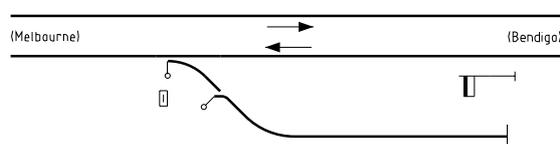


Harcourt - Golden Square

BARKERS CREEK SIDING (80 3/4 MILES)

- 15.04.1887 Contract gazetted for earthworks etc. Let to T.F. Hutchinson for £82/10/0 (Government Gazette, 2784/87)
- 28.09.1887 Opened for outwards stone traffic (Chronological Index, Working Time Table)
- 19.07.1894 Placed in charge of a woman and supervised by Castlemaine (Weekly Notice 2)
- (01.07.1899) By this date had a single Home signal (Register of Signals at Non-interlocked places)
- (1902) By this date siding only connected to Up main line. Points padlocked and keys held by Woman-in-charge. Daylight goods trains only to shunt. Guards must place signal at Danger before starting to shunt, and instruct Woman-in-charge to lower signal immediately after train departs (General Appendix)
- (08.05.1911) Now no-one-in-charge (WN 19 extracts)
- (01.12.1913) By this date, siding only connected to Up main line and points trail for Up trains. An Up Home signal is provided, together with catch points and a scotch block in the siding. Keys are kept at Harcourt. Signal lamp is not to be lit at night. Trains not to shunt in darkness, foggy weather, or when block working disarranged. Guard responsible for working (GA)
- (04.09.1916) Now no-one-in-charge. Key to entrance gate to siding will be held by Mr Walter, storekeeper. Application for trucks to be made to SM at Castlemaine or Harcourt (WN 36)



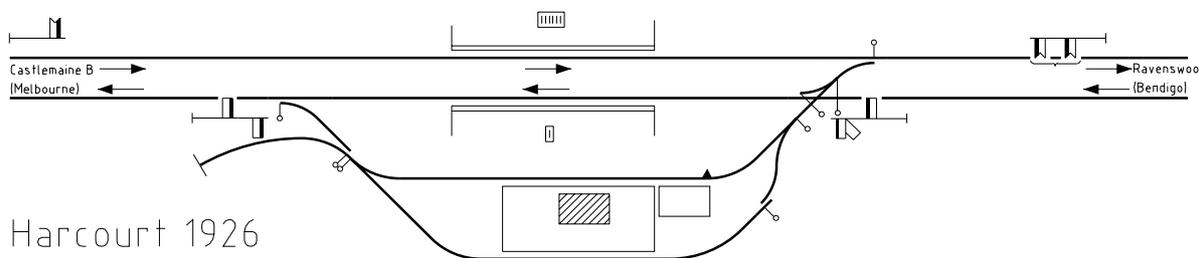
Barkers Creek Sdg 1920

Possible layout

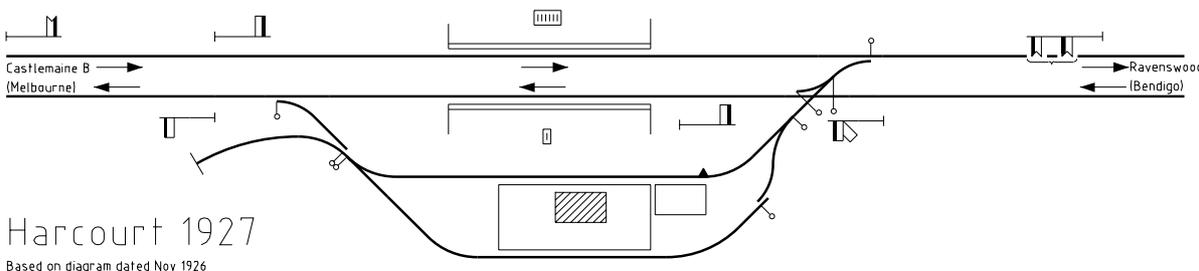
- (10.06.1918) Only open for goods in truck loads (WN 23)
- 30.04.1925 Home signal and quadrant taken out of use. Points removed (WN 18, SaNIP)
- (12.10.1926) Siding removed (WN 41)

HARCOURT (82 MILES 50 CHAINS 1 LINK)

