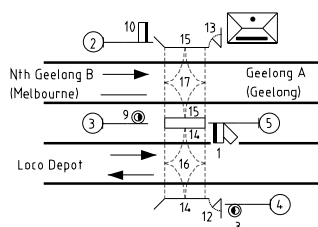


# Geelong

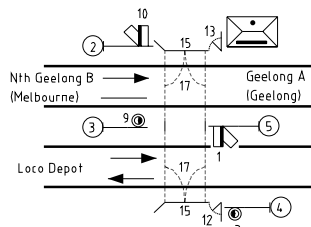
## MAITLAND STREET

- 15.08.1917 Box opened with 17 lever frame (WN 38\*, IR)
- 30.09.1953 Four inner wings of gates removed (WN 40)
- 06.08.1982 Level crossing closed account provision of Latrobe Terrace overpass. Box abolished (WN 33\*)



Maitland St 1921

17 Lever A Pattern Frame  
Spare: 2, 4-8, 11

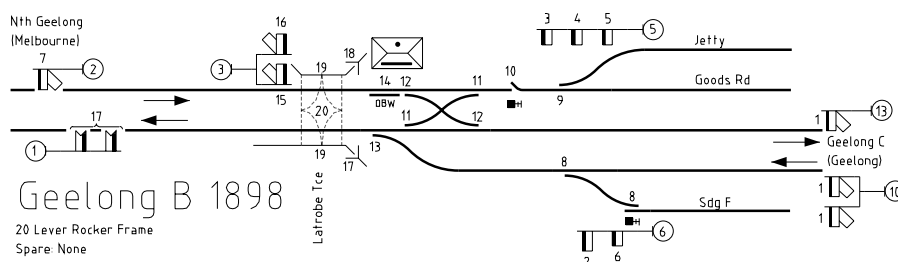


Maitland St 1973

17 Lever A Pattern Frame  
Spare: 2, 4-8, 11, 14, 16

## GEELONG A (LATROBE TERRACE)

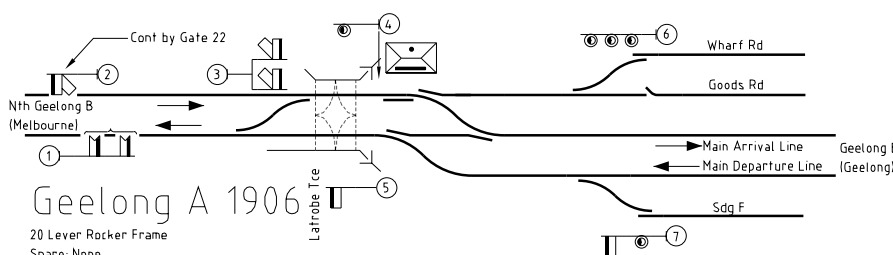
- 28.01.1884 Geelong 'C' box (Latrobe Terrace) provided with 20 lever frame (3 spare). Includes gates (IR, CI)
- 27.07.1884 Locking moved 3 levers ahead from No 6 to No 14. No 6 now siding signal released by No 9 siding points. Now only 2 spare levers (IR)
- 21.10.1888 New crossovers. All levers working (IR)
- 15.12.1898 Now known as "Geelong B" (WN 24)



Geelong B 1898

20 Lever Rocker Frame  
Spare: None

- 20.12.1903 Renamed "Geelong A" (WN 51)
- 29.01.1906 Post 3 moved 28 yards further out (WN 5\*)
- 11.02.1906 Trailing main line crossover relocated to Up side of Latrobe Tce and new Post 4 provided. Shunting arms 3, 4, 5, & 6 replaced by Disc signals (WN 7)

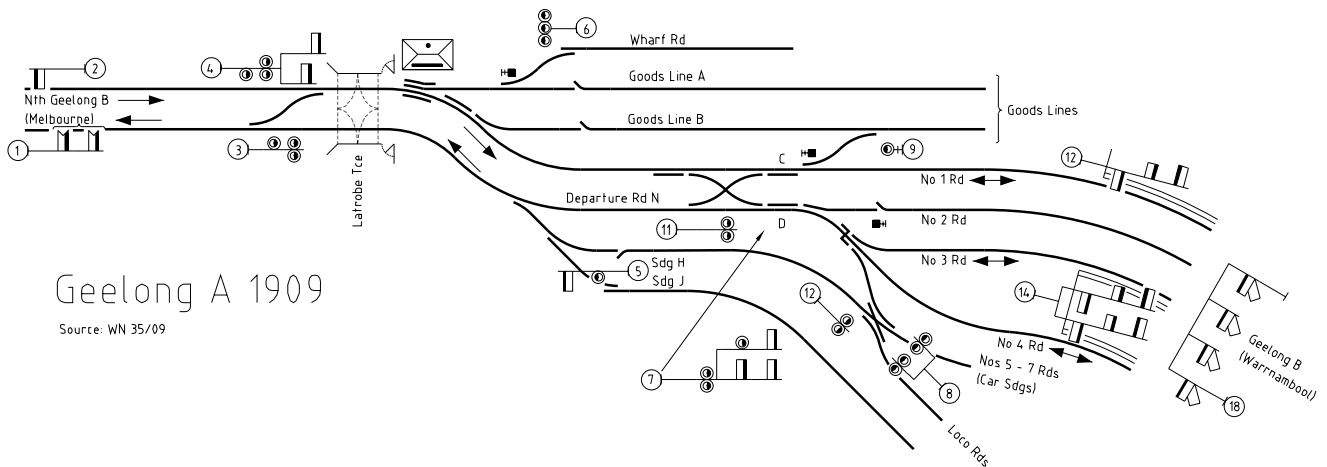


Geelong A 1906

20 Lever Rocker Frame  
Spare: None  
Source: 1908 Book of Signals

- (12.10.1908) Post 4 abolished and disc relocated on corner of signal box (WN 41)
- (12.04.1909) Disc on corner of signal box abolished. Post 6 and the catch adjacent moved 80 yards further in. The discs on Post 6 rearranged: left hand disc Main Arrival to Main Departure; centre disc Goods Road to Main Departure; right hand disc Wharf Road to Main Departure (WN 15)
- 02.05.1909 Junction with Up line moved further north and new lead provided to Siding H. New Post 3 provided with two discs for set back moves from Up line (top disc leads across crossover to Down Line, Goods Line, or Wharf Road; bottom disc leads to Siding H). Disc provided on Post 4 (old Post 3) leading from Down line to Wharf Road. New box provided with 74 lever frame, but basically works old layout (WN 18, IR)

29.08.1909 Geelong B (at Up end of platforms) abolished. Geelong A now controls connections at throat of platform to Goods Lines, Nos 1 - 7 Roads, and Loco Roads. Connections at throat of platforms re-arranged and new signals provided. Additional goods road (Goods Road B) extended through to Latrobe Terrace. Platform roads track circuited. (WN 35, IR)

