01.1883) Australasian Deodorising &c Coy writes re purchase of the siding. On 1.5.83 the Traffic Branch asks how the transfer of the Lignite Siding stands. Cost of repairs estimated at £443 and the Minister directs that repairs should be charged to the same fund as the purchase. (VPRS433p0u7 2018/83, u8 5021/83)
- (21.06.1883) Australasian Deodorising Coy asks that the tramway be altered to give them more room for their work, but Minister directs that this stand over due to lack of funds (VPRS433p0u8 6376/83)
- (23.06.1883) Traffic Branch asks when siding lately taken over from Brown Coal Coy will be put in order. No funds to do work (VPRS433p0u8 6449/83)
- (18.08.1883) Lal Lal Iron Coy writes re 3 1/2 miles of track for tramway to their smelter. On 19.8, Coy offers between £4 and £4.10 per ton for 3 1/2 miles of 50lb rail. On 20.10.83 it was noted that a lack of trucks was preventing completion of delivery of rails to Coy. Coy asks if Department will sell one of the light trollies for use on siding on 12.11.83. Minister approves sale for £19. On 19.11.83 Coy complains that the freight on the rails is greater than they expected, and also asks for four sets of points and crossings. They were informed that freight was so high because there were no rails available on the Gordons line, and that there are no points available. (VPRS433p0u9 8606/83, 8808/83, u10 10652/83 & 11386/83 11642/83, 11724/83)
- (29.08.1883) Firewood dealers request interview re freight on wood. Informed that Commissioners will not spend any more on siding (VPRS 433p0u9 8607/83)
- (07.12.1883) Catch points and lockbar fitted at Brown Coal Siding (VPRS 433p0u10 12235/83)
- (12.11.1883) Victorian Brown Coal Coy asks permission to extend dam that supplies water to their engines - (currently?) around 20 feet square. Denied as proposed road would run through it (VPRS433p0u10 11386/83)
- (19.12.1883) Victorian Brown Coal Coy asks if siding is to be moved to firm ground between shaft and main line. EEL considers this a waste of money. On 11.2.84 it was stated that siding between main line and shaft is in good order and fit for locomotives, but remainder will cost £433 to put into repair. (VPRS 433p0u10 12630/83)
- (05.12.1884) Traffic Branch recommends semaphore at Lignite Siding be made to work for Lal Lal. Refused as distance (>1300 yards) is too great (VPRS433p0u14 11856/84)
- (06.02.1885) Inspector asks if he is to maintain Brown Coal Coy Siding outside boundary fence. No - Department has nothing to do with the siding outside fence. Traffic asks on 19.2 that whole of Lignite Siding be put in repair, and this was refused as it does not belong to Department. (VPRS433p0u15 1312/85, 1742/85)
- 17.12.1888 New signal at Lal Lal to be brought into use, replacing the one on the platform. Lignite Siding controls the new Lal Lal Up starting signal (C 211/88, VPRS433p0u35 14103/88)
- (29.07.1892) Traffic notifies EEL that it is intended to open the block telegraph section Meredith - Yendon in a few days and asks that hand bars be provided at both ends of crossover near Lignite Siding, Lal Lal. Bars fitted 1.8.92 (VPRS433 Book 75 11149/92)
- (19.08.1892) Traffic notifies EEL that on Monday next the signal protecting the Lignite Siding used as an Up Home will be used as an Up Starting signal and as signal is controlled from the siding it will be necessary to see that connections are in good order (VPRS Book 75 12137/92)
- (01.07.1898) By this date, the siding is connected to Down main line and a crossover to the Up main line (at down end) also exists. Down home signal provided. Keys at Lal Lal. Engine of No 6 Up goods to work. Both lines to Elaine to be blocked before engine leaves. Guard and Porter to work and ensure that home is placed to danger. Lines not to be cleared until engine returns with trucks (GA)