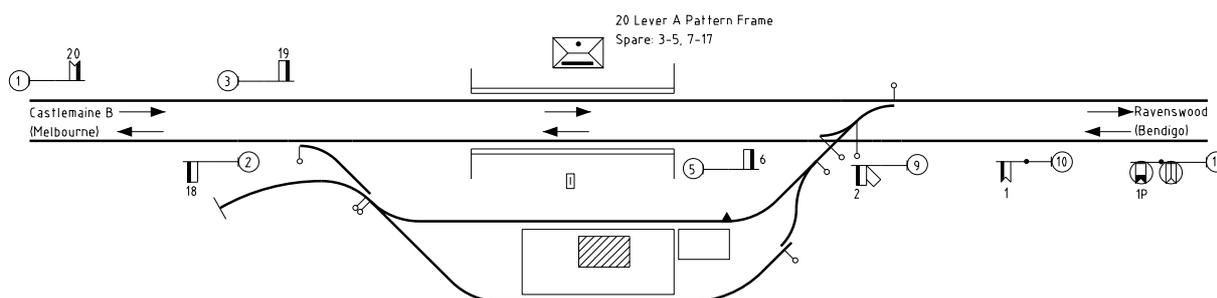
- 12.12.1862 Contract gazetted for the construction of platforms for passenger station at Harcourt, Kangaroo Flat and Chewton. Let to George Piggins for £3,327/6/6 (GG, 1210/62)
- 05.12.1862 Contract gazetted for construction of passenger station, goods shed, and other works. Let to Dalrymple & Simmie for £4159/13/0 (GG, 1396/62)
- 21.01.1887 Contract gazetted for construction of foundations and erection of crane. Let for Newton & Bosland for £278/1/8 (GG, 2401/85)
- (01.02.1874) By this date open for traffic (WTT)
- 28.09.1887 Winters Block enforced on Up line between Harcourt and Castlemaine in conjunction with opening of Barkers Creek Siding (both notified in the same C circular) (Chronological Index, WTT)
- (17.03.1890) By this date, Winters Block in use (in both directions) Harcourt - Ravenswood (WTT, since 12.8.89)
- (11.08.1890) By this date, Winters Block in use in both directions Castlemaine - Harcourt (WTT, since 17.3.90)
- (21.05.1894) By this date switches out after passage of last passenger train until first passenger train next morning (WTT)
- (01.07.1899) By this date has Up and Down Distant, Home and Starting signals (Register of Signals at Non-interlocked places)
- (1901) Still switches out after passage of last passenger train until first passenger train next morning (WTT)
- (1902) By this date use of the 'Section Clear but Station or Junction Blocked' signal prohibited for Up trains
- 24.09.1903 Block hours now 0800 until 1700 hours (WN 38)
- (c1909) By this date gates provided at level crossing at Down end of station (82 miles 52 chains 80 links) (PCR book)
- (25.01.1909) Open continuously as a block post (WN 4)
- (22.02.1909) Closed as block post after passage of last passenger train until first Up passenger the following morning (WN 9)
- (07.11.1910) Open continuously as a block post (WN 45)
- (06.03.1911) Closed as a block post after passage of last Up goods on Saturday, provided the last passenger trains have passed, until first Down train on Monday (WN 10)
- (06.11.1911) Co-acting arms provided for Up and Down Distant signals. Both co-acting arms provided below the existing arm on the same post (WN 45)
- (20.01.1913) Post with Up Home and Down Starting signals replaced by new post 60 yards further out and on the same side of the line (WN 3)
- (27.01.1913) Up Starting signal relocated 60 yards further out and on the same side of the line (WN 4)
- (01.12.1913) By this date, Up trains may not be accepted unless line is clear to Up Starting signal and preceding train is proceeding on its journey past the Starting signal. (GA)
- (01.12.1924) By this date, switched in from 0600 Monday until last Up train clears Saturday evening or Sunday morning (WTT)



- 12.03.1926 Co-acting arm for Down Distant abolished (WN 11 extracts)
- 30.06.1927 Down Starting signal removed from Up Home signal post to a new post erected 200 yards further in and on the right hand side of the line. Down Home signal removed from Up Starting signal post to a new post on the left hand side of the line opposite the Up Starting signal (WN 27 extracts)