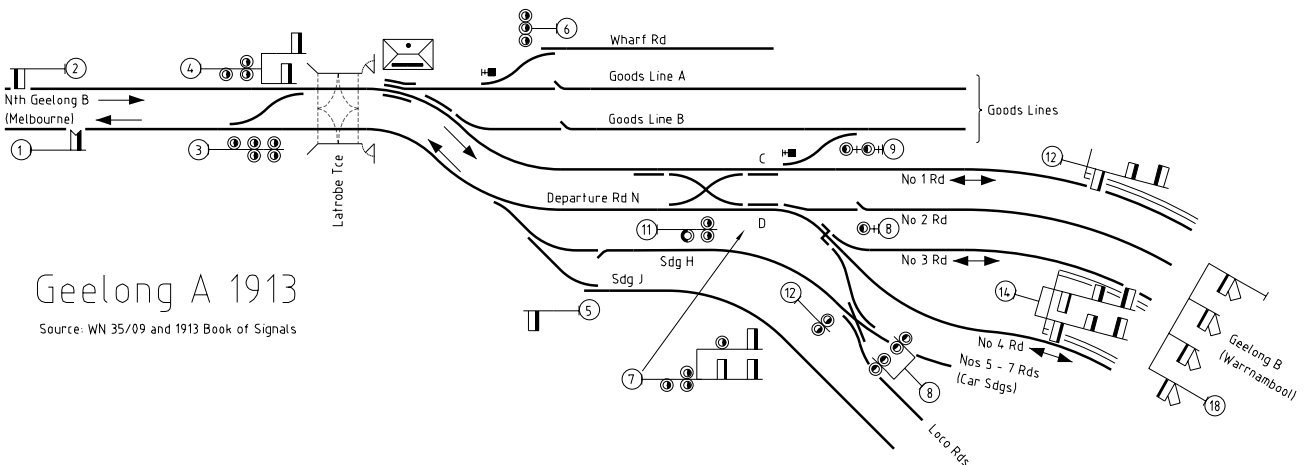


10.09.1909 Four additional disc signals provided. On Post 3 middle left hand disc (applying to A and B Sidings) and bottom left hand disc (applying to Down Main Line) provided. On Post 7, disc applying to No 2 Rd provided and remaining discs rearranged. Ground Disc 8 provided. (WN 37)

(27.09.1909) Bottom (co-acting) arm on Post 1 removed (WN 39)

(17.10.1910) Post 5 moved to a new site on the opposite side of Siding J and 15 yards nearer the gates. The disc signal applying from Sidings H and J relocated to Post 11. Additional ground disc has been placed on Ground Disc Post 9. No alterations to levers (WN 42, IR)

(20.01.1913) Post 2 has been moved 50 yards further out (and on the same side of the line). The Up line has been track locked from the trailing points to Post 2 and Up signals on Posts 5, 6, and 11 track locked. (WN 3/13)



(10.08.1914) Waterloo Street (44m 40ch on the Up side of Geelong south of new Loco) is no longer a privileged gate (WN 32)

(10.08.1914) To avoid trains standing on the Down main and blocking the level crossings, the Yardman must not let goods trains approach unless there is sufficient room in the yard. To allow this, messages must be passed from North Geelong A or C (via North Geelong B and Geelong A) when they receive "Is Line Clear". Similarly, North Geelong B must pass a message (via Geelong A) when a train longer than 8 vehicles is ready to leave North Geelong yard. Geelong A must not accept a train from North Geelong B unless permission has been received from the Yardman. (WN 32)

(14.06.1915) Down line slewed. Post 1 moved to left hand side of line opposite its former site (WN24)

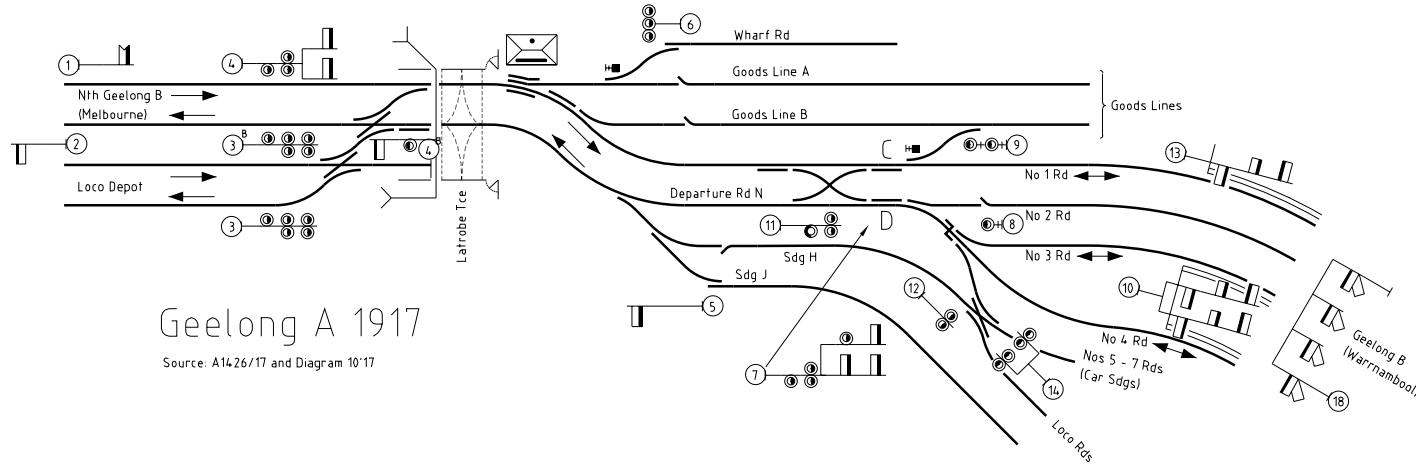
(21.06.1915) Up line slewed to its new position. Post 2 moved 2 yards west and is now on left hand side of line (WN 25)

08.07.1915 Works Siding provided to site of new Loco Depot. Leads off main line crossover. Point in crossover and safety points rodded together and secured by Annett Lock. Duplicate Annett Lock on Interlocking Frame. Post 3 relocated outside new siding (WN 28, IR)

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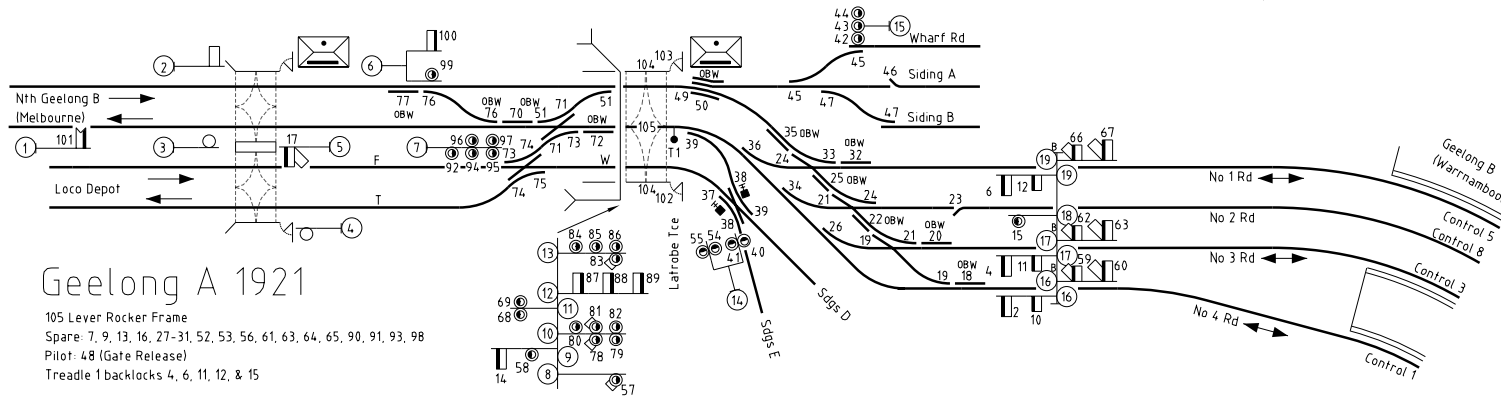
- 20.05.1917 New Loco Depot opened. Geelong "A" Box provided with new 105 lever frame (or existing frame extended). Loco Roads F and T provided. Post 3B and 4B provided. (WN 21\*, IR)
- 15.08.1917 Interlocked gates provided at Maitland Street. (WN 38\*)
- 09.09.1917 Additional signal in use (Control of Maitland Streets Down Home?) (IR)
- 18.12.1917 Line provided ("W") connecting new Loco Yards with Sidings H and J across level crossing. Additional set of points and two signals provided. (WN 52\*, IR)
- 17.10.1920 No 4 Road abolished between Posts 18 and 23.