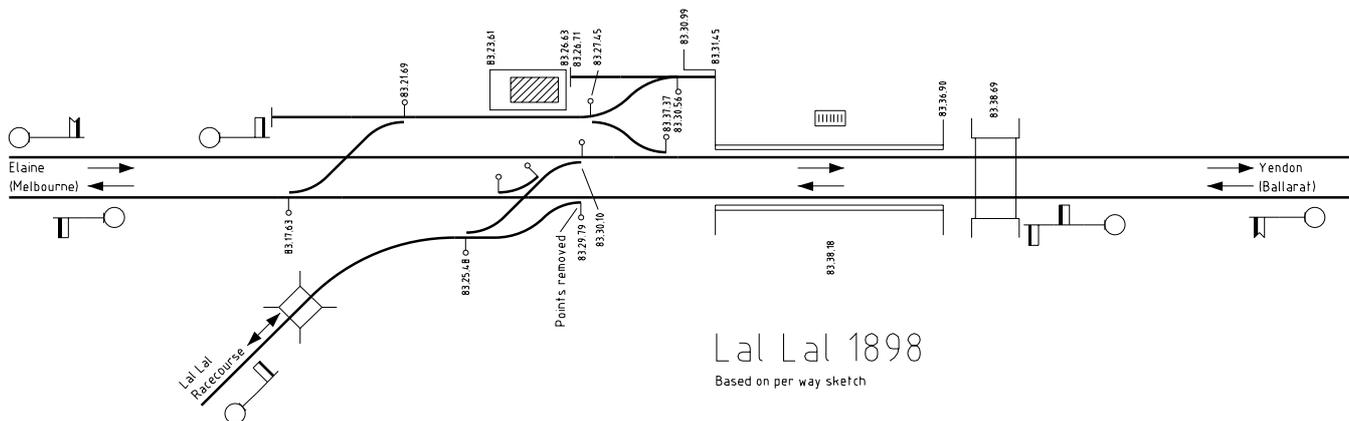


- (01.07.1899) Has one home signal and controls Lal Lal Up Starting signal (Register of Signals at Non-interlocked Places)
- (01.02.1908) By this date: Engine of No 7 Up or No 5 Down is to be sent from Lal Lal on Up line with Guard and Porter. Home signal must be placed at danger before shunting. Blocking back must be given to Elaine before commencing to shunt and line clear not to be given until engine has returned. Not to be shunted if block instruments fail. (GA)
- 27.09.1934 Line singled. Down home signal abolished. Instructions in GA deleted. Siding almost certainly closed (No mention of SL in SLR, just note: "Lal Lal Lignite Sdg is Departmental, Co leases land adjacent") (WN 41, IR)