- (21.10.1929) By this date the block hours are: switched in from 0600 Monday until last Up train clears Saturday evening or Sunday morning, Su for excursion trains. (WTT)
- (28.03.1938) By this date the block hours are: switched in M 0630 hours until No 50 clears, Tu-Sa 0500 hours until No 50 clears, Su for excursion trains. (WTT)
- 25.01.1949 Up Home replaced by new post 50 yards further out (WN 5, AGST 17/362/1)
- (19.11.1951) By this date the block hours are: switched in M-F 0630 hours until No 140 clears, Sa 0630 hours until No 78 passenger clears. (WTT)
- 22.02.1955 Signal quadrants moved 9 feet in the Down direction (CI)
- 15.12.1955 Up Distant renewed in existing position (CI)
- 01.09.1959 Road crossing at Down end of yard closed. Pedestrian crossing provided to allow access to station buildings with wicket gate in Down boundary fence (WN 35, S? 59/500)
- (11.09.1961) By this date the block hours are: switched in MWF 0650 hours until No 94 clears, TuTh 0700 hours until No 94 clears, Sa 0650 hours until No 50 passenger clears and 1400 hours until No 78 clears. (WTT)
- 10.04.1966 Class 8 Stationmaster replaced by Assistant Stationmaster. Now worked under Caretaker conditions and supervised by Castlemaine. (WN 16 & 17, S66/1356)
- (28.04.1970) Down end crossover and connection to goods yard removed. Baulks provided at the Down end of both Goods sidings (WN 17, ACTM 24/267/2)
- (15.09.1970) Block hours: M-F 0650 hours until No 63 clears & 1400 until No 94 clears, Sa 0650 until No 63 clears & 1520 until No 78 clears. (WN 37)
- (08.11.1976) Block hours: TuTh 0815 hours until No 54 clears (Up Roadside, as required) around 1045. (WN 37)
- 24.10.1977 Station Officer removed (WN 44 extracts)
- 19.04.1978 Abolished as Double Line Block Post. All signals abolished and remaining points spiked normal. Delete from list requiring Up line to be clear to the Starting signal and any preceeding train be preceeding past the Starting signal before line clear could be given for a following train. Delete as a Block Terminal on the Down line (WN 18)
- 07.11.1978 Castlemaine opened as a Freight Centre (WTT)
- (23.01.1979) Now no-one-in-charge (instead of worked under Caretaker conditions) (WN 4)
- 28.02.1979 Closed to goods in wagon loads (WN 11, Sec78/3596)
- (05.10.1982) Closed to passengers (WN 40)



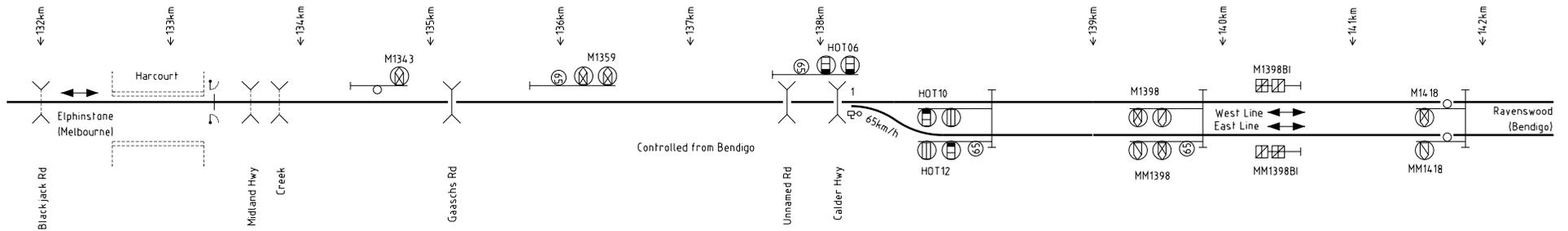
Harcourt 1943 (proposed)

Based on Locking Sketch B964, dated 4.143

- 17.01.2005 Bendigo line closed between Sunbury and Bendigo for Regional Fast Rail works. (WN 1)
- 09.02.2006 Line reopened between Kyneton and Bendigo. Line singled through station and relocated centrally through platform. Pedestrian crossing at Down end of platform (133.093) provided with pedestrian gates. (WN 5)

HARCOURT (2ND)

09.02.2006 Line reopened between Kyneton and Bendigo as a single line. Short double track section provided between Harcourt and Ravenswood. The two tracks in the double track section are worked bi-directionally and are known as the East and West lines (former Up and Down tracks respectively). The trains are worked by the Automatic and Track Control system with the sections Castlemaine - Harcourt - Ravenswood (on both the East and West lines). The Up end points for the double track section are located near the Calder Highway overpass on the Down side of the former Harcourt station. The signalling is worked from Bendigo (WN 5)

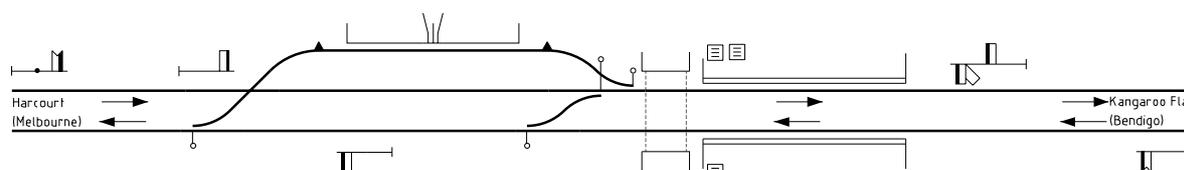


Harcourt 2006

Based on Signalling Diagrams 18/06 & 74/05 and inspection

 RAVENSWOOD (90 MILES 14 CHAINS 82 LINKS)