- (26.04.1921) Siding H removed. Connections between 'D' and Sidings 6, 7, 8, & Repair Sidings removed. Crossover between Goods Yard and Main Line removed. Associated disc signals on Posts 13, 15, and 17 abolished. (WN 17\*)
- 26.04.1921 Disc on Post 17 applying from No 5 Road to Up line moved to a new Post near No 5 Road (WN 18\*)
- 05.07.1921 Roads and crossing at Up end re-arranged. New discs provided on Post 12 applying from "W". Signals on Posts 6, 7, 8, 9A, and 13 rearranged (WN 27)
- (19.07.1921) Signal bridge with Posts 16, 16B, 17, 17B, 18, 19, and 19B replaced Posts 18 and 19. Bridge is 100 yards further in. Signals from Nos 1, 3, and 4 roads re-arranged (WN 29)
- (05.09.1921) Pilot lever 48 added (LS)
- 02.05.1923 Post 7B provided; applies to movements from W to T (towards Post 4) (WN 19)



Geelong A 1917

Source: A1426/17 and Diagram 10'17



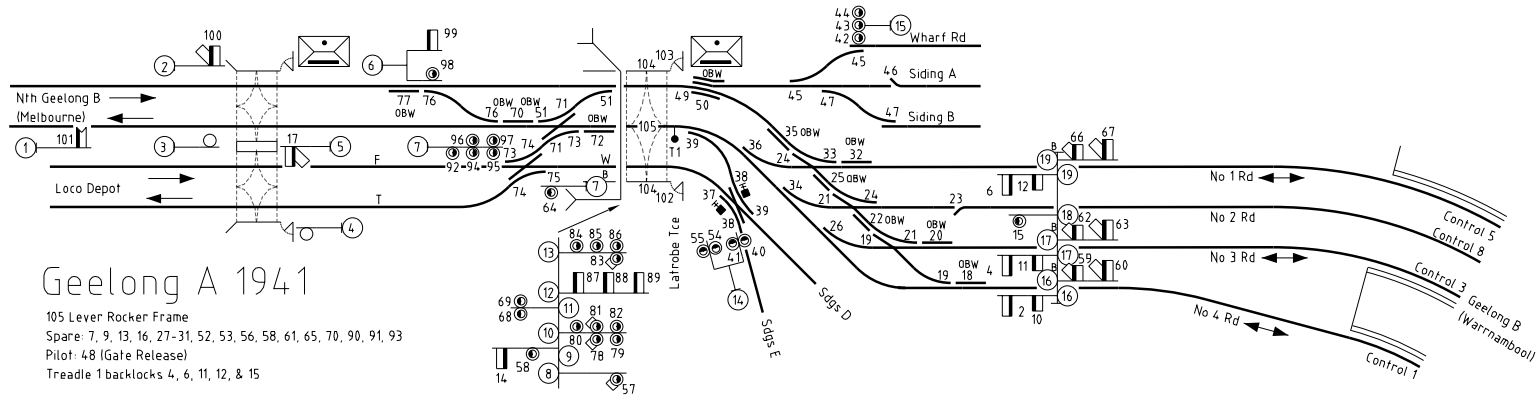
Geelong A 1921

105 Lever Rocker Frame  
 Spare: 7, 9, 13, 16, 27-31, 52, 53, 56, 61, 63, 64, 65, 90, 91, 93, 98  
 Pilot: 48 (Gate Release)  
 Treadle 1 backlocks 4, 6, 11, 12, 8 & 15

Version 2.0 (September 2003)

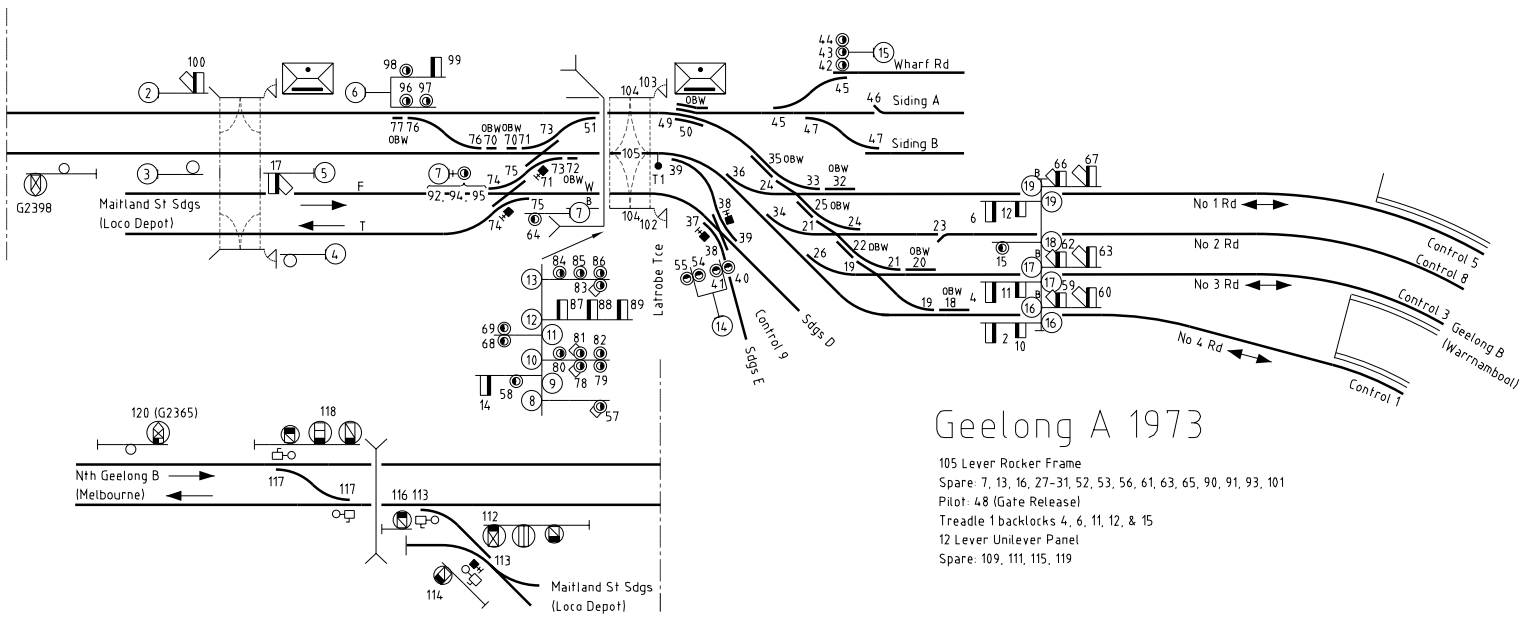
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|--|--|--|
| <p>22.06.1941 Double Line Block (North Geelong 'B' - Geelong 'A') replaced by Track Block. Disestablished as Block Terminal Post. Signals 2, 4, 6, 14, 17, 87, 88, 89, 99 &amp; 100 fitted with reversers. Signal 100 (Post 2) formerly worked by Maitland St only. Signals 99 and 98 formerly mechanically controlled by "A" Box. (WN 26*, IR)</p> <p>16.08.1946 Renewals and additions to frame (CI)</p> <p>24.09.1947 Calling-on 59 (Post 16B) now released by Lever 4, B Box. Lever lock provided on Lever 59 (WN 39, IR)</p> <p>(05.06.1951) New siding, 450 feet long, provided adjacent to Siding E (WN 23)</p> <p>01.12.1954 Yellow glasses replace green glasses in call on signals (WN 49)</p> | <p>16.05.1955 Gate shafts renewed (CI)</p> <p>05.02.1956 Double compounds in lead to Loco Sidings renumbered. Locking altered (IR)</p> <p>25.11.1962 Lockbars 70 &amp; 72 abolished account renewal of Points 71, 73, &amp; 76 (CI, IR)</p> <p>09.12.1962 Lockbar 77 abolished account renewal of Points 51 and 76U (CI, IR)</p> <p>18.04.1963 Post 18 renewed (CI)</p> <p>24.04.1963 Post 16B renewed (CI)</p> <p>02.05.1963 Post 17 renewed (CI)</p> <p>09.05.1963 Post 8 renewed (CI)</p> <p>14.05.1963 Post 9 renewed (CI)</p> <p>16.05.1963 Post 11 renewed (CI)</p> <p>21.05.1963 Post 13 renewed (CI)</p> <p>23.05.1963 Post 12 renewed (CI)</p> <p>03.06.1963 Post 10 renewed (CI)</p> <p>(17.03.1964) No 7 Road abolished (WN 11)</p> | <p>05.10.1967 Post 6 renewed (CI)</p> <p>18.02.1971 Post 7 abolished. Discs 96 and 97 relocated to lefthand doll of Post 6. Disc 98 relocated to right hand doll underneath arm. New Ground Disc Post 7 provided worked by Levers 92, 94, or 95 (WN 9, IR)</p> <p>11.01.1972 Renewal of decking, signal fittings account strengthening of signal bridge at Down end (CI)</p> |
|--|--|--|