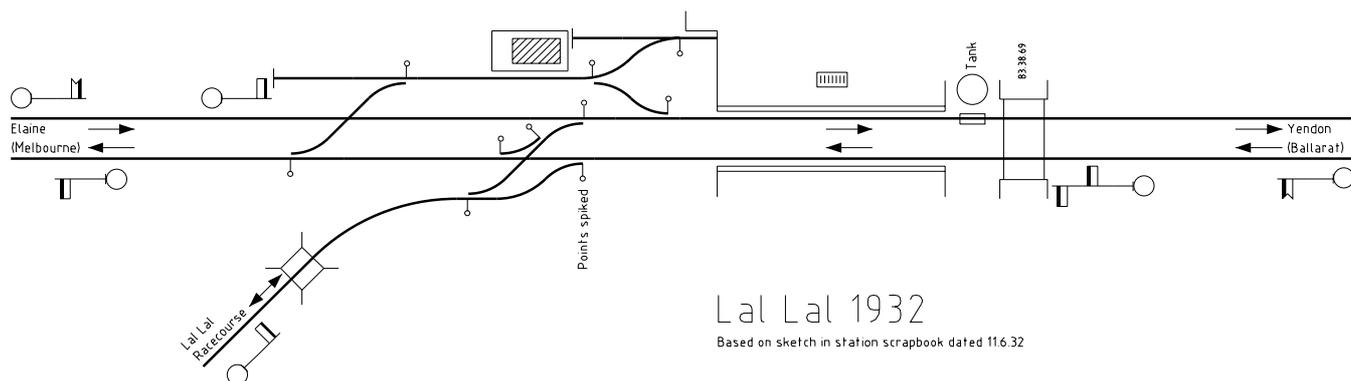
LAL LAL

83 MILES 58 CHAINS 82 LINKS, 126.149 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 not complete on opening day, but reservoir constructed. 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)
- 01.01.1886 Lal Lal Racecourse line opened (Chronological Register)
- (?.12.1888) New up and down home signals and new up starting signal (controlled by Lignite Sdg) replaced old two arm signal (C 211/88)
- (19.08.1892) Traffic notifies EEL that on Monday next the signal protecting the Lignite Siding used as an Up Home will be used as an Up Starting signal and as signal is controlled from the siding it will be necessary to see that connections are in good order (VPRS Book 75 12137/92)
- 20.09.1892 Down starting signal ready for use (VPRS 433 Book 78 14153/92)
- (21.05.1894) By this date (since 9.5.92) Winters block in use Elaine - Lal Lal - Yendon (WTT)
- (05.11.1896) Ballard instructs Inspector Johnston to supply set of balanced arm and fittings for semaphore at Lal Lal. (VPRS 433 Book 123 23213/96)
- (01.07.1898) By this date, has distants, homes, and starters in each direction and crossover at up end. Home provided from Racecourse line. Junction points in main line for Racecourse branch removed unless required. (GA)
- (01.02.1898) By this date, Lal Lal Racecourse Line was worked by staff and ticket. (GA)



- (01.07.1899) By this date has three homes, two starting signals, and two distant signals (RSNP)
- 28.05.1909 Use of Block Rule VI authorised (i.e. change from being generally permitted to being permitted only at specific locations) (WN 28)
- (31.05.1909) Points to Lal Lal Racecourse now to be spiked when not in use instead of being removed. (WN 22)
- 21.01.1910 Disc provided applying from turntable road to Down line (WN 8, RSNP)
- (01.12.1913) Up and Down Goods trains may be accepted under Rule VI provided no passenger train is in within the clearance point. Racecourse line worked only under special occasions in accordance with instructions issued by the GST. When not in use the main line points are spiked. Home signals are provided at Lal Lal and the Racecourse and they must be brought into use when traffic is running (GA)
- (13.07.1914) Racecourse line now worked under "one engine in steam" (p357 General Appendix). Train Staff is provided for the section Lal Lal - Racecourse platform. (WN 28)
- (04.06.1917) Yendon closed as regularly opened Block Post, section now normally Lal Lal - Warrenheip (WN 23)



- (01.04.1919) By this date: All engines to carry staff on Racecourse branch, but special arrangements will be made for race or special traffic. (GA)
- (28.12.1920) Turntable removed (WN 52 extracts)
- 11.07.1921 Disc from turntable road removed (RSNP)
- (06.09.1921) Open as a block post M 0515 until 1725 Down clears Warrenheip, Tu-Sa 0030 until 1725 Down clears Warrenheip. (WN 36 extracts)
- (06.06.1922) Switches in M 0515 until No 11 clears (approx 1920), Tu - Sat 0030 until No 11 clears (approx 1920) (WTT)
- (01.02.1928) By this date (since 1919 GA): Not allowed to accept Down Goods trains under Block Rule VI. (GA)
- (09.07.1929) Down goods trains may now again be accepted under Block Rule VI provided the