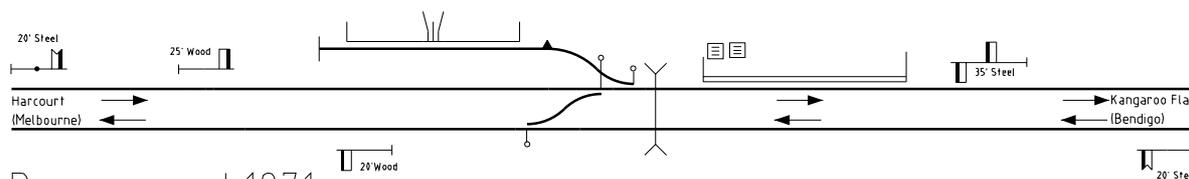
- (1874) By this date open for traffic (WTT)
 03.1875 Closed to traffic (Chronological Index, WTT)
 25.12.1882 Re-opened for passengers and light goods (CI, WTT)
 (17.03.1890) By this date, Winters Block in use (in both directions) Harcourt - Ravenswood - Kangaroo Flat (WTT, since 12.8.89)
 (01.07.1899) By this date has Up and Down Home, Starting and Distant signals (Signals at Non-Interlocked Stations)
 (15.07.1907) Post carrying Up Home and Down Starting signals relocated to opposite side of the line and 40 yards further out (WN 28)
 (25.04.1910) Closed as block post from 0500 hours Sunday until 0500 hours Monday. Block section will be Castlemaine B - Bendigo A (WN 17)
 (07.11.1910) Block post for all trains (WN 45)
 (06.11.1911) Co-acting signal provided for Up Distant on new Post on left hand side of line opposite existing post (WN45)
 (01.12.1924) By this date provided with a block switch. Switched in 0100 hours Monday until the train preceding the last Down Goods clears Bendigo late Saturday night or early Sunday morning (WTT)
 02.09.1926 Quadrant provided on Up platform added to control Up Home (Signalling Arrangements F373)



Ravenswood 1926

Based on Signal Arrangements F373 amended to 12.6.79 and diagram dated Nov 1926

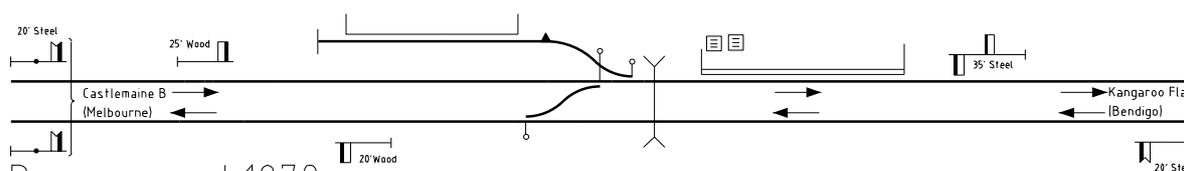
- 28.11.1928 Stationmaster withdrawn. Worked under Caretaker conditions supervised by SM Harcourt (WN 48, Sec27/17608)
 (21.10.1929) By this date the block hours are: switched in 0100 hours Monday until 2359 Saturday, Su for excursion trains. (WTT)
 (28.03.1938) By this date the block hours are: switched in 0100 hours Monday until No 49 Goods clears Sunday, Su for excursion trains. (WTT)
 (19.11.1951) By this date the block hours are: switched in 0100 hours Monday until 1200 hours Saturday and Saturday 1540 until No 131 clears. (WTT)
 (11.09.1961) By this date the block hours are: switched in MWF 0900 hours until No 53 clears and 1400 until No 157 clears, TuTh 0650 hours until No 53 clears and 1300 hours until No 157 clears. (WTT)
 03.03.1964 Post 4 renewed (CI)
 06.04.1970 Staff to be withdrawn and station to be No-one-in-charge (e). Subsequently cancelled. (WN 10 & 13)
 30.08.1970 Closed to passengers. Now No-one-in-charge (e). Still open for goods; formerly (c) now (cc). Block hours of Kangaroo Flat altered. (WN 34, WTT 59/70, Sec 69/3890)
 (15.09.1970) Block hours: M-F 1445 hours till No 153 clears. (WN 37)
 28.02.1971 Connection to siding at Up end removed and baulk provided. (WN 10/71, SA)
 30.04.1971 Up platform abolished, together with quadrant and control over Up Home signal (SA)



Ravenswood 1971

Based on Signal Arrangements F373 amended to 12.6.79

- 12.06.1979 Co-acting signal provided for Down Distant on new Post on Up side of Up track (WN 25, SA)