Version 2.0 (September 2003)

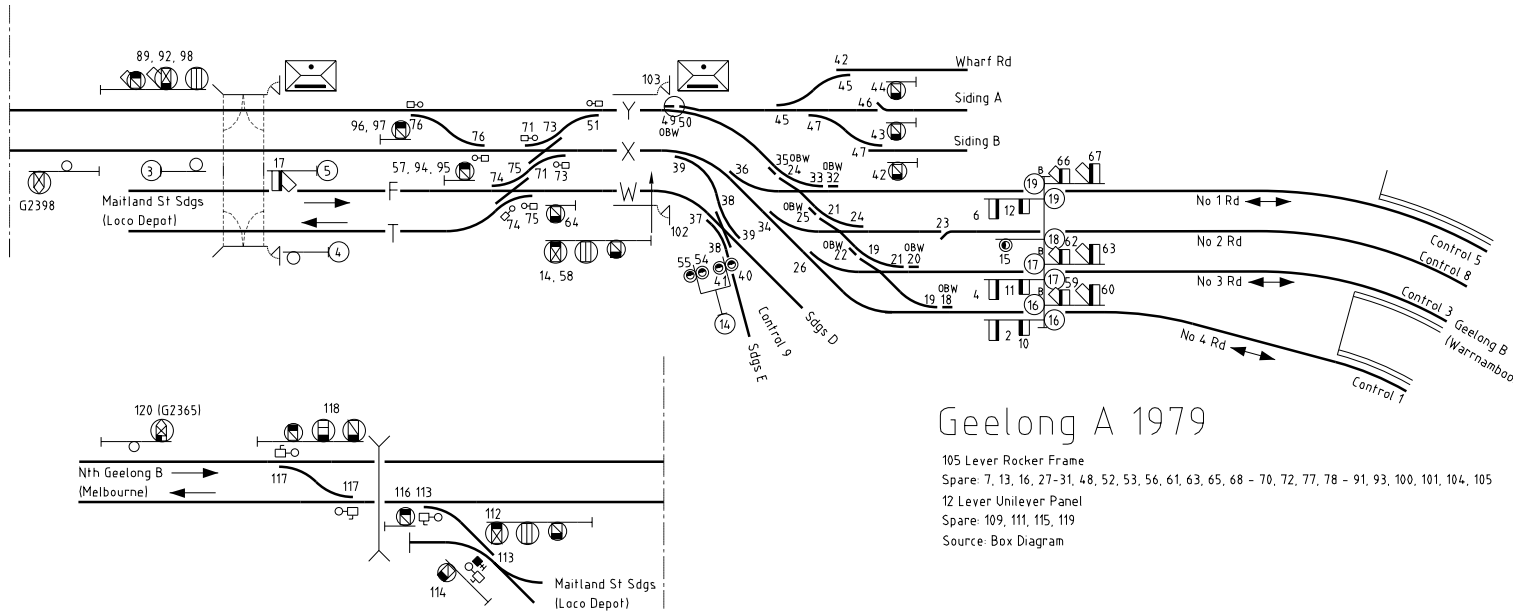
- 12.08.1973 Connection provided from Maitland Street Sidings (Loco Yard) to Up and Down lines at Up end. New connections signalled by three position signalling and worked from panel in Geelong "A". Post 1 abolished. (WN 34, IR)
- 21.12.1978 Interlocked gates to be secured across road. Gate Stop Lever 104 to be sleeved normal (CI)



- 12.05.1979 Posts 2, 6, 7, 7B, 8, 9, 10, 11, 12, 13, and 15 replaced by three position signals. Points 51, 71, 73, 74, 75, and 76 fitted with point motors. Point indicators on Points 37, 38, 71, and 74 were abolished. Lockbars 18, 20, 22, 25, 32, 35, and 50 were replaced by track circuits. Provision of emergency point handle (WN 21, CI)
- 20.08.1979 Wicket gates 102 and 103 abolished (WN 35)
- 29.01.1981 Post 58 relocated 3 metres in Down direction and mounted on Latrobe Terrace Bridge (WN 6/81\*)
- 12.05.1981 Permanent closure of interlocked gates at Latrobe Terrace account grade separation.

- 28.02.1982 Levers 48 and 104 sleeved normal (CI)  
Post 58 relocated from Latrobe Terrace Bridge to ground mast (WN 8)
- 06.08.1982 Latrobe Terrace overpass provided. Maitland St level crossing closed with box. Post 5 abolished (WN 33)
- 09.08.1985 Points 19, 21 & 24D abolished. Plungers 18, 20, 22, & 25 abolished. Points 24U spiked normal. Levers 19, 21, 22, 24, & 25 sleeved normal. Levers 18, 20, & 35 pilot levers (WN 33)
- 06.09.1985 Crossing work at Up end of Nos 1 to 4 Roads renewed and simplified. Post 58 relocated 18 metres in Up direction. Dwarf 42 relocated 23 metres in Down direction. Points 39 relocated

- 20 metres in Up direction. Points 45, 46, & 47 relocated 30m in Down direction. Points 49 relocated 15m in Down direction and spiked reverse. Levers 32, 49 & 50 became pilot levers. Points 33 abolished. Lever 33 sleeved normal. All Down trains routed via X on low speed aspect. (WN 37)
- (24.09.1985) Special instruction: Four wheeled vehicles must not be routed via No 1, 2, 3, or 4 Roads (WN 37)
- 20.09.1985 Renewal of crossing work completed. Plungers 25, 32, & 35 provided. New Down Home 78 provided. Dwarfs 43 and 44 relocated 23 metres in Down direction. Points 36 renewed and



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- 06.10.1985 became a crossover (WN 38)
- 06.10.1985 Dwarf 57 relocated 40 metres in Up direction. Direction of traffic over 'F' and 'T' reversed (CI)
- 23.10.1985 Discs on Post 14 electrically lit (CI)
- 10.12.1989 Geelong B abolished. Panel provided in Geelong A to work Down end of yard. Control levers 1, 3, 5, and 9 continued to interlock movements between Geelong A box and Down end of yard.. Electric Staff working Geelong B - South Geelong replaced by special instructions. Single line section is fully track circuited, and Up Departure signals at South Geelong controlled by Geelong A. (WN 50\*, LS)
- 06.04.1990 Circuit alterations. For Up moves from South Geelong, Lever 130 must be reversed before 132