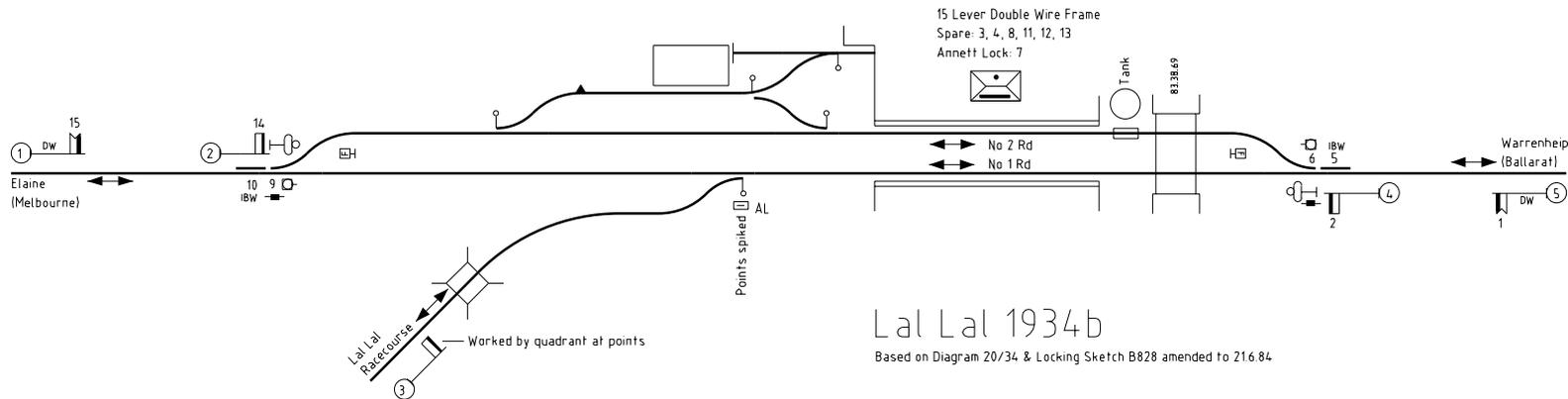
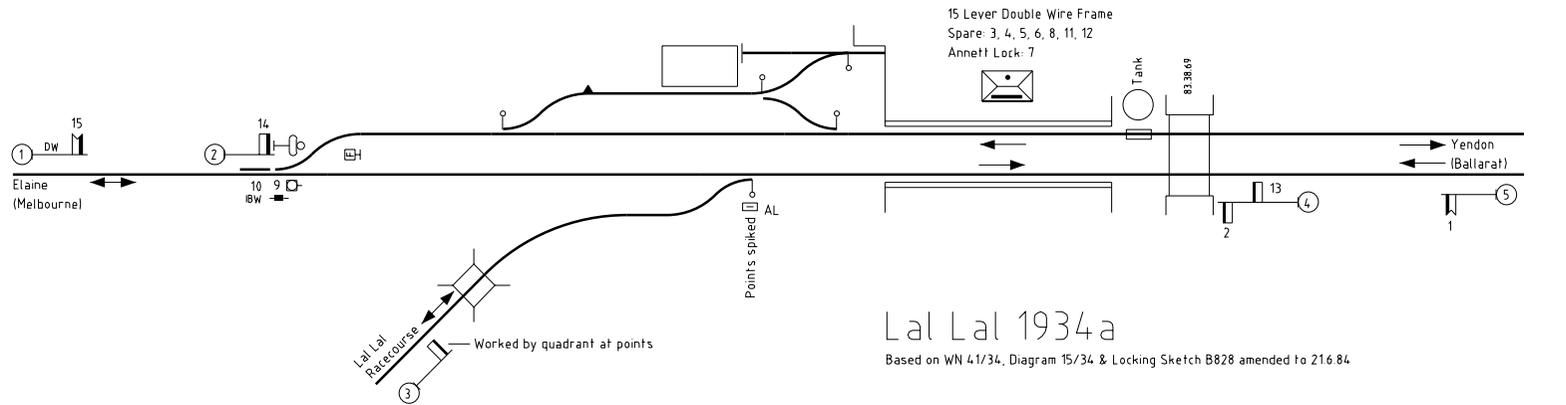
- 22.04.1931
- 27.09.1934

clearing point is not obstructed by a passenger train. (WN 28)

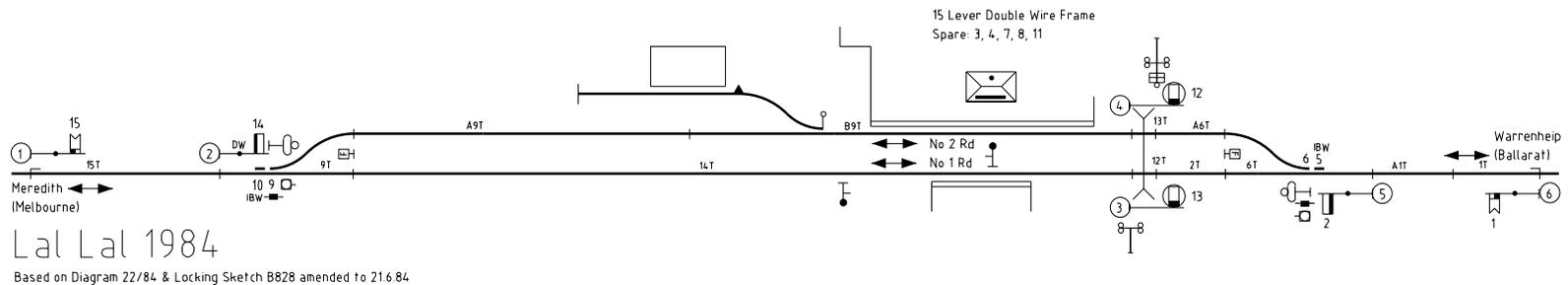