Ravenswood 1979

Based on Signal Arrangements F373 amended to 12.6.79

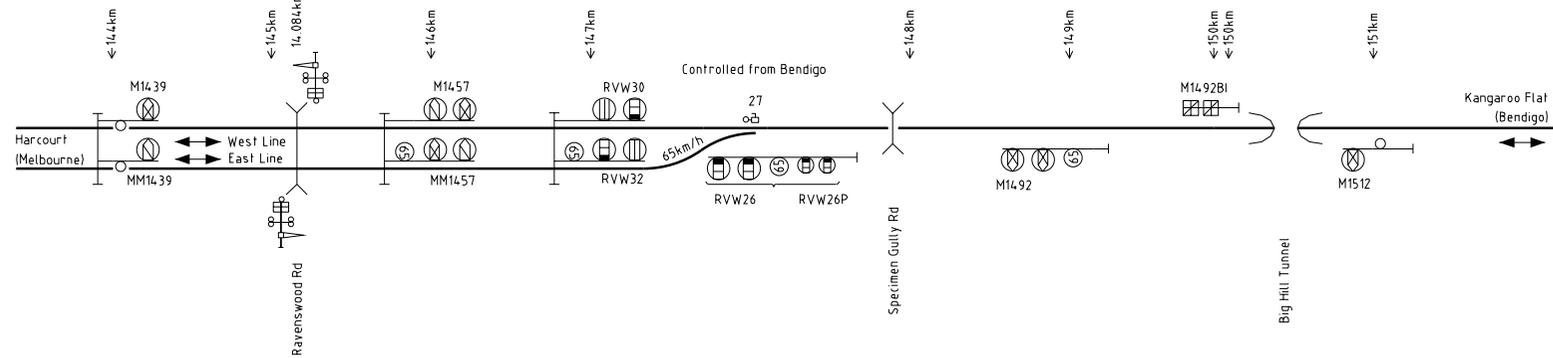
- (24.07.1980) Block hours: M-F 2140 hours till No 9081 clears the next day. (WTT)
- 10.06.1982 Up and Down Home and Starting signals electrically lit (SA)
- (08.11.1986) Block hours: M 1445 hours till No 15 clears the next day, Tu-F 1130 hours till No 15 clears the next day. (WTT)
- 19.06.1989 Abolished as block post. All signals abolished and point spiked normal. Quadrants removed for re-use at Woodend (WN 24)
- (17.09.1991) Track slewed between 144.670 km and 145.130 km to ease curve and speed increased to line speed (115 km/h) (WN 35)

- 17.01.2005 Bendigo line closed between Sunbury and Bendigo for Regional Fast Rail works. (WN 1)
- 09.02.2006 Line reopened between Kyneton and Bendigo as a single line. Short double track section provided between Harcourt and Ravenswood. The two tracks in the double track section are worked bi-directionally and are known as the East and West lines (former Up and Down tracks respectively). The trains are worked by the Automatic and Track Control system with the sections Harcourt - Ravenswood (on both the East and West lines) - Kangaroo Flat. Flashing lights and boom barriers provided at Ravenswood Ave (145.084 km) (WN 5)

BEILHARZ RD (92 MILES 65 CHAINS 34 LINKS)
(c1909) By this date cattle pits were provided (PCR book)

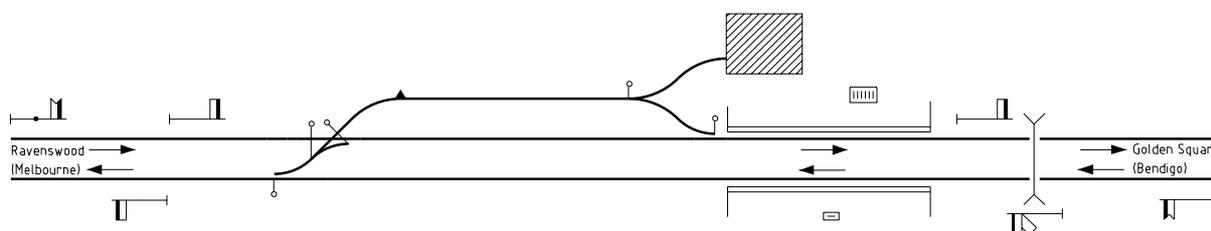
Ravenswood 2006

Based on Signalling Diagram 74/05 & inspection



KANGAROO FLAT (97 MILES 62 CHAINS 27 LINKS)