(control over Up departure signals 7 and 8 at South Geelong). For moves to Nos 2 or 3 Roads, Post 130 will clear to medium speed after the train has passed signals 7 or 8 at South Geelong. For moves to the Car Sidings, a running low speed will be displayed if there is no obstructions between Post 130 and Catch 127. If there is any obstruction the low speed signal will be time delayed 50 seconds after movement has been brought to a stand at Post 130 (WN 15)

(24.04.1990) Special instructions: When a Down train departs Geelong, no obstruction of the road it departed on must be allowed until it arrives at South Geelong. If the train stalls in the tunnel,

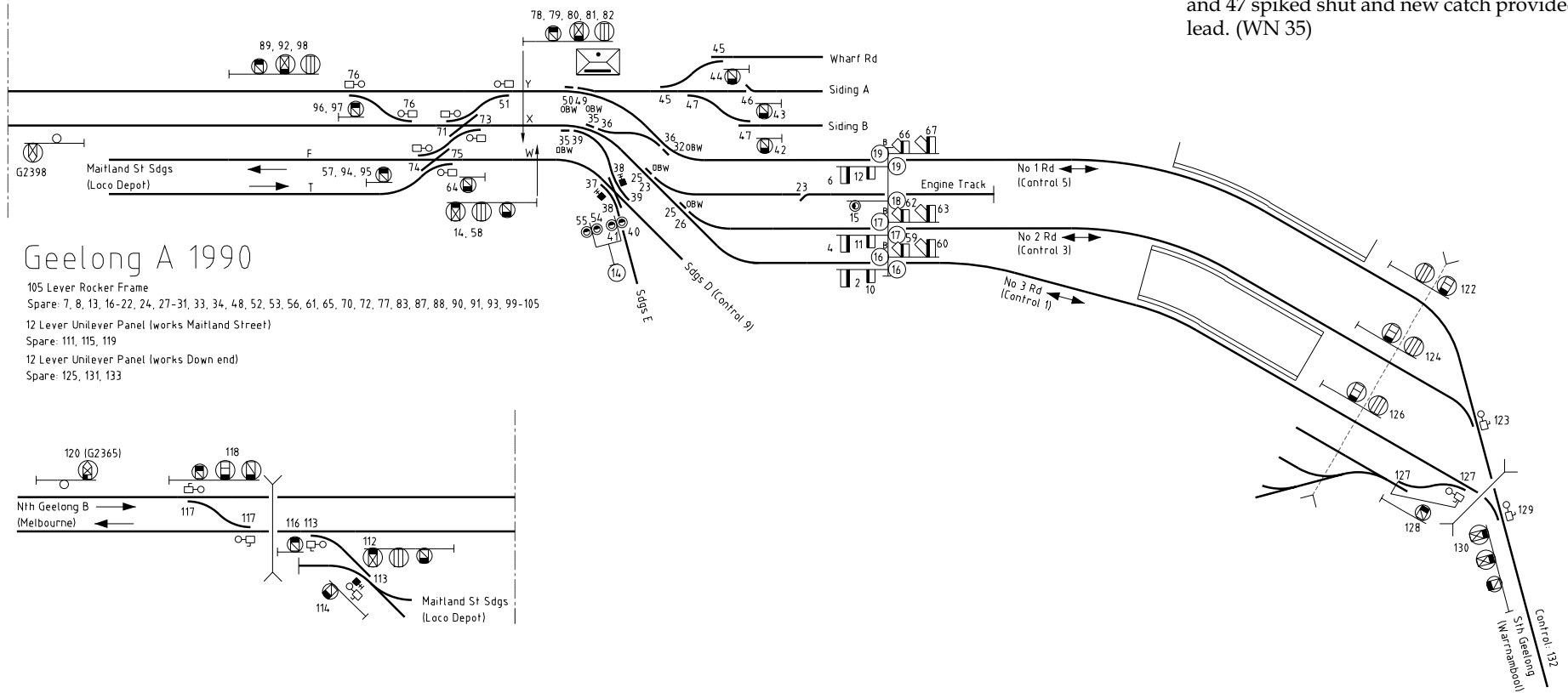
07.06.1990

and it is complete, then the train may be allowed to set back into the road it departed from. No Up train is allowed to depart South Geelong until a clear road is available at Geelong to Posts 16, 17, or 19 and Post 130 is at proceed. Down freight trains must be routed via the platform roads. (WN 15)

A rotating warning light and bell was installed on the foot crossing over No 9 Road to give 20 seconds warning at an approach speed of 25 km/h (WN 22)

(25.05.1993) Boom barriers provided at McKillop Street (73.445 km) and Kilgour St (73.737 km) between Geelong and South Geelong (WN 18\*)

(21.09.1993) Wharf Road abolished. Dwarf 44 removed. Levers 44 and 45 sleeved normal. Catches 46 and 47 spiked shut and new catch provided in lead. (WN 35)



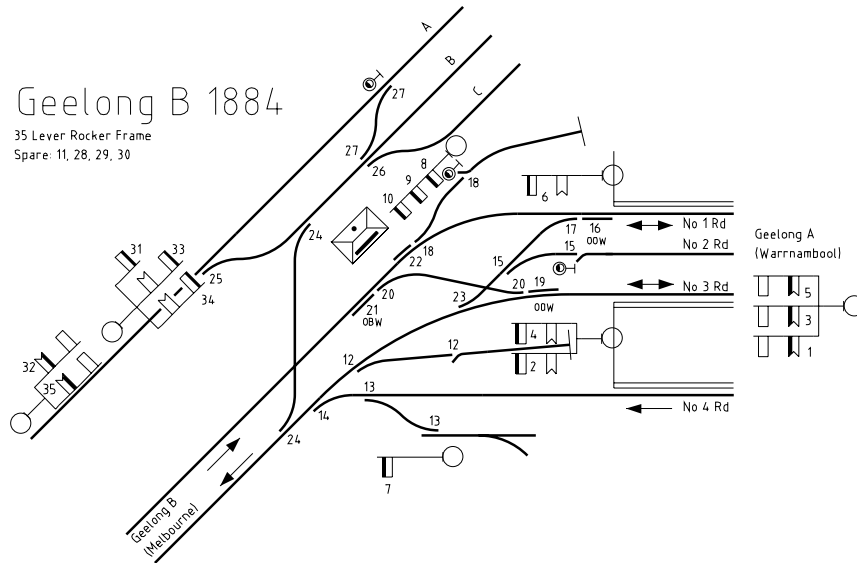
### Geelong A 1990

105 Lever Rocker Frame  
 Spare: 7, 8, 13, 16-22, 24, 27-31, 33, 34, 48, 52, 53, 56, 61, 65, 70, 72, 77, 83, 87, 88, 90, 91, 93, 99-105  
 12 Lever Unilever Panel (works Maitland Street)  
 Spare: 111, 115, 119  
 12 Lever Unilever Panel (works Down end)  
 Spare: 125, 131, 133