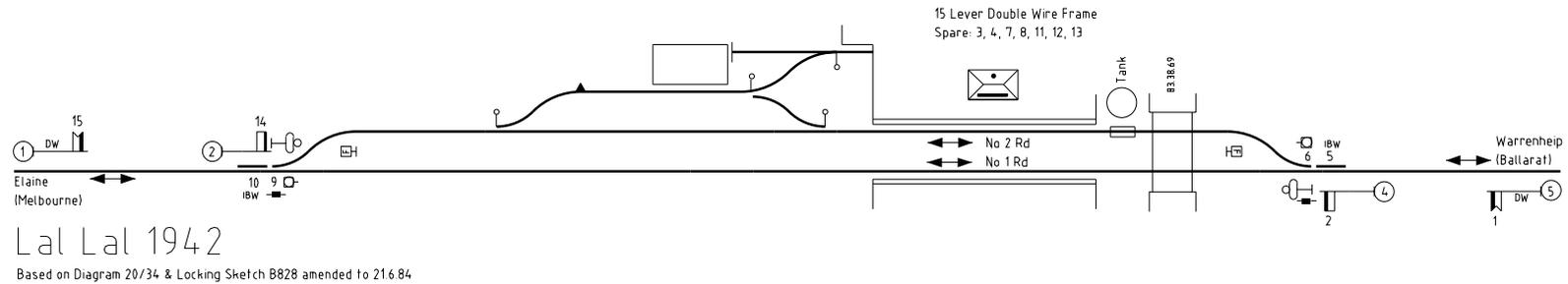
Stationmaster withdrawn. Station now worked by two Signal Porters. Supervised by SM Warrenheip, who will also supervise Yendon, Navigators, Lal Lal Racecourse, and Lignite (sic) (WN 16)