- 12.12.1862 Contract gazetted for the construction of platforms for passenger station at Harcourt, Kangaroo Flat and Chewton. Let to George Piggins for £3,327/6/6 (GG, 1210/62)
- 14.11.1862 Contract gazetted for construction of passenger station, out buildings, goods shed and other works. Let to G. McGrowth for £5277/1/10. Extra £300 gazetted on 15.9.63. (GG, 1364/62)
- (01.02.1874) By this date open for traffic (WTT)
- 03.02.1888 Contract gazetted for erection of shelter shed. Let to H. Elliot for £71/10/0. (GG, 2688/88)
- (17.03.1890) By this date, Winters Block in use (in both directions) Ravenswood - Kangaroo Flat - Golden Square (WTT, since 12.8.89)
- (21.05.1894) By this date switches out after passage of last passenger train until first passenger train next morning (WTT) (1901)
- (01.07.1899) By this date has Up and Down Home, Starting and Distant signals (Signals at Non-Interlocked Stations)
- 24.09.1903 Switched in: M-Sa 0800 hours until 1700 hours (WN 38)
- (12.1901) By this date switches out after 1700 until first passenger train next morning (WTT)
- 09.05.1904 Kangaroo Flat renamed Kangaroo (WN 19)
- 17.07.1916 Kangaroo renamed Kangaroo Flat (WN 28)
- (08.07.1918) Combined Down Starting/Up Home abolished. Down Starting signal relocated to a separate post 100 yards further out. The Up Home moved to the left side of the line, 150 yards further out, and the co-acting arm abolished (WN 27)
- (18.08.1919) Up Starting signal relocated to a separate post (WN 33 extracts)
- (01.12.1924) By this date the block hours are: switched in M-F 0600 hours until 2050 Up Fast Goods clears, Sa 0600 hours until 1830 Down Passenger clears (WTT)



Kangaroo Flat 1926

Based on Signal Arrangements F594 dated 23.2.26

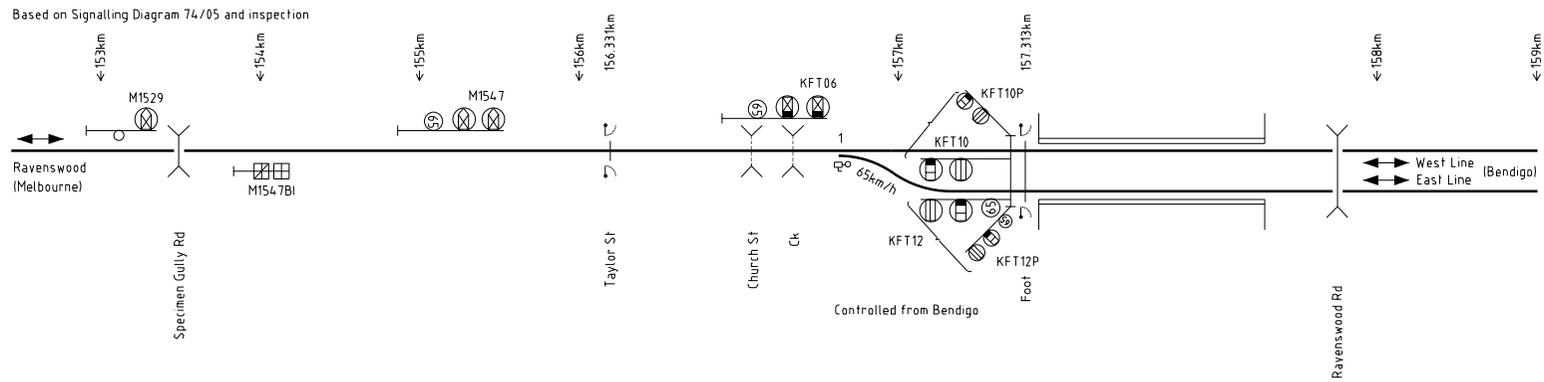
- 1928 Open for all trains (WN 52)
- 09.01.1929 Down Home (or Distant?) relocated 330 yards further in (WN 4 extracts)
- (21.10.1929) By this date the block hours are: switched in M-F 0530 hours until 2050 Up Fast Goods clears, Sa 0530 hours until 1830 Down Passenger clears, Su for excursion trains. (WTT)
- 09.01.1938 Stationmaster withdrawn. Now worked by Porter-in-charge under Caretaker conditions (WN 37 extracts)
- (28.03.1938) By this date the block hours are: switched in M 0645 hours until 2050 Up Fast Goods clears, Tu-Sa 0515 hours until 2050 Up Fast Goods clears, Su for excursion trains. (WTT)
- 20.04.1939 Scotch block run over and broken during shunting operations by 2335 hours Up Goods whilst Kangaroo Flat switched out. Yard Foreman, Bendigo, instructed to get directions regarding despatch of loaded vehicles or van goods offering for Kangaroo Flat by any trains after 2050 hours Up Goods (Station scrapbook)
- (19.11.1951) By this date the block hours are: switched in M-F 0630 hours until 2130 Up Goods clears, Sa 0630 hours until 1300 hours and 1530 until 2200 hours. (WTT)
- 24.10.1955 Chain provided to secure quadrants reverse when station switched out (Station Scrapbook)
- 20.08.1959 Up Starting signal renewed (CI)
- (11.09.1961) By this date the block hours are: switched in M-F 0650 hours until No 53 passenger clears and 1400 until No 94 passenger clears, Sa 0650 hours until No 53 passenger clears. (WTT)
- (28.08.1970) Block hours: M-F 0650 hours until No 63 clears & 1400 until No 94 clears; Sa 0650 hours until No 63 clears (WN 34)
- 10.10.1978 Bendigo Freight Centre opened (WTT)
- 12.11.1978 Up and Down Home signals electrically lit (WN 47 extracts)
- 04.07.1979 Down Distant relocated 409 metres in the Up Direction (WN 29)
- (06.08.1979) By this date the block hours are: switched in MTuTh 0550 hours until No 63 clears, WF 0900 hours until No 63 clears and 1400 hours until No 94 clears. (WTT)
- (29.04.1980) Block hours: Switched in as arranged by the Train Controller (WN 18)
- 22.07.1982 Up Distant and Up Starting signals electrically lit (WN 32)
- 04.08.1982 Down Starting signal electrically lit (CI)
- 02.10.1987 Abolished as Block Post. Signals removed and points spiked normal. Special instructions re block acceptance deleted: Block Terminal on the Up & not to accept Down trains until preceding train is proceeding on its way past Starting signal. (WN 38)