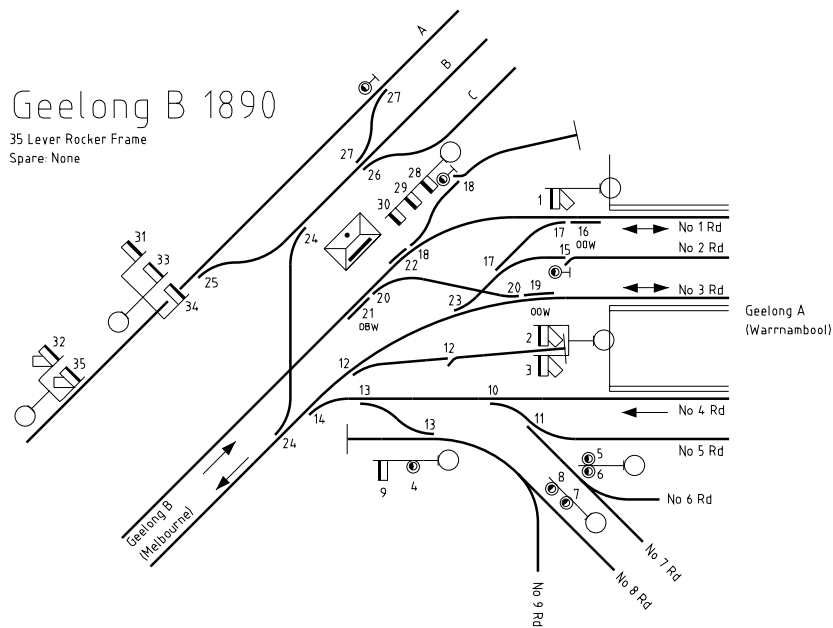
Version 2.0 (September 2003)

GEELONG YARD

26.05.1884 Geelong 'B' box provided with 35 lever No 5 pattern frame (7 spare). Diagram from McKenzie and Holland sketch prepared before interlocking installed. The Up distants (1, 3, and 5) probably not provided, and Down distants (32 and 35) also probably not provided, the levers working controls on the Down Homes. (IR)

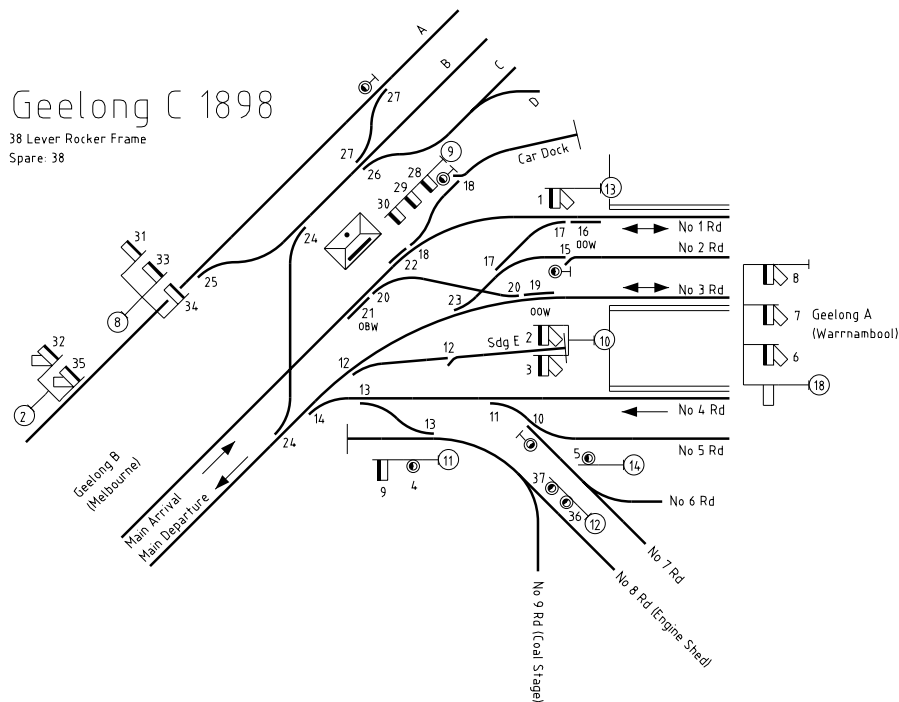


- 26.07.1884 No 11 now locks 13 & 3. Now only 6 spare. Points 11 (No 5 Road) probably provided. (IR)
- 27.04.1885 Alterations made so that goods trains can arrive in straight road only (IR)
- 08.07.1886 Alterations to Points 17 & 23 (IR)
- 26.03.1889 New siding signals provided; probably the disc signals. Now only 1 spare lever (IR)





- 18.01.1896 Geelong B now controls the Up Home signals on Posts 5, 6, & 7 (Geelong A) applying to Nos 1, 3, and 4 Roads. Frame extended to 38 levers. Disc 6 (Post No 14) abolished and Disc 5 now applies to Nos 5 or 6 Roads. Point indicator provided on Points 10. Shows red when set for No 5 Road and white when set for No 6 (WN 30, IR has 12.1)



- 15.12.1898 Renamed "Geelong C" (WN 24)  
 (27.08.1900) Special instruction: Nos 1 to 5 Roads are running roads (WN 9\*)  
 06.03.1903 Catch points 10 and 11 provided in Nos 5 & 6 Road (respectively) (WN 9)  
 20.12.1903 Renamed "Geelong B" (WN 51)  
 (11.02.1906) Special instructions: Before allowing train to enter No 5 Road, Signaller must communicate with "B" Box to ascertain if line is clear (WN 7)  
 07.01.1909 Crossover 27 moved further out and disconnected from frame. Points rodded together and worked by hand. Points 26 disconnected from frame and worked by hand. Post 9 abolished and replaced by Ground Disc Post 9 applying from goods sidings to Main Departure. Catch points in Wharf Road temporarily moved 80 yards further in. (WN 2, IR)  
 (19.07.1909) Dead end siding at exit of Loco Road (Points 13D) ahead of Post 11 abolished. Derail and Point indicator provided in lieu. Post 11 moved 23 yards further in and Disc 4 removed (WN 29)  
 29.08.1909 Box abolished. Connections and signals now worked from Latrobe Tce. Box converted to an office. (WN 35)

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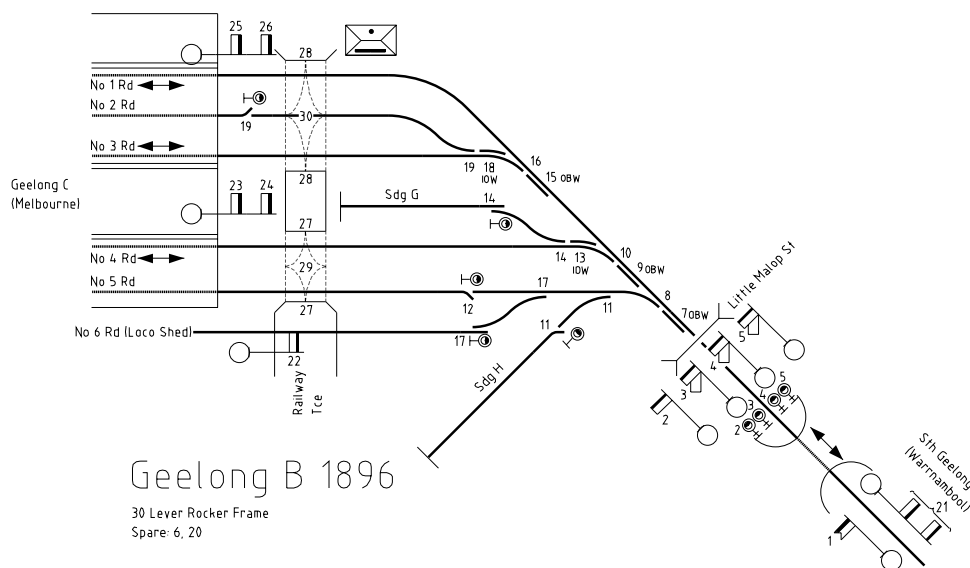
**GEELONG B (RAILWAY TERRACE)**