Line from Elaine singled. Double Line Block section Elaine - Lal Lal replaced by large Electric Staff with the same section. Crossover and Up starting signal abolished. Connection to Racecourse line spiked normal. Signal Bay provided on Down platform with 15 lever double wire frame. Use of Block Rule VI prohibited. Diagram 15/34 provided. (WN 41, IS, AGST 9/458/1)

- 17.10.1934 Post 5 moved 200 yards further out. Amend Diagram 15/34. (WN 42 & 46, AGST 9/463/3. Note originally noted as occurring on 3.10 but this was probably postponed.)
- 18.10.1934 Post 4 moved 200 yards further out. Amend Diagram 15/34. (WN 42 & 46, AGST 9/463/3. Note originally noted as occurring on 4.10 but this was probably postponed.)
- 06.12.1934 Line singled to Warrenheip. Double Line Block replaced by large Electric Staff on the same section (Lal Lal - Warrenheip). Down starting signal (lever 13) abolished. Points 6 and Lockbar 5 provided. Connection from No 1 Road to Racecourse restored to use and Up home signal brought into use (possibly quadrant at points?). Facing points to



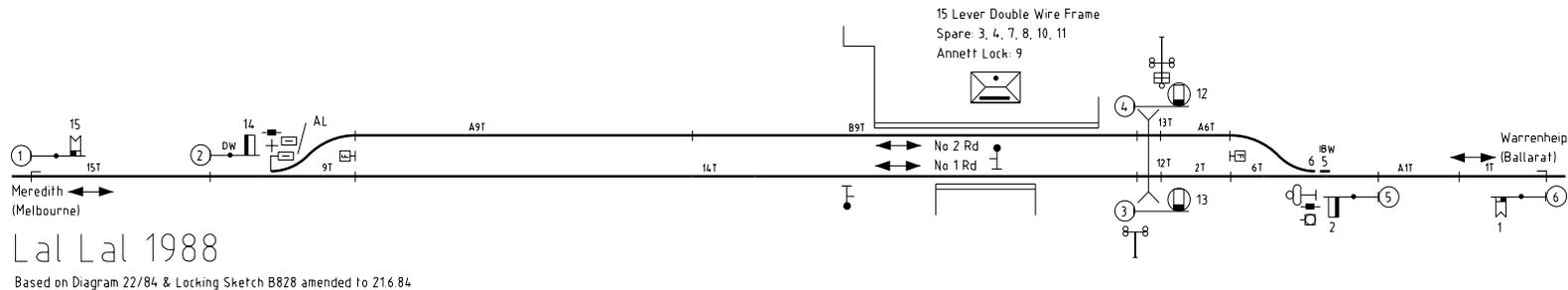
	Racecourse line are normally spiked. Home from Racecourse line worked from an a quadrant at the points. The quadrant is secured normal by an Annett lock with a duplicate lock on the frame. Diagram 20/34 replaced 15/34. (IR, WN 1, LS B828)	(06.06.1961)	No 4 Rd abolished. Amend Diagram 20/34. (WN 23, AGST 21/73/4)	27.10.1983	(WTT 4/81) Diagram 37/83 (Gheringhap - Yendon) replaced 22/67 (WN 18)
(24.08.1937)	Bell communication provided to gatekeeper at Claredon St at Down end of station (WN 34, AGST 11/257/2)	(?)	By this date: weighbridge removed (DirStat)	14.01.1984	By this date miniature electric staff instruments replaced large instruments Meredith - Lal Lal as automatic staff exchangers provided at Meredith (CI)
19.03.1942	Racecourse line abolished. Quadrant and Annett lock removed. Lever 7 now spare (LS B828, IR has 9.3)	15.10.1968	Miniature electric staff instruments replaced the large instruments on the section Lal Lal - Warrenheip. A staff balancing magazine was provided for this section. (WN 43)	20.06.1984	Hand gates at Claredon St replaced by flashing lights. Down Homes Posts 3 and 4 provided and Posts 4 and 5 renumbered. Post 1 was relocated 180 metres further out and fitted with an electric motor. Post 6 was relocated 602 metres further out and fitted with an electric motor. Homes 2 and 14 fitted with reversers. Posts 1 and 6 moved out and motorised. All signals, switch stands and fouling point indicators were electrically lit. Special speed board 'F55' on Down side of Lal Lal was abolished. (IR, WN 24)
(31.03.1942)	Racecourse line being dismantled. Junction, Up Home Post 3, and quadrant removed. Annett lock removed from frame. Lever 7 now spare. Amend Diagram 20/34. (LS, IR has 09/03 WN 13)	06.10.1970	Lockbars 5 and 10 replaced by lever locks and track circuits (WN 41,CI, LS B828)		
(10.06.1957)	By this date: Open for general goods. Has private 10 ton cart weighbridge and Car Dock. Supervised by Warrenheip. Water supply (DirStat)	10.07.1973 (11.1978)	Reverse lock added to Lever 10 (CI) Railcar service replaced by bus which stops at the railway station. 153 HP Railcar had become so dilapidated that a temporary bus service was arranged during Nov (WTT, Newsrail Jan/Feb 79)	25.06.1984	Automatic Staff Exchangers provided. (WN 26)
		30.03.1981	Geelong - Ballarat DRC formally withdrawn.		



(03.07.1984)	Miniature Staff Exchange Box provided. (WN 26)	(22.01.1991)	Diagram 52/90 (Gheringhap - Lal Lal) replaced 28/88 (WN 2)
(30.10.1984)	Diagram 22/84 (Gheringhap - Yendon) replaced 37/83 (WN 43)	20.11.1993	Special Train Staff and Ticket working introduced. On weekends the Electric Staff Meredith - Lal Lal - Warrenheip is suspended and Train Staff and Ticket working Gheringhap - Warrenheip introduced. (WN 1)
05.10.1985	Staff Balancing Magazine provided on the section Meredith - Lal Lal. (WN 40)		
21.10.1987	Points to No 3 Rd abolished (WN 43)		
11.10.1988	Points 9 out of service (CI)		
12.10.1988	Points 6 out of service. Levers 5, 6, 9 & 10 sleeved (CI)	24.12.1994	Section Authority System brought into service Gheringhap and Warrenheip for trial and Electric Staff system suspended. Lal Lal abolished as a crossing station with the new section being Meredith - Lal Lal BP - Warrenheip. (WN 1)
03.11.1988	Crossing loop extended 263 metres in the Up direction. Points 9 at Up end disconnected from frame and worked by hand. Plunder 10 removed. Up end points are now secured by an Annett lock with a duplicate lock on lever 9. (Diagram 28/88 shows a plunger lock). Post 1 relocated 411 metres further out. Post 2 relocated 165 metres further out. Lever 10 now spare. (WN 43)	(07.02.1995)	Special instructions issued to switch in/out. May only be switched in or out when no Train Authorities have been issued. Must be physically switched in or out before being switched in or out in the Section Authority Workstation (WN 5)
(13.11.1988)	Diagram 28/88 (Gheringhap - Yendon) replaced 22/84 (WN 45)	30.08.1995	Points 6 were booked out of service. (WN 36)