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- 17.01.2005 Bendigo line closed between Sunbury and Bendigo for Regional Fast Rail works. (WN 1)
- 09.02.2006 Line reopened between Kyneton and Bendigo as a single line. Short double track section provided between Kangaroo Flat and Bendigo. The two tracks in the double track section are worked bi-directionally and are known as the East and West lines (former Up and Down tracks respectively). The trains are worked by the Automatic and Track Control system Ravenswood - Kangaroo Flat. The two bi-directional sections Kangaroo Flat - Bendigo are worked as part of Bendigo station yard. The platforms at Kangaroo Flat were restored to use. Pedestrian gates were provided at Taylor St (156.331 km) and at the Up end of Kangaroo Flat platform (157.313 km) (WN 5)

| OAK STREET (98 MILES 65 CHAINS 81 LINKS) | |
|--|---|
| (c1909) | By this date equipped with cattle pits (PCR book) |
| 10.10.1968 | Flashing lights provided at Oak Street (98 miles 65 chains) (WN 43) |
| 28.10.1971 | Up approach to Oak Street level crossing altered due to provision of 50 mph curve board at Up end of Up platform (CI) |

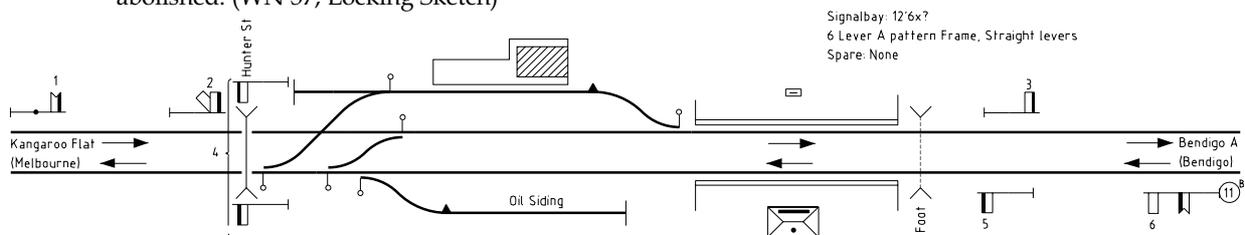
Kangaroo Flat



Version 1.0 (May 2006)

GOLDEN SQUARE (99 MILES 33 CHAINS 56 LINKS)