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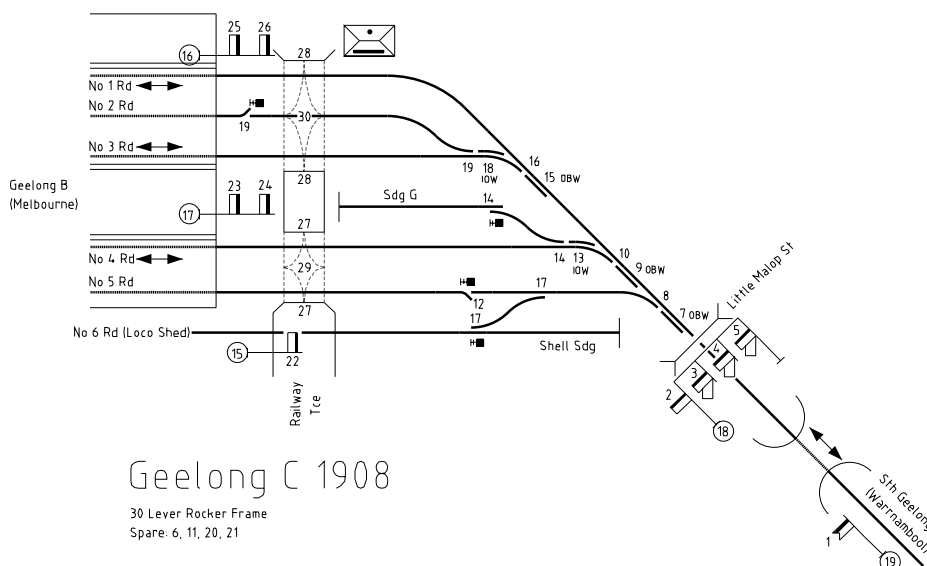


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- 26.05.1884 Opened as Geelong 'A' with 25 lever No 5 pattern frame (2 spare) with gates (IR)  
 08.07.1886 New FPL for Points 12 Now only 1 spare (IR)  
 12.05.1889 New 30 lever frame fixed (2 spare levers) (IR)  
 18.01.1896 The Up Home signals on Posts 5, 6, & 7 are now controlled by Geelong "B". (WN 30, IR has 12.01))

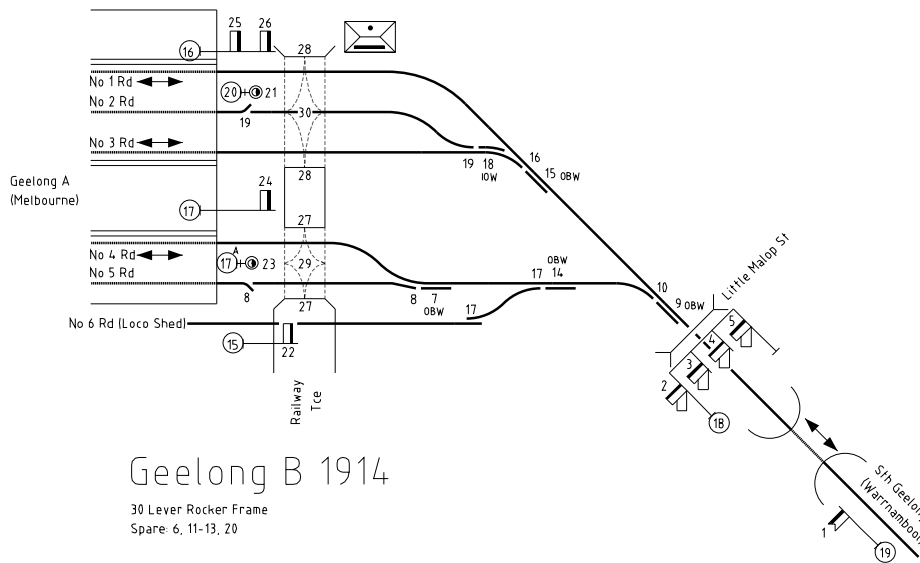


- 15.12.1898 The Posts with Homes 2/3/4/5 replaced by bracket post with four dolls (probably signal bridge with underslung arms). The four (co-acting) indicating discs in tunnel removed. Down departure Homes 21 abolished. Box renamed Geelong "D" (WN 24)  
 29.03.1900 Electric Staff replaced Train Staff and Ticket Geelong 'D' - Queenscliff Junction. Bank Engine Key provided for assisting engine to run to Up distant. (WN 40)  
 (27.08.1900) Special instruction: Nos 1 to 5 Roads are running roads (WN 9\*)  
 17.09.1901 Siding "H" abolished. No 6 Road (Engine Road) extended to dead end. Point indicator provided on Points 17D (IR)  
 20.12.1903 Renamed "Geelong C" (WN 51)  
 (11.02.1906) Special instructions: Before allowing train to enter No 5 Road, Signalman must communicate with "B" Box to ascertain if line is clear (WN 7/06)

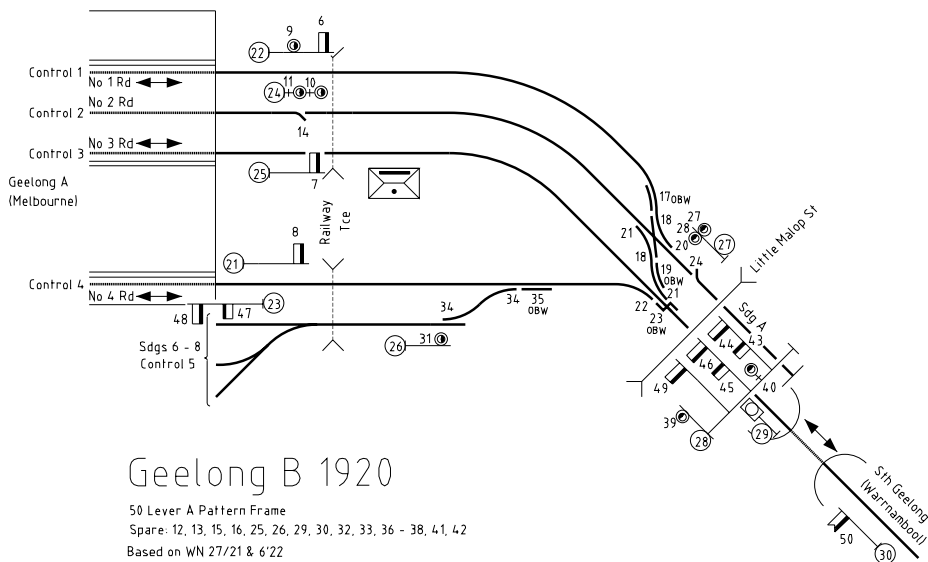


- 29.08.1909 Renamed Geelong "B" (account abolition of original Geelong B at other end of platform). Geelong A now controls Up Homes on Post 18. (WN 35)  
 10.09.1909 Ground disc Post No 20 provided for movements from No 2 Road. Box renamed "Geelong B" account abolition of Geelong Middle. (IR, WN 37)  
 28.09.1909 Electro-mechanical control provided for Roads 1, 3, 4, and 5. (IR)  
 (10.08.1914) Permission is granted for Military trains to be assisted in the front and rear through the tunnel (WN 32)