01.12.1995 Points 6 were returned to service. When a Down train is departing from No 2 Siding Road, the flashing lights must be activated by the test switch at the crossing. The fixed signal can then be cleared. After the train clears the crossing the flashing lights must be stopped. SW 435/95 is cancelled (WN 49)

(28.05.1996) Diagram 2/96 replaced 52/90. (WN 21)



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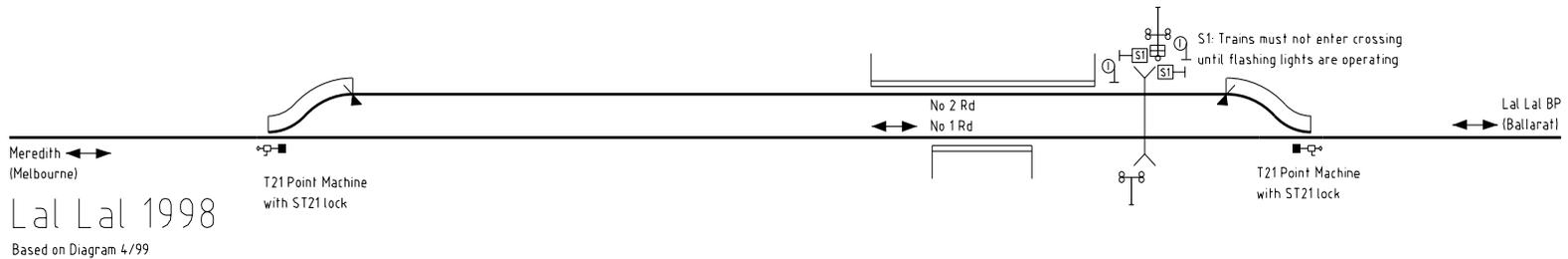
22.02.1999 Mechanical interlocking abolished. All signals removed. Points rodde to derails and wheel crowders and worked by T21 point machines secured by ST21 locks. V5PSW key switches are provided on each side of Claredon St to control the flashing lights for shunting moves along No 2 Road. Boards lettered "Trains must not enter Crossing until flashing lights are operating" have been provided on each side of the crossing. Diagram 10/98 replaced 2/96 (WN 7)

(?) (19.02.2008) The siding may be used to stable track machines and plant machines during the track rehabilitation. (WN 7)

03.06.2008 The Down end points have been booked out of service and a baulk provided at the Down end of the siding. The siding is now only available for stabling track machines and plant trains (WN 23)

provision of level crossing predictor to operate flashing lights (WN 11)
 Diagram 4/99 (Bannockburn - Lal Lal) replaced 10/98 (WN ?)

23.03.1999 Healthy state indicator was fitted to the Up side flashing light mast at Claredon St (i.e.

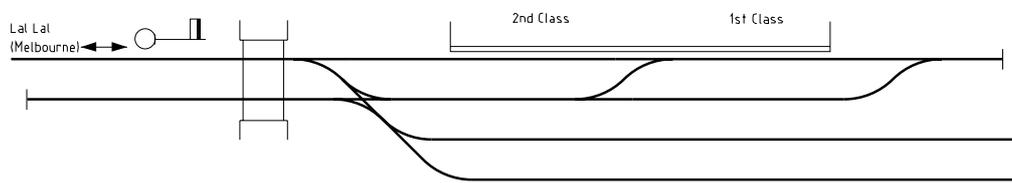


Version 1.0 (December 2010)