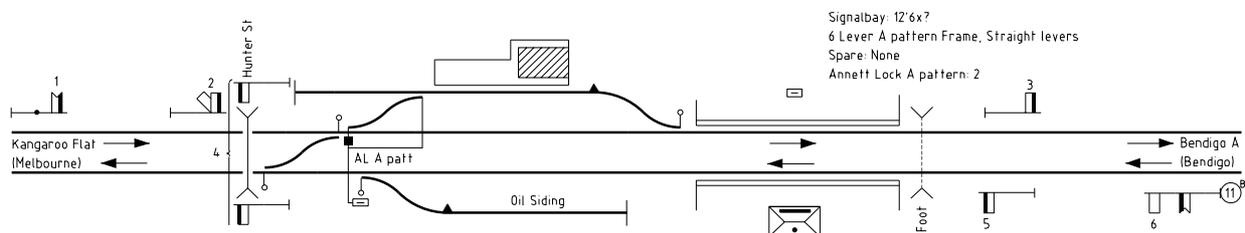
- 27.03.1885 Contract gazetted for erection of two passenger platforms. Let to W. Bennett for £349/13/8 (GG, 2360/85)
 17.04.1885 Contract gazetted for erection of goods shed. Let to W. Blackwood for £345/12/0 (GG, 2401/85)
 01.07.1885 Opened for passengers (CI)
 26.08.1887 Contract gazetted for erection of shelter shed. Let to W. Bennett for £116/15/3 (GG, 1874/87)
 (17.03.1890) By this date, Winters Block in use (in both directions) Kangaroo Flat - Golden Square - Sandhurst (WTT, since 12.8.89)
 19.09.1890 Contract gazetted for construction of subway. Let to N. Irwin for £460/7/4. (GG, 2097/90)
 (21.05.1894) By this date switches out after passage of last passenger train until first passenger train next morning (WTT)
 (01.07.1899) By this date has Up and Down Home, Starting and Distant signals (Signals at Non-Interlocked Stations) (1901)
 Still switches out after passage of last passenger train until first passenger train next morning (WTT)
 (12.1909) Switches out after passage of last Down passenger train (provided no delay to Up goods) until first passenger train next morning (WTT)
 (09.10.1911) Co-acting signals provided for Down Home and Up Starting signals. Both co-acting signals provided on 'dwarf' posts. The co-acting signal for the Down Home is situated on Up side of the overhead bridge, and for the Up Starting on the left hand side of the line opposite the main post (WN 41)
 (28.02.1916) Down Starting removed from the Up Home post and relocated to a new post situated on the left hand side of the line opposite the Up Home (WN 9)
 (11.08.1919) Down Home relocated to new post and co-acting signal abolished (WN 32 extracts)
 (06.09.1921) Up Home signal relocated 53 yards further in (WN 36 extracts)
 (01.12.1924) By this date the block hours are: switched in M-F 0600 hours until 2050 Up Fast Goods clears, Sa 0600 hours until 1830 Down Passenger clears (WTT)
 (23.08.1927) Siding provided for the Colonial Oil Refinery p/l (WN 34 extracts)
 29.08.1927 Six lever A pattern interlocking frame provided in signalbay on Up platform. Existing platform quadrants abolished. (WN 37, Locking Sketch)



Golden Square 1927

Based on Interlocking Sketch A434 dated 27.2.47

- (07.08.1928) Block hours: M-Sa 0830 hours to 1330 hours and 1630 hours to 1730 hours. (WN 32)
 (21.10.1929) Block hours: M-Sa 0830 hours to 1330 hours and 1630 hours to 1730 hours, Su for excursion trains. (WTT)
 28.05.1930 Stationmaster replaced by an Assistant Stationmaster supervised by SM Bendigo. (WN 21)
 19.07.1938 Stationmaster (Class 8) provided, replacing Assistant Stationmaster (Class 3a). Supervises Kangaroo Flat. (WN 43, 38/8967)
 (28.03.1938) By this date the block hours are: switched in M-Sa 0745 hours to 1330 hours, Su for excursion trains. (WTT)
 27.02.1947 Points and crossings at Up end rearranged. Connection from Up line to Goods Shed Siding, crossing the Down line was removed. The trailing main line crossover was relocated 30 yards further out. A new facing connection between Down line and Goods Shed Siding was provided; the safety points in the siding are 46 yards further in than the former safety points. The facing points in the main line are rodded to the safety points and secured by an A pattern Annett lock. A duplicate lock is provided on lever 2. (WN 9, AGST 17/33/3, Locking Sketch)



Golden Square 1947

Based on Interlocking Sketch A434 dated 27.2.47

- (19.11.1951) By this date the block hours are: switched in M-Sa 0745 hours to 1100 hours. (WTT)
- 09.04.1952 Down Distant post replaced by a new post 390 yards further out (ACTM 18/457/3, WN 17)
- (11.09.1961) By this date the block hours are: switched in M-Sa 0730 hours to 1045 hours. (WTT)
- (16.11.1970) By this date the block hours are: switched in M-Sa 0730 hours to 1045 hours. (WTT)
- 23.09.1979 Stationmaster replaced by Station Assistant. Now worked under Caretaker conditions. (WN 40 & 48, Sec 77/1715)
- (15.04.1980) Now worked under no-one-in-charge conditions. Goods working (c) instead of (cc). (WN 16)
- 10.10.1978 Bendigo Freight Centre opened (WTT)
- (06.08.1979) By this date the block hours are: switched in M-F 0830 hours until No 167 clears (pilot from Bendigo, clears around 0910). (WTT)
- (29.04.1980) Block hours: Switched in as arranged by the Train Controller (WN 18)
- (05.10.1982) Closed to passengers (WN 40)
- 28.09.1987 Closed as block post. All points and signals abolished, together with interlocking frame. (WN 39)