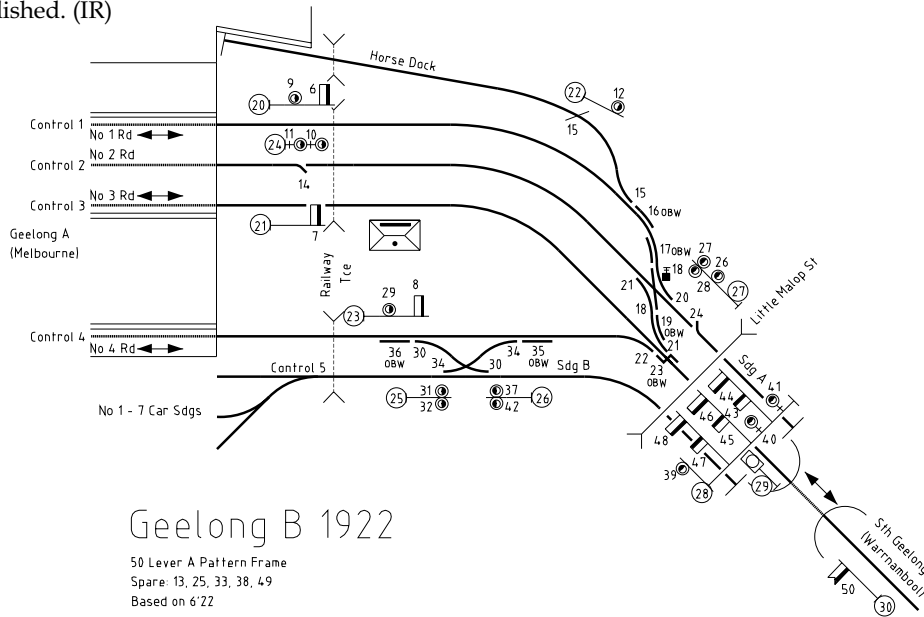
29.11.1914 No 4 Road between level crossing and main line abolished together with Siding G. No 4 Road slewed to connect with No 5 Road on Down side of level crossing. Catch points in No 5 Road relocated to Up side of level crossing. Home 23 replaced by new ground disc (Post 17A) in the rear of the catch points. Dead end extension of Nos 6 & 7 Roads abolished (WN 49, IR)



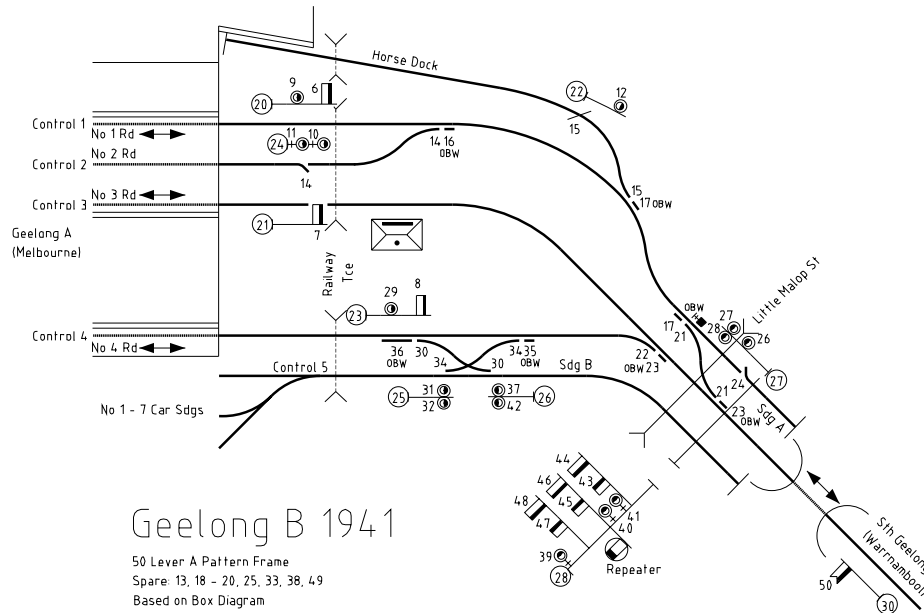
- (04.12.1916) Railway Terrace subway provided. Level crossing abolished. (WN 49)
- (16.04.1917) Post 15 moved 50 yards further out (WN 16\*)
- 09.09.1917 No 1, 2 and 3 Roads extended to new connections near Little Mallop St with extension to a dead end known as Siding A. New Up Arrival Homes provided. New signalbox provided opposite former site with 50 lever frame A pattern frame (IR)
- (25.11.1918) Signal repeater on Post 29 now repeats all signals on Post 28. When all the signals are at danger, a red light is displayed. When any signal is at clear a green light is displayed. WN 40/17 is amended. (WN 47)
- 17.10.1920 No 4 Road abolished between Posts 18 and 23. Island platform widened. No 5 Road renumbered No 4 Road and is now a platform road. Homes applying to No 4 Rd now apply to No 5, and discs removed from Posts 17, 20, and 25 (WN43\*, IR)



- (21.12.1920) Post 21 moved 100 yards further out from platform (WN 51\*)
- 16.06.1922 Siding B and Horse Dock provided. Points 15, Crossover 30, Lockbar 36, and Discs 12, 26, 32, 37, and 42 provided. Post 23 abolished. Home 48 and Calling On 47 relocated to signal bridge Post 28 and Home 49 abolished. (IR)



- 10.06.1927 Post 29 (Repeating Signal) abolished and new repeating signal provided on Signal bridge 28 (WN 25\*)
- 20.06.1928 Miniature Electric Staff instruments replaced Large instruments Geelong 'B' - South Geelong (WN 28)
- 01.05.1941 Post 23 moved 49 yards nearer platform (WN 18)
- 02.05.1941 Post 25 moved 6 yards nearer platform (WN 18)
- (03.06.1941) Points 21D relocated 40 feet further out, and Points 22 relocated 32 feet further in. No 2 Road shortened and connected directly to No 1 Road. Double compound 18/20/21U replaced by simple turnout. Catch 24 and Post 27 relocated 9 yards further out (WN 22)
- 29.05.1941 Post 22 moved 45 yards further out (WN 23)



- 24.09.1947 Control 4 now also controls Calling On 59 (A Box) on Post 16B (WN 39)
- 01.12.1954 Yellow glasses replace green glasses in call on signals (WN 49)
- 04.04.1957 Post 23 renewed (CI)
- 21.11.1957 Post 24 (sic) (with two disc signals) renewed with 30' steel mast (CI)
- 19.07.1961 Flashing lights replaced hand gates at McKillop St (45 miles 50 chains) and Kilgour Street (45 miles 65 chains). Bank Engine Key withdrawn (WN 31)
- 10.07.1963 Right hand doll of Post 28 renewed (CI)
- 22.02.1976 Track indication provided for 21 track account clearing of Points 21 (CI)
- 22.12.1976 Horse Dock removed. Points 15 and Derail 15 removed. Disc 12 (Post 22), Disc 26 (Post 27) and Disc 41 (Post 28) abolished (CI, WN 17 has (26.4.77))
- 15.04.1982 Post 20 relocated 3 metres in Down direction (WN 17\*)
- 03.05.1982 Lockbar 36 abolished. Points 30 temporarily out of use account reconstruction of Gordon St bridge (CI)
- 11.12.1983 Points and signals temporarily out of service due to construction of Footbridge for Gordon Institute (CI)
- 23.07.1987 Crossover 30 abolished. Points 30U removed and Points 30D spiked normal. Discs 29 & 37 secured at Danger. Plunger 36 abolished and lever now pilot. Levers 29, 30, & 37 sleeved normal (WN 30\*)
- 09.08.1987 Siding B abolished. Points 34U replaced by catch. Disc signals on Post Nos 23 and 26 abolished. Disc 32 (Post 25) abolished. Levers 32 and 42 sleeved normal. (WN 31\*, LS)
- 23.07.1989 Siding A and No 2 Road abolished. Discs 9 (Post 20), 10 and 11 (Post 24), 27 and 28 (Post 27), and 40 (Post 28) abolished. Control 2, Derail 14, and Points 14 abolished. Points 21U and Catch 24 abolished. Plungers 16 and 17 abolished and levers 16 and 17 now pilots. Levers 2, 9, 10, 11, 14, 24, 27, 28, and 40 sleeved normal (WN 50\*)
- 10.12.1989 Box abolished. Three position signalling provided worked from a panel in Geelong "A" box. Miniature Electric Staff Geelong "B" - South Geelong abolished and section worked as part of Geelong Yard. (WN 50, LS)