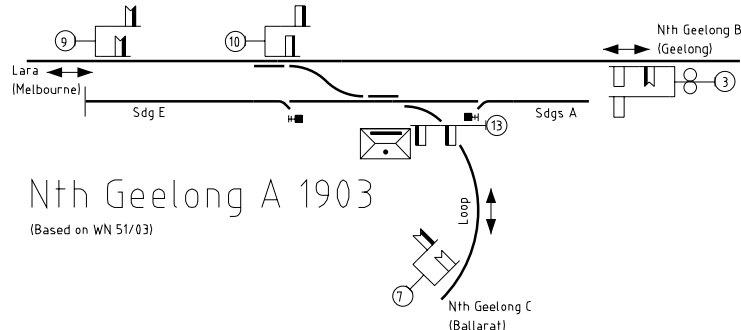


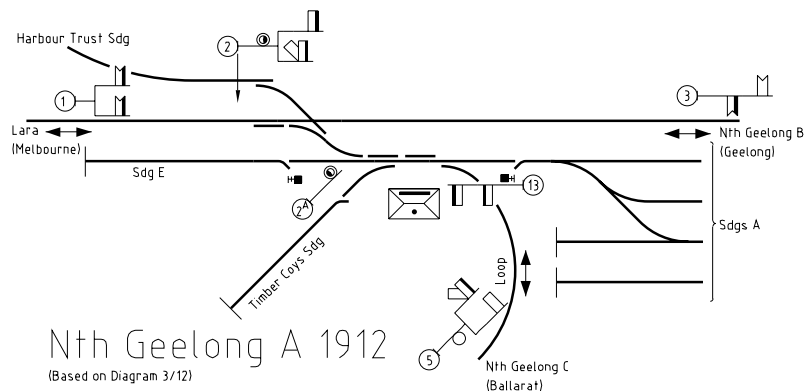
North Geelong

NORTH GEELONG A

- 20.12.1903 Loop line provided from new signal box to Moorabool. Opened as an Electric Staff station. Sections Lara - North Geelong 'A' - North Geelong 'B' and North Geelong 'A' - Moorabool. 18 lever frame provided. (WN 51)

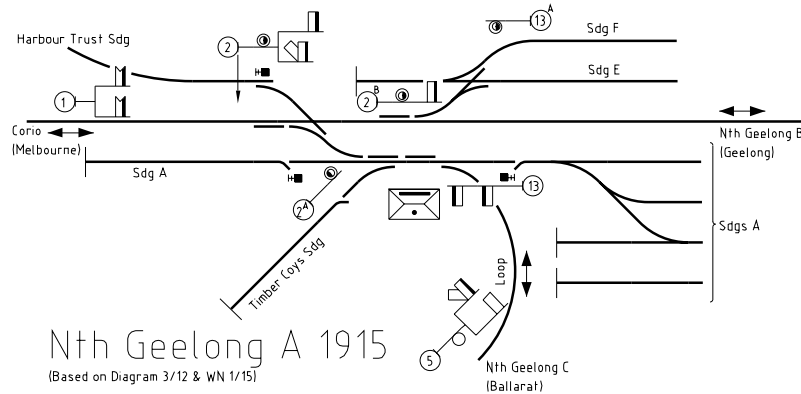


- 12.12.1904 Loop line to be re-opened (WN 49)
- 07.01.1906 Loop line reopened. Other end of loop now worked from North Geelong C Box. Sections Lara - North Geelong A - North Geelong B and North Geelong A - North Geelong C. Last closed 1905. (WN 2*)
- 12.03.1906 Loop line closed. Closed as Electric Staff station. Points spiked and signals crossed. (WN 11/06)
- 08.03.1909 Harbour Trust Siding provided. Points are in Siding E and cross main line. Points secured by Staff lock for North Geelong 'B' - Lara section. Shunters to obtain staff from signal box when necessary (WN 10, SLR has lock provided 05.03)
- (03.05.1909) Siding for Oriental Timber Corporation provided (WN 18)
- 18.10.1911 Loop line re-opened (but not as running line until further notice). Distant signal from loop line abolished and control provided on home at 'C' box. Loop line worked under station yard conditions; Signalmen to obtain each others permission to occupy line and occupancy recorded in block book. Timber Coy Siding and Harbour Trust Siding connected to frame. Post 2A provided. Opened as Electric Staff station. Sections Lara - North Geelong 'A' - North Geelong 'B' (WN 43, IR)
- 23.02.1912 New disc provided on Post 2 applying from Main line to Siding "A" (WN 9, IR)
- (08.04.1912) Loop line opened for traffic. SM Geelong to daily instruct Signalmen which trains are to use loop (WN 15)



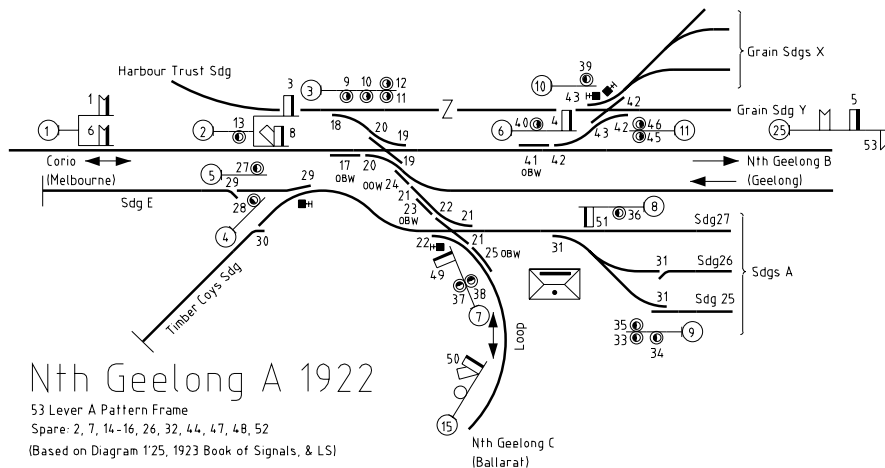
- (10.06.1912) Loop line closed for traffic. Signals on Post 2 leading to Loop line crossed. Points to Loop line spiked to lie for Siding 'A' (WN 24)
- (02.12.1912) Loop line re-opened (but not as running line until further notice). Points unspiked and signals uncrossed. (WN 49)
- 13.01.1913 Electrical control provided on the Loop line distants at both North Geelong A and C. (IR, WN 3)
- 08.01.1914 Corio opened as Staff station. Sections Corio - North Geelong 'A' (WN 2, IR)
- (27.04.1914) Miniature Electric Staff instruments replace the Large instruments Corio - North Geelong 'A' - North Geelong 'B' (WN 17)
- 17.09.1915 Works siding provided nearly opposite signal box. Points face Down trains and are rodded two two sets of safety points. Points are secured by Annett Lock with duplicate lock on frame. Removal of key secures Up and Down Home signals at stop. (WN 38, SLR II)

23.12.1915 Grain Sidings E and F provided on Down side of line. Posts 2B and 13A provided. Frame extended by 5 levers (WN 1, IR)



(11.10.1921) Up Home Signal from Loop line removed from Post 13 and placed on new Post 13B (WN 41*)

30.04.1922 Line duplicated from North Geelong 'A' box to North Geelong 'B' box. Double line block instruments replaced Miniature Electric Staff instruments. New Signal Box with 53 lever frame provided between loop and receiving sidings. Special Instruction: 'A' Box must not give Line Clear in both directions at the same time. (IR, WN 20*)



18.06.1924 Up distant removed from Post 25 and placed on Post 25B under new North Geelong 'B' box starting signal (WN 26)