LAL LAL RACECOURSE

85 MILES 56 CHAINS 58 LINKS

- 01.01.1886 Lal Lal Racecourse line opened. Lal Lal Races held. Special trains of seated and unseated trucks ex Ballarat at short intervals between 0900 and 1415 and return 1600 to 1945. Special train 0940 ex Gordons to Lal Lal. Special trains ex Ballarat 1850 & 2030 to Gordons, 0930 ex Geelong (return 1755) and 1100 ex Meredith. (CR GG 31.12)
- 24.05.1886 Lal Lal Races. Special trains (seated trucks) ex Ballarat 0900, 0945, 1020, 1105, 1200, 1215 and return 1600, 1630, 1650, 1710, and 1730, and 1100 ex Meredith return 1755 (GG)
- 18.02.1887 Special trains ex Ballarat 0800, 0815, 0830, 0845, 0900, 0945, and 1000, and return 1700, 1715, 1730, 1745, 1800, 1855, 1910 for Australian Natives Association excursion. (GG 11.2)
- 24.05.1887 Lal Lal Races. Special trains (seated trucks & 2nd class cars) ex Ballarat 0900(*), 0945, 0955, 1020, 1105, 1200, & 1215 and return 1600, 1630, 1650, 1710, & 1740 (*). Note: (*) includes horse accommodation. Special train 1100 ex Meredith and return (if required) 1755. Special train ex Ballarat 1845 to Ballan and return 2010. Scarsdale and Gordons late night trains will run as on Saturdays (GG)
- 02.01.1888 Lal Lal Races. Special trains (seated and unseated trucks) will run between Ballarat and Racecourse will run at short intervals from 0835 to 1415 and return 1600 to 2010. Horses conveyed by first special. Special train (seated and unseated trucks) ex Ballan 0950 to R'course and will also connect from first Up from Ballan to R'course. Return specials 1850 and 2200 ex Ballarat to Ballan and 2040 to Gordons. Special (seated and unseated trucks) ex Geelong 0940 return 1755. Special ex Meredith 1035 (return by Geelong special (GG)



Lal Lal Racecourse (undated)

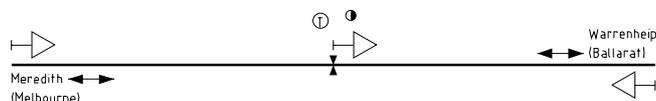
Based diagram in ARHS Bulletin Vol 12 No 285 (Aug 1961) p130

- (01.07.1898) By this date, noted as "This line which is 2 miles long, leads off Up Main Line at Lal Lal, and is worked on special occasions, after which the points are removed. Home signals are provided at Lal and Racecourse". Not listed in table of lines and how worked (General Appendix)
- (01.07.1899) By this date has two home signals (Register of Signals at Non-interlocked Places)
- (01.02.1908) By this date (since 1902), line is shown as worked by Train Staff and Ticket, other instructions are unchanged (GA)
- 07.07.1914 New staff "Lal Lal - Lal Lal R/C" sent to Lal Lal. Staff and boxes held by SM Lal Lal. Old staff sent to scrap (Staff Register)
- (13.07.1914) Line in future worked by only one engine in steam (GA p357). A Train Staff is provided for the section Lal Lal - Racecourse platform. Special arrangements will be made for the line during race or special traffic (WN 28)
- c1918 Train Staff No 3 Pattern Lock Staff with section "Lal Lal - Lal Lal Racecourse" (SR)
- c1930 By this date only one home signal (Special Locks Register 3)
- (01.12.1928) By this date, Staff Tickets are not ordinarily in use (GA)
- 01.07.1940 Lal Lal - Lal Lal Racecourse line closed (40/4086)
- 19.03.1942 Home signal abolished (Special Locks Register 3)
- (31.03.1942) Racecourse line abolished. Delete special instruction GA p856 & GA p556. (WN 13, AGST 14/469/3)

LAL LAL BLOCK POINT

137.400 KM

- 24.12.1994 Section Authority System brought into service Gheringhap and Warrenheip for trial. Electric Staff system suspended. Lal Lal BP opened as a block point at 137.400 km with the new sections being Meredith - Lal Lal BP - Warrenheip. (WN 1)



Lal Lal BP 1998

Based on Diagram 4/99

- 09.09.1996 Commencing on this date all Location Boards between Geelong and Ballarat will be relocated to be 2000 metres from the Home signal or block point. The rear of each location board will be fitted with an ETAS Clearance Point Indicator. (WN 38)
- (18.02.1997) As location boards have been relocated, ETAS can be used if the TAILS fails. (WN 5)
- 11.03.1997 Electronic Location Markers trialled on Location Boards. These consist of two flashing amber lights mounted above the location board. They are activated by the locomotive headlights when the train is about 600 metres from the location board and will cease operating when the train passes the board. (WN 10)
- 26.05.1998 New type of block point boards provided. These are a yellow triangle pointing up at the top, a white rectangle, and a yellow triangle pointing down. (WN 21)
- 11.07.1998 Electronic Location Markers removed. (WN 27)
- 25.07.1999 Section Authority System between Gheringhap and Yelta replaced by the Train Order System. Sections Lethbridge BP - (Meredith) - Lal Lal BP - Warrenheip. (WN 29)