14.10.1924 Catch points in neck of Sidings 23, 24, 25, & 26 abolished and replaced by separate catch point at fouling point in each siding. Post 9 abolished and Ground Discs 9, 9B, 9C, and 9D provided. (WN 43, IR)

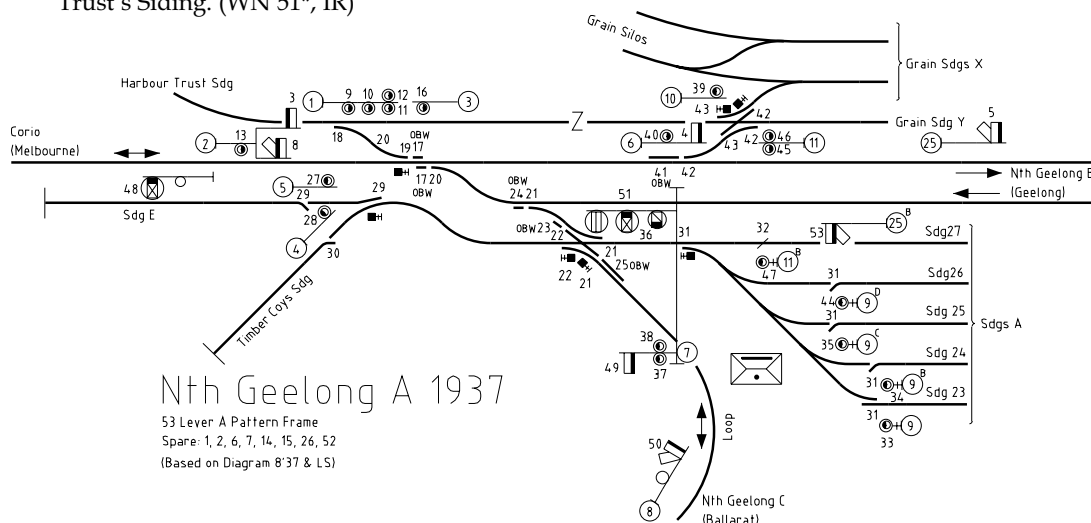
(29.08.1926) Automatic Electric Staff Exchange Apparatus provide (WN 26*)

28.08.1928 ATC replaced Electric Staff working Corio - North Geelong 'A'. Up Departure Post 48 provided. (WN 36, IR)

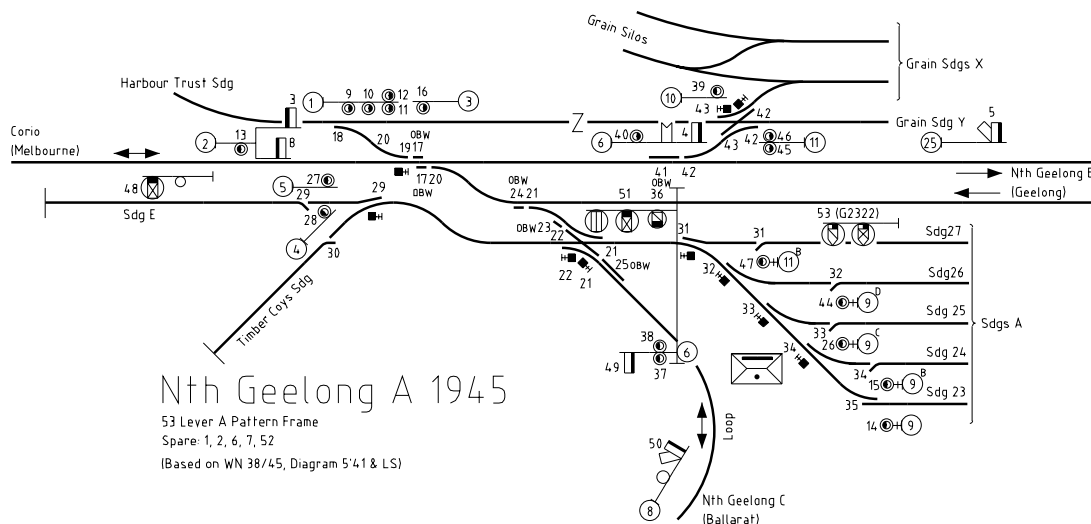
14.06.1929 Ground Disc 11B provided at exit of No 27 Arrival Road (WN 26*)

11.07.1930 Up distant abolished. A Box now controls North Geelong 'B' box's starting signal as an Outer Home signal (WN29*)

- 04.02.1937 Post 7 replaced by new post on signal bridge 37 yards in Up direction (WN 6*)
 15.09.1937 Post 4 moved 12 yards further out (WN 39*)
 13.10.1937 Down distant on Post 1 abolished. Post 2 moved 184 yards further out and Post 48 moved 182 yards further out (WN 43*)
 11.11.1937 Post 8 abolished and replaced by 3 position light signal Post 51 on signal bridge with Post 7 (WN 47*)
 16.12.1937 Double compound in main line abolished. New connection to Harbour Trust Sidings provided further out. Post 3 moved 128 yards further out and renumbered Post 1. New Post 3 provided applying from Z to Harbour Trust's Siding. (WN 51*, IR)

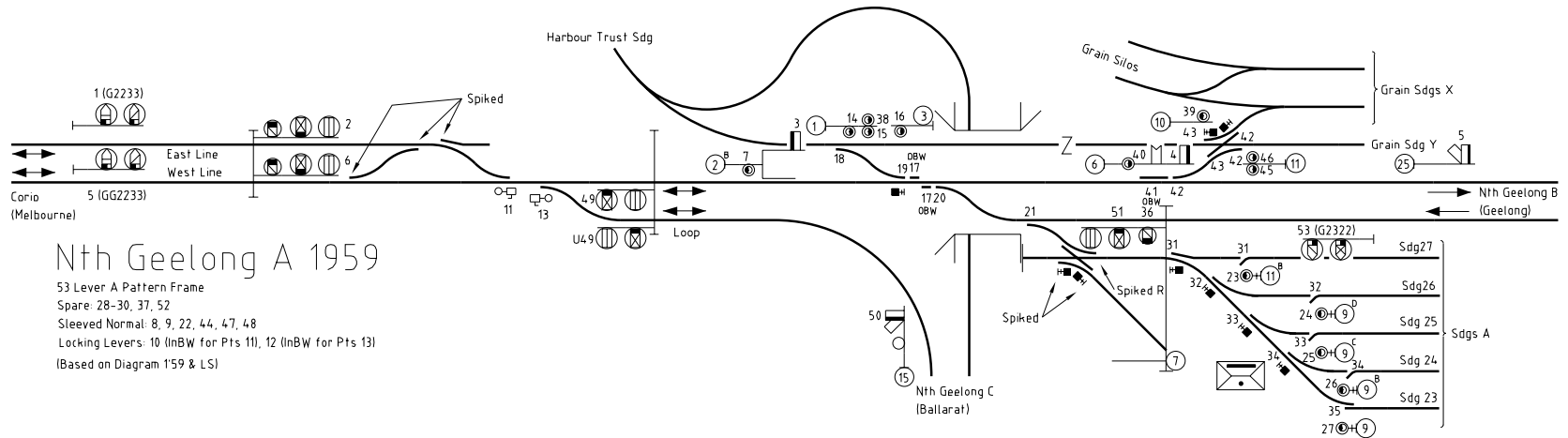


- 26.04.1939 Post 11 moved 30 yards further out (WN 18*)
 22.06.1941 Track Block replaced Double Line Block North Geelong 'A' - North Geelong 'B'. Post 25B (Home 53) abolished and replaced by automatic signal G2322. Distant signal for North Geelong 'B' provided on Post 6. (WN 26*, IR, IS)
 06.07.1944 Reverser provided for Disc 13. Control of Home 8 by North Geelong 'C' Box abolished (CI, IS)
 13.09.1945 Hand points in Nos 24, 25, & 26 Roads connected to interlocking. Point indicator provided at each set of points. Catch points and Ground discs renumbered. (WN 38)

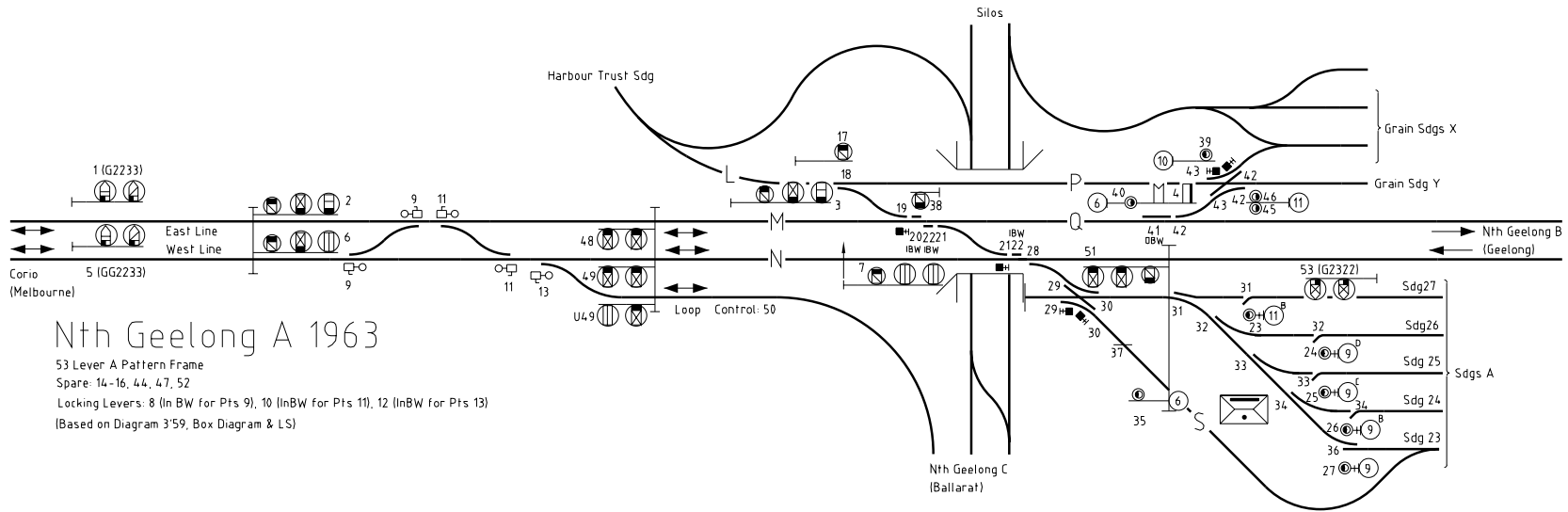


- (26.05.1953) Bell communication provided to Gatekeeper at Victoria Street for when North Geelong B was switched out (WN 21*)
 28.05.1956 Siding E and Timber Coy's (Sims Cooper's) Siding abolished. Posts 4 and 5 and Disc 37 on Post 7 abolished. Points 22 and 21 (1 No) spiked. Levers 27, 28, 29, 30, & 37 sleeved. Lever 25 made pilot lever. (WN 23, LS)
 20.06.1956 Portion of Z abolished to allow excavation under track. Z track dead-ended each side of excavation. No alteration to signals but locking altered so that discs 45 and 46 may apply to Harbour Trust Sidings via Main line (in addition to Z). Levers 25, 27, 28, 29, 30, and 37 removed. (WN 26, IS)
 14.02.1958 Siding Z restored to service (WN 8, IS)

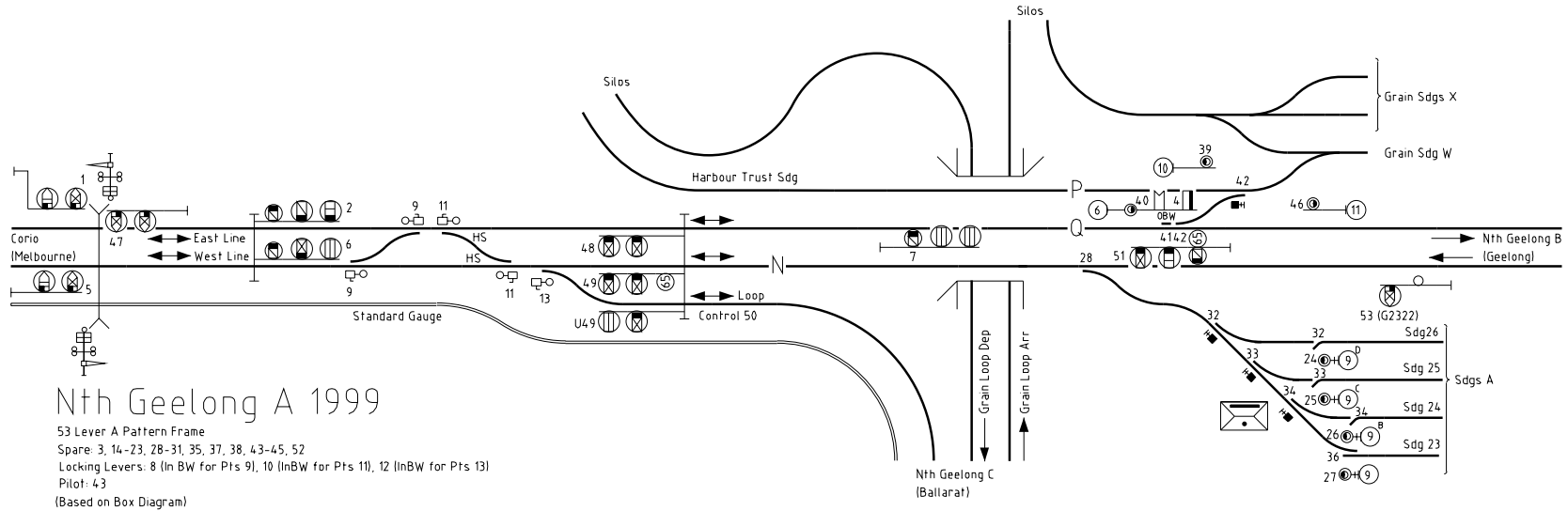
- 18.01.1959 New Loop line brought into use between 'A' and 'C' boxes. Old Loop line abolished. Points 22 spiked. Plungers 23 and 24 removed. Homes 8 (on Post 2) and 49 (on Post 7) and Discs 9 (on Post 1) and 38 (on Post 7) removed. Post 2 renumbered 2B. Discs 14 (Post 9), 15 (Post 9B), 26 (Post 9C), 44 (Post 9D), & 47 (Post 11B) renumbered 27, 26, 25, 24, & 23 (respectively). Discs 10, 11, 12 (Post 1) renumbered 14, 15, & 38 (respectively). Disc 13 (Post 2B) renumbered 7. Post 48 abolished. New Loop line junction further towards Melbourne and points motor operated. New Posts G2233, 2, 49 and U49 provided (CI, LS)
- 08.02.1959 Line duplicated Corio - North Geelong 'A'. New West line worked by ATC. New Automatic GG2233 and Home 6 provided. End of double line new Points 11. (WN 7)
- 12.08.1959 Post 3 moved 10 feet further from track (WN 34)
- 06.09.1959 Crossover 18 and Post 1 moved 100 feet further out (WN 36)
- 10.10.1959 Post 2B moved 10 feet further from track (WN 42)



- 07.02.1960 Line duplicated between Posts 2 and 51. Crossover 9 and Points 11U brought into service. Post 48 provided. Post 2B replaced by 3 position light signal Post 3. Posts 1 and 3 replaced by light dwarfs 17 & 38 (respectively). Plunger 17 replaced by 20 and 22. Crossover 20 now 21. Points 21 now 28. New lead from Goods Yard running behind Signalbox provided and new Post 8. Catches 31, 32, 33, & 34 replaced by safety points 30. Levers 14, 15, 16, 44, & 47 sleeved normal (WN 8, LS)
- 17.02.1963 Catch points reinstated at exit of Nos 23, 24, 25, 26, and 27 Roads worked by levers 35, 34, 33, 31, and 31 respectively. Derail 37 provided at exit from S (WN 9, LS)
- 06.10.1964 Post 11 moved 28 yards in Down direction (WN 41)
- 13.10.1964 Double Compound 42/43 replaced by two simple turnouts worked by levers 42 and 43 (WN 43, LS)
- 13.12.1967 Safety points (Points 30) at exit from Arrival Road abolished. Levers 14, 15, 16, 30, 44, & 47 removed from frame (WN 2, LS)
- 17.01.1968 Post 10 moved 63 feet further out (CI)
- 12.09.1968 Posts 8 and 51 removed from signal bridge and replaced by ground masts. Post 8 was located near its old position. Post 51 was located 84 feet further in. (WN 39)
- 06.06.1969 Post 10 relocated 15 feet in Down direction (CI)
- 10.08.1975 Signal bridge with Posts 2 and 6 moved 88m further out. (WN 33)
- 16.08.1975 Crossover 9 booked out (CI)
- 31.08.1975 Crossover 9 moved 60m further out (WN 37)
- 07.09.1975 Crossover 11 replaced by a high speed crossover and illuminated '40' lights provided on Posts 49 and 51. Running low speed signals provided on Posts 3 & 7 (WN 37, CI, LS)
- 08.04.1982 Pneumatic assistance provided for Points 21 (CI, LS)
- 17.09.1984 Boom barriers provided at North Shore Road. Control of Posts G2233 and GG2233 removed. New automatic signals Posts 1 and 5 provided at Down end of North Shore platform. New Up Automatic Post 47 provided on Down side of North Shore Road. (WN 39* has 15.09, LS)

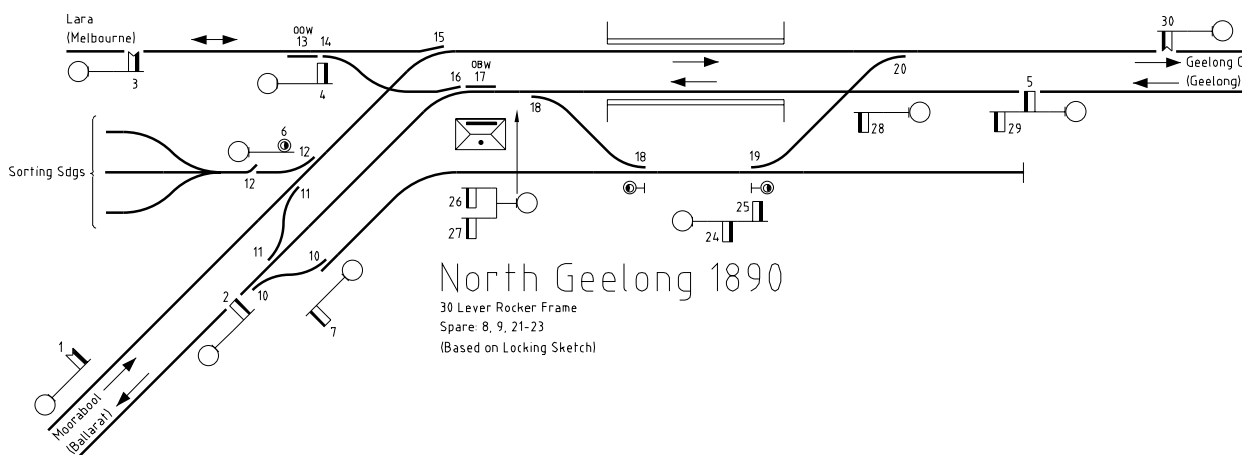


- 18.08.1985 40 mph indicators replaced by 65km/h indicators on Posts 9 & 51 (WN 35/85*)
- 29.11.1987 Lockbar 41 replaced by lever lock (WN 47/87*)
- 12.12.1987 Connection between main lines and Harbour Trust Sidings abolished. Points 18, 19, & 21 abolished. Lockbars 20 & 22 abolished. Dwarf signals 17 & 38 abolished. Levers 17-22 and 38 sleeved normal (WN 50*)
- 11.08.1989 Connections from S to Up Main line and Down line to Grain Sidings abolished. Points 29, Derail 37, and disc on Post 8 removed and Points 28 relocated 30m further in. Levers 29 and 42 sleeved normal. Lever 41 made a pilot lever. (WN 34*)
- 14.08.1989 Post 3 removed. The aspects on Posts 2, 51, and 53 were altered. Post 2 cannot now display clear medium speed, Post 51 cannot display medium speed warning, and Post 53 cannot display any medium speed indication. (WN 34*)
- (02.03.1990) By this date Siding 27 removed. Points 31, Catch 31 and Disc 23 removed (Photo)
- (30.10.1990) Grain Siding Y removed from service. Points 43 abolished and the track straight railed for Siding X. Disc 45 abolished and Lever 45 sleeved normal. Point lever 43 became a pilot lever (WN 3)
- 05.11.1997 Discs 25, 26, 27, 32, and 46 were electrically lit (WN 43*)
- 0301.2001 Remote control of Corio provided (this was probably introduced a few days later; it had certainly occurred by 12.1) (SW 185/00)

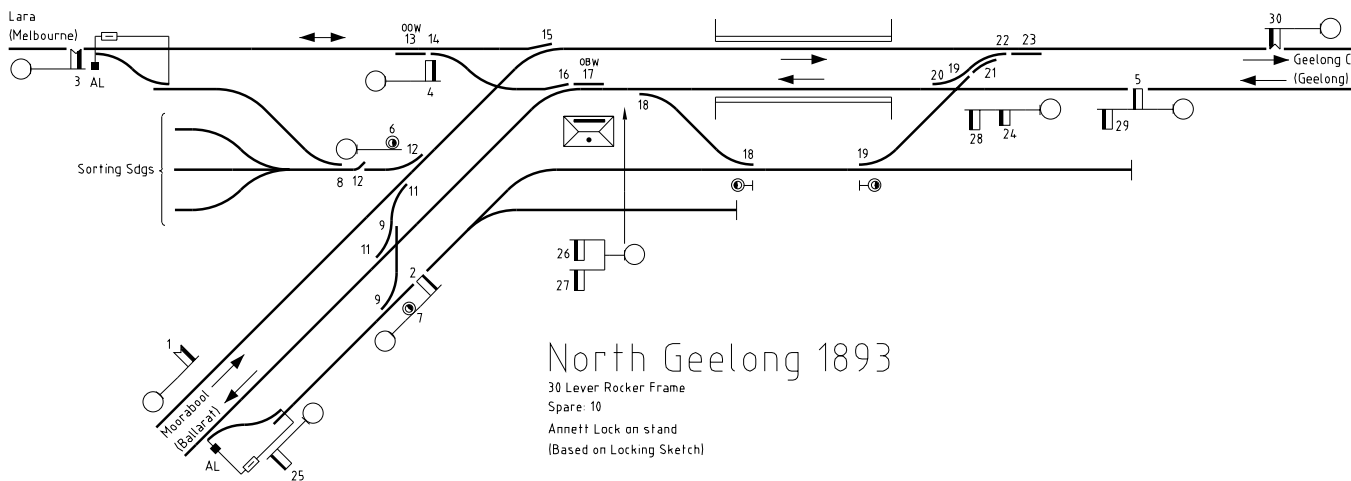


NORTH GEELONG B

- 11.04.1862 Line opened from West Geelong to Ballarat (VR62)
- 21.05.1879 West Geelong box opened with 21 lever frame (7 spare) (IR)
- 01.08.1883 West Geelong station opened for passengers (CI)
- 22.08.1884 Tenders called for erection of shelter shed (GG)
- c08.1884 West Geelong opened for goods (CI)
- 28.01.1885 New sidings (additional 2 levers working) (IR)
- c01.1886 Renamed North Geelong (CI)
- 18.06.1886 Tenders called for erection of Shelter Shed (GG)
- 03.07.1886 New 30 lever frame provided with 6 spare levers (IR)
- 11.08.1886 Now 5 spare levers (IR)
- 13.08.1890 10 now leads 14 (IR)

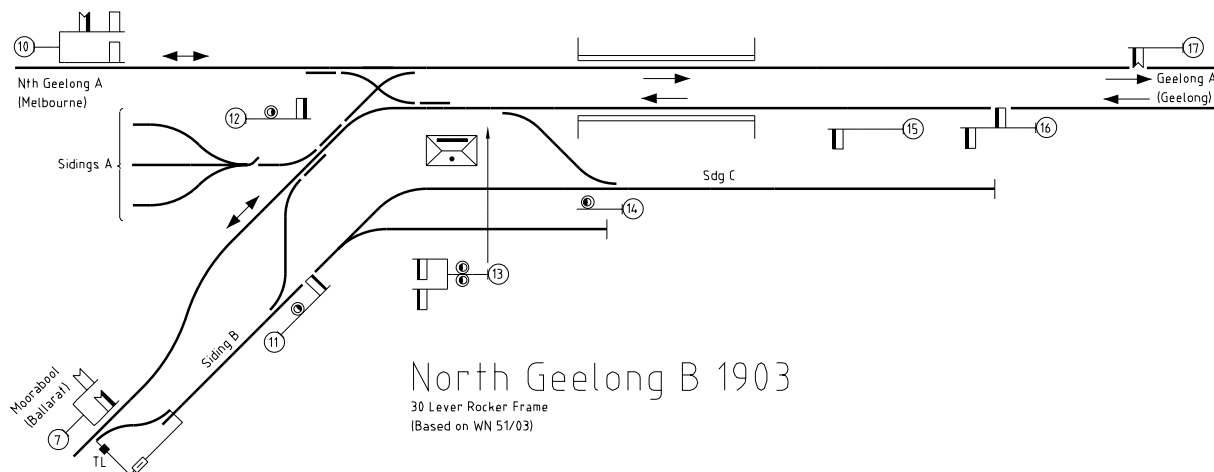


- 10.04.1891 The Staff now to be worked by Signalman (CI)
- 06.05.1892 New facing point locks. Now only 1 spare lever. (IR)
- 13.03.1893 Annett Lock provided on frame with duplicate Annett Lock at points in Ballarat line. Annett Lock in Melbourne Line appears to have already been provided (IR, SLR)
- 28.07.1893 Additional points. Now no spare levers (IR)

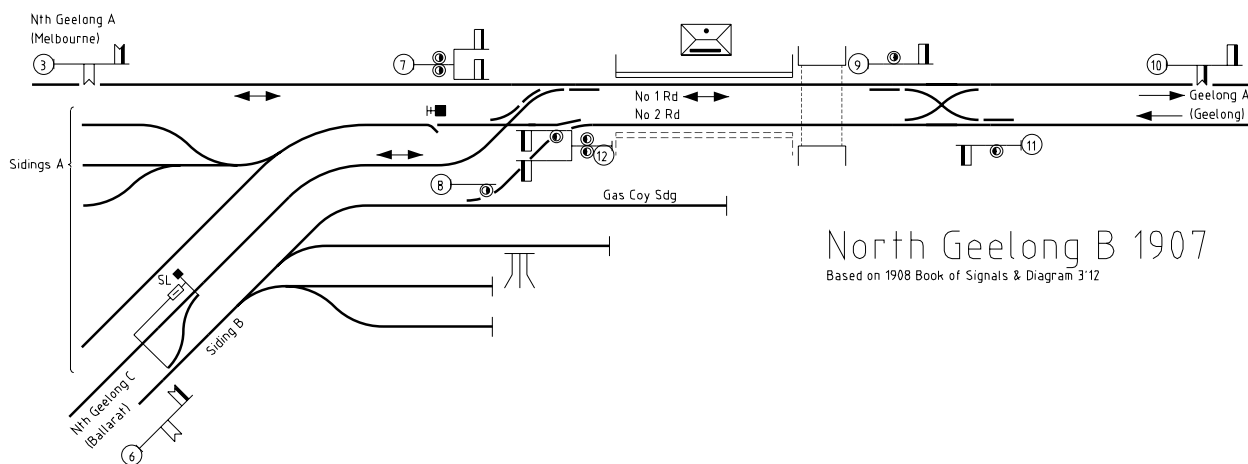


- 05.10.1894 Tenders called for erection of picket fencing (GG)
- (22.04.1895) Annett Key for siding points within Down distant attached to Train Staff for Lara - North Geelong Junction section. (WN 42)
- 20.12.1895 Tenders called for Gatehouse No 12 (Forrest line) moved to form an addition to SM's house (GG)
- 02.01.1897 Tenders called for purchase and removal of Gatehouse No 20 (near Nth Geelong) (GG)
- 05.08.1898 Electric Staff system replaced Train Staff and Ticket Lara - North Geelong. Annett Lock on points to Siding C replaced by Staff lock (WN 5, SLR)
- 15.03.1901 Tenders called for erection of wooden station buildings (GG)

- 20.12.1903 Loop line provided between North Geelong A and Moorabool. Ballarat line to Moorabool singled and worked by Tablet instruments with sections North Geelong 'B' - Moorabool. Lara Electric Staff section now North Geelong 'B' - North Geelong 'A'. Points at end of Siding B now worked by Tablet lock (No 1 Pat). Interlocking rearranged and 7 sets of point removed (WN 51, SLR, IR)

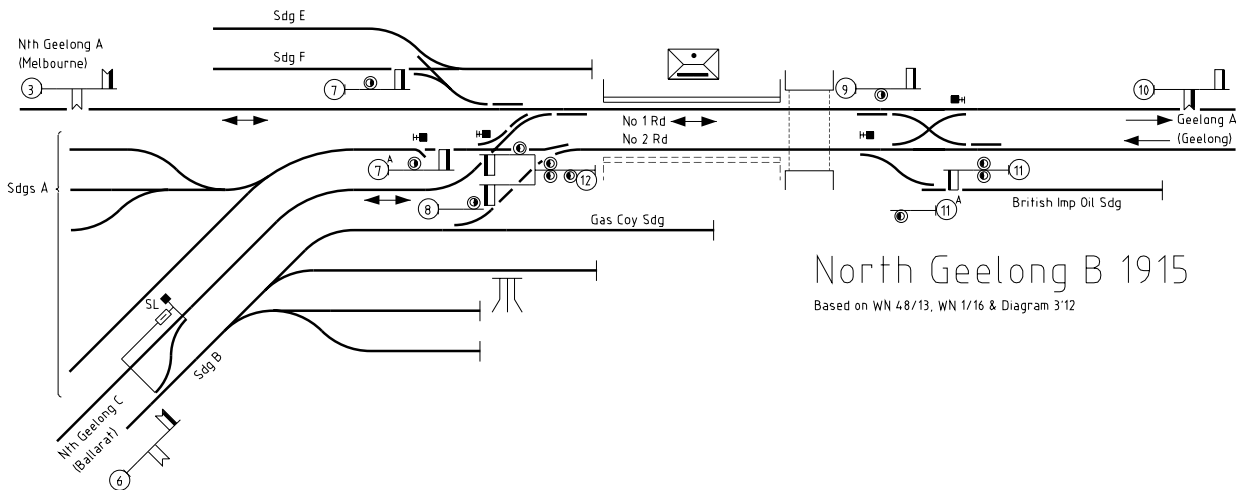


- 04.12.1904 Tablet lock at end of Siding B replaced by Staff lock. Certainly Large Electric Staff instruments replaced Tablet North Geelong B - Gheringhap by this time, but Moorabool had been closed as a crossing station on 12.6.1904 and it would have been logical for the Tablet to have been removed at this time. (SLR)
- 05.01.1905 Tenders called for purchase and removal of old unoccupied building at Gatehouse at No 24 crossing (GG)
- 07.01.1906 Loop line reopened and 'C' box established on Gheringhap line. Staff sections North Geelong 'A' - North Geelong 'B' and North Geelong 'B' - North Geelong 'C' (WN 2)
- 12.03.1906 Loop line closed. North Geelong 'A' and 'C' boxes closed as Electric Staff station. Sections now Lara - North Geelong 'B' and North Geelong 'B' - Gheringhap. (WN 11)
- (24.12.1906) Post 15 relocated 55 yards in Down direction (WN 52*)
- (07.01.1907) Post 16 abolished. New Posts 16 (10 yards Up direction) & 16A (90 yards in Down direction on opposite side of line) provided (WN 1)
- 13.01.1907 Junction re-arranged. End of double line now located at Down end of platform and former Up platform taken out use. Signalbox replaced by combined booking office and signal bay on platform with 33 lever frame. (WN 2, IR)

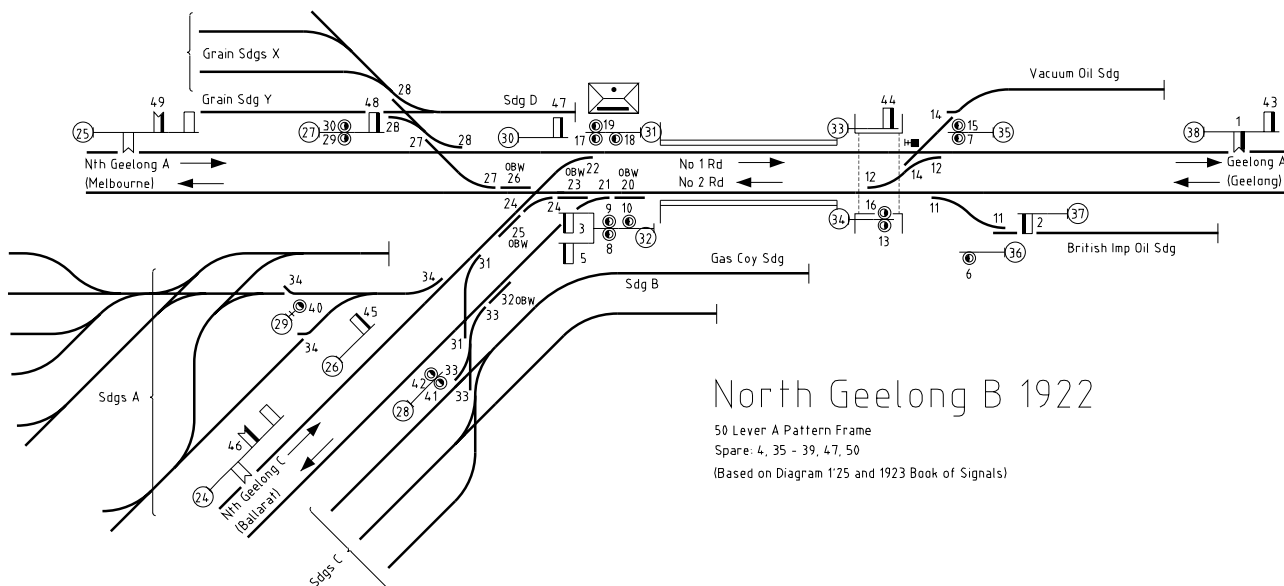


- 01.06.1909 Block Rule VI may (still) be used to accept trains from Geelong. (WN 28)
- 28.10.1910 New disc signal provided on Post 11 applying from Down line to Nos 1 or 2 road. Catch points in Siding A provided with point indicator (WN 43)
- 18.10.1911 Loop line reopened. North Geelong A and C boxes reopened. Sections North Geelong 'A' - North Geelong 'B' and North Geelong 'B' - North Geelong 'C'. (WN 43/11, IR)
- (10.06.1912) North Geelong 'C' box closed as Electric Staff station. Section North Geelong 'B' - Gheringhap. (WN 24)
- (02.02.1912) North Geelong 'C' reopened as Staff station. Sections: North Geelong 'B' - North Geelong 'C'. (WN 49)
- (13.10.1913) Siding 'B' extended and restored to use. Points remain Staff locked. (WN 41)
- 25.11.1913 Siding provided for British Imperial Oil Company leading off No 2 Road at Down end of yard. New Post 11A provided. Disc on Post 9 moved to right hand side of post and additional disc provided on left hand side. (WN 48, IR)
- (27.04.1914) Miniature Electric Staff instruments replace the Large instruments North Geelong 'A' - North Geelong 'B' (WN 17)

- (01.06.1914) Miniature Electric Staff instruments replace the large instruments North Geelong 'B' - North Geelong 'C' (WN 22)
- (03.05.1915) Block Rule VI prohibited from Geelong. Modified Block Rule IV: In clear weather, when No 1 Road is occupied (or not available for an Up train), an Up train may be accepted provided the Points are set for No 2 Road and Siding B and the line is clear to Post 8. (WN 18)
- 23.12.1915 Grain Sidings E and F provided on Down side of line. Post 7 abolished and replaced by two separate Posts 7 and 7A. Disc on Post 7 applies from new sidings to Post 9. Disc applying from Sidings A to No 1 Road abolished and remaining disc on new Post 7A now applies either to Nos 1 or 2 Roads. Disc provided on right hand doll of Post 12. Left hand disc on Post 9 removed and remaining disc now applies from No 2 Road to either Down line or Oil Siding. Point indicators provided on points in Siding A and at Down end No 2 Road. Frame extended by 2 levers (WN 1, IR)

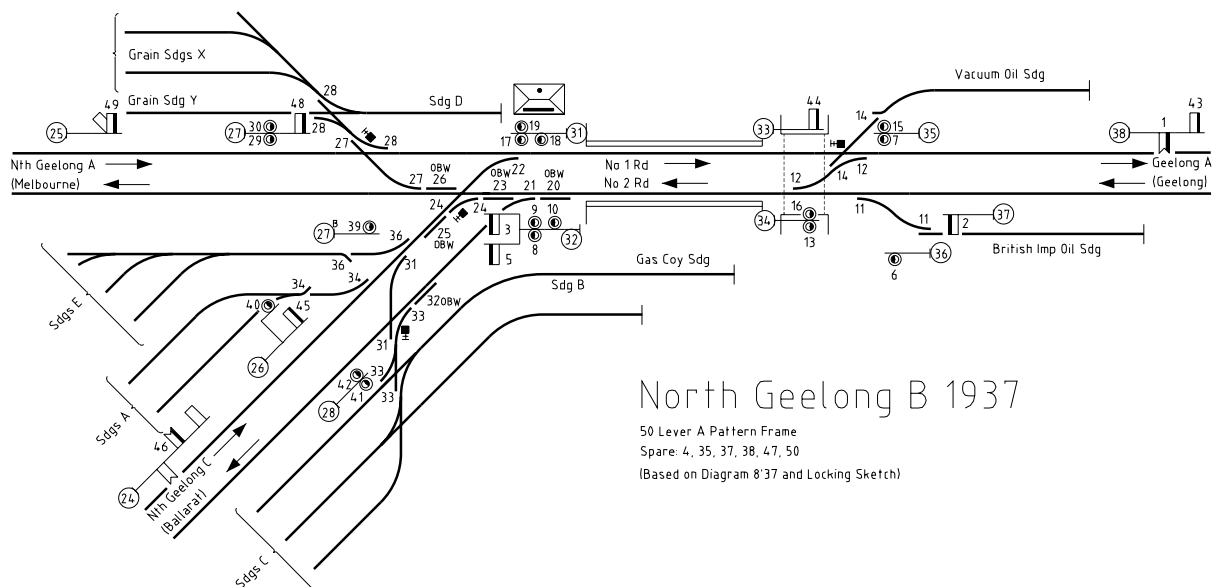


- 05.10.1920 Siding provided for Vacuum Oil Coy leading off Down line at Down end of station. Points secured by Annett lock with duplicate lock on frame (WN 41*, SLR II)
- (21.12.1920) Post 12 moved 12 yards further out to be clear of site for new Up platform (WN 51*)
- (22.02.1921) Post 7A moved 25 yards further out (WN 8*)
- 20.03.1921 Line duplicated between North Geelong 'B' and North Geelong 'C' boxes. Double line block working replaced Miniature Electric Staff instruments. New Signal Box provided at Up end of Down platform with 50 lever frame. (WN 14*, IR)
- (17.05.1921) Down end crossover moved 80 yards further in. Connection from Down line to Vacuum Oil Coy's Siding abolished and new interlocked connection provided from Up line to siding. Disc on Post 37 abolished. New Post 35 provided (WN 20*)
- 30.04.1922 Line duplicated from North Geelong 'A' box to North Geelong 'B' box. Double line block instruments replaced Miniature Electric Staff instruments. (IR, WN 20*)



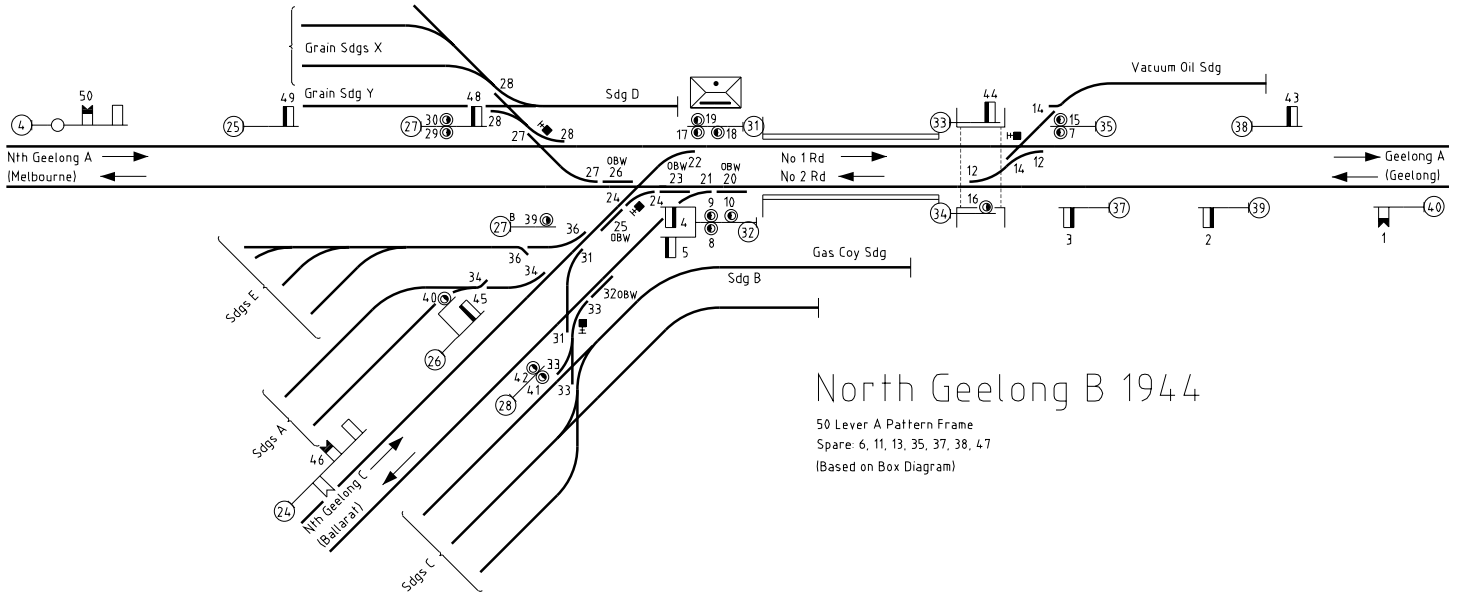
- 14.12.1923 Ground disc 29 (Disc 40) and Post 26 (Home 45) abolished. Home 45 relocated to right hand doll and Disc 40 relocated to the left hand doll of a new lop bracket post numbered Post 26. Discs 40 and 29 (Post 27) now applies to moves to either No 1 or 2 Roads and point indicators provided on Points 24U and 27U. Special instruction: before permitting a shunting movement from Sidings A or the Grain Siding to No 2 Road the

- Signalman must Block Back to Geelong "A" box. (WN 51)
- 18.06.1924 Up starting signal (Home 4) provided on new Post 25B. North Geelong 'A' box Up distant removed from Post 25 and placed on Post 25B under new starting signal. Special instruction: After an Up train has been despatched from "B" box; the Signalman must not permit another Up train or engine which is to run to "A" box to proceed towards Post 25B until "Train Arrival" has been received, or unless he can assure himself that the line is clear and that the starting signal is at stop. (WN 26, IR has 19.06)
- 24.08.1925 Disc 42 (Post 28) now also applies to Nos 2 Road. Point indicator provided on Points 31U. As before, before permitting shunting moves to No 2 Road, Signalman must block back to Geelong "A". (WN 35, IR)
- (24.05.1927) C.O.R. Siding provided leading off Vacuum Oil Coy Siding (WN 21*)
- 24.11.1927 Controlled wicket gates provided at Victoria Street (WN 49*)
- (24.07.1928) Double line switch out facilities provided. Normally switched out from the time the last pilot arrives at Geelong on Sunday morning until 0330 Monday (WN 30)
- 13.11.1928 Post 26 moved 42 feet nearer signal box (WN 48*)
- 26.11.1928 The short dead end Road parallel to the Up Main line was connected to the Up Ballarat line. This was named Sidings E. Catch points were provided in the lead to Sidings E and Post 27B provided. Former connection from Sidings A to Up Ballarat line rearranged. Two catches were abolished and replaced by a single catch nearer fouling point. Discs 18 and 9 altered to apply to either Sidings A or E. (WN 49, IR)
- 04.11.1929 SM removed (WN 45*)
- 11.07.1930 Down distant from North Geelong 'A' abolished. Box now controls North Geelong 'A' box's starting signal as an Outer Home signal (WN 29*)
- 15.11.1937 Post 30 (Home 47) abolished. Home and distant locking altered (WN 47*, IR)

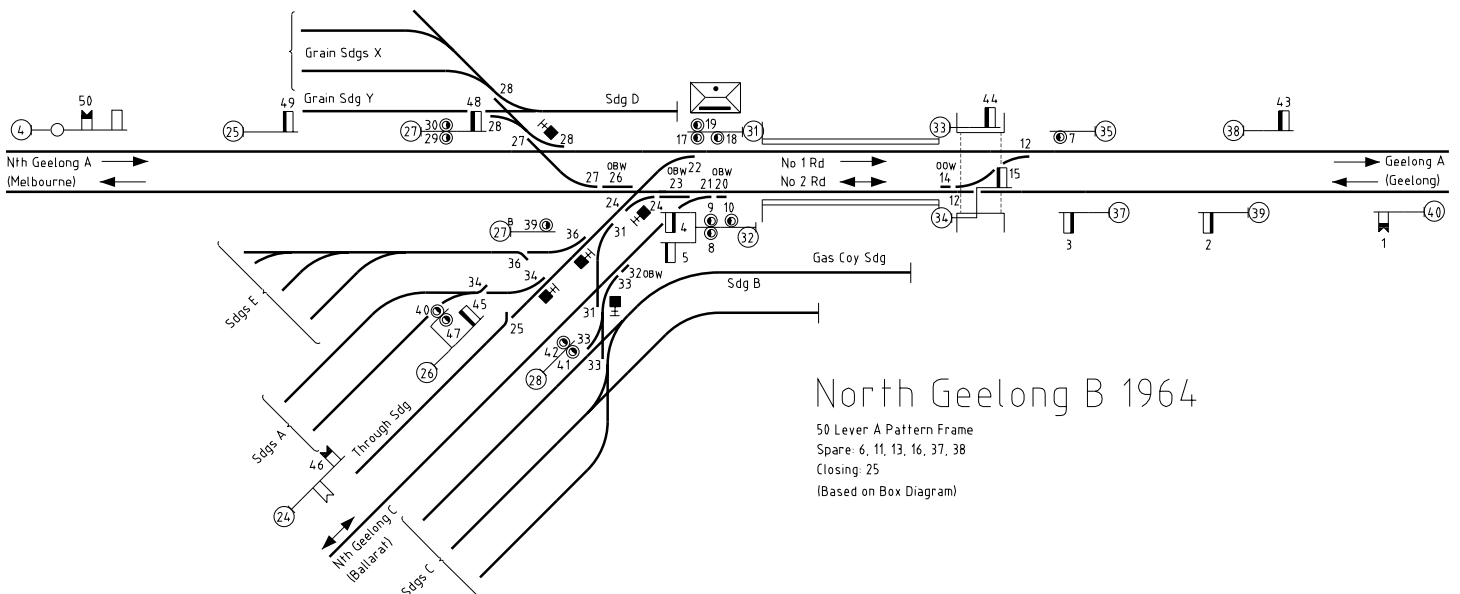


- 11.05.1939 Up distant removed from Post 38 and placed on new Post 39 (WN 21*)
- 22.06.1941 Track Block replaced Double Line Block North Geelong 'A' - North Geelong 'B' - Geelong 'A'. The Up Starting signal, Home 4 (Post 25B), abolished and automatic signal G2322 provided. Home 3 (Post 32) renumbered 4. Home 2 (Post 37) renumbered 3. Up Distant (Post 39) converted to Outer home worked by lever 2. New Up distant provided on new Post 40 worked by lever 1. Down Distant provided on Post 4 worked by lever 50. (WN 26*, IR)
- 25.06.1941 Gas Coy's Siding extended 100 feet (WN 33*)

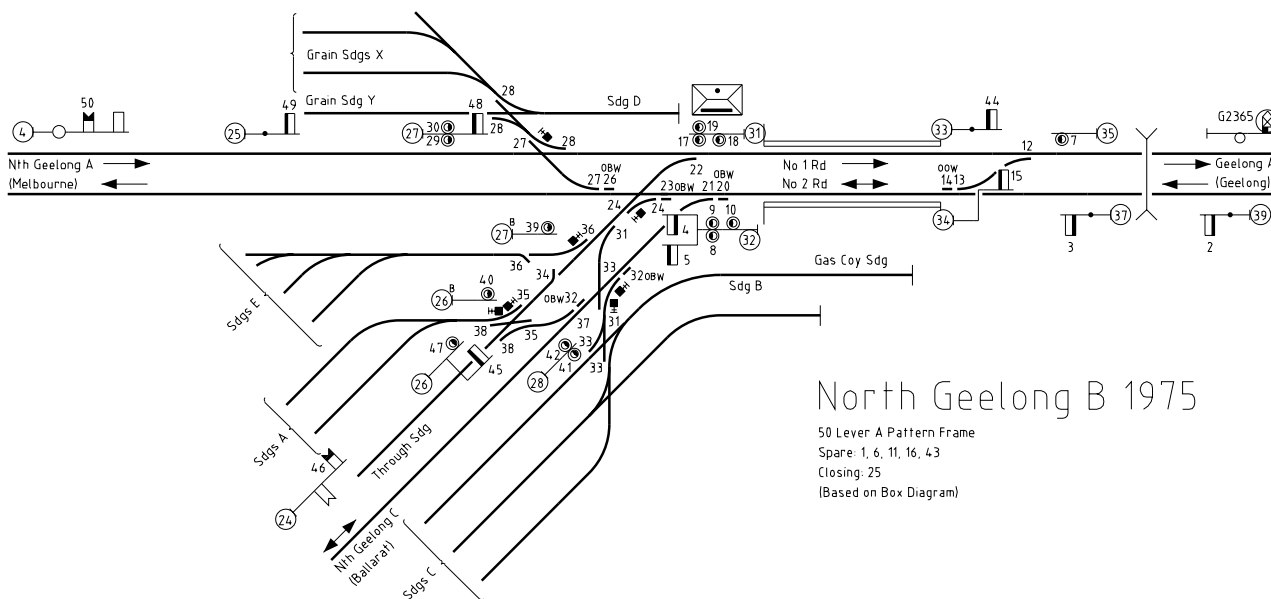
17.08.1944 Shell Coy's Siding abolished. Points 11 removed. Disc 6 (Post 36) and Disc 13 (Post 34) abolished. (WN 34)



- (13.05.1952) Gas Coy's Siding extended 70 feet (WN 20)
- (26.05.1953) Trains now announced to Victoria St by North Geelong "A" when North Geelong "B" is switched out. (WN 21)
- 13.08.1953 Point indicator on Points 36 repositioned from right hand side of points to left hand side (WN 33/53)
- 02.02.1955 Lockbar 20 replaced by lever lock (CI)
- 06.07.1958 Post 24 renewed (CI)
- 16.07.1958 Post 40 renewed with 25' steel mast (CI)
- 28.10.1958 Post 27B moved 3 yards further out (WN 44)
- 30.11.1958 Points 31/33 renewed and three throw switch 31/36 abolished. Lockbars 25 & 32 replaced by lever locks (CI)
- 24.01.1960 Post 31 renewed (CI)
- 26.05.1960 Post 37 renewed (CI)
- 02.06.1960 Post 38 renewed (CI)
- 05.02.1964 Line singled between North Geelong 'B' box and North Geelong 'C' box. Former Down line is the new single line. Double Line Block working replaced by miniature Electric Staff instruments. Crossover 12 at Down end equipped with plunger 14 and Home 15 (Post 34) provided to allow Down Ballarat line trains to cross to correct line. Vacuum Oil Siding (Points 14) removed together with Disc 15 (Post 35) and 16 (Post 34). Former Up Ballarat line is now the Through Siding. Disc 47 provided on Post 26 applying from Through Siding to Nos 1 or 2 Roads. Catch 25 provided ahead of Post 26 in Through Siding. Point indicator provided on Points to Siding A. Lockbar 25 removed. Closing lever 35 provided. (WN 8, LS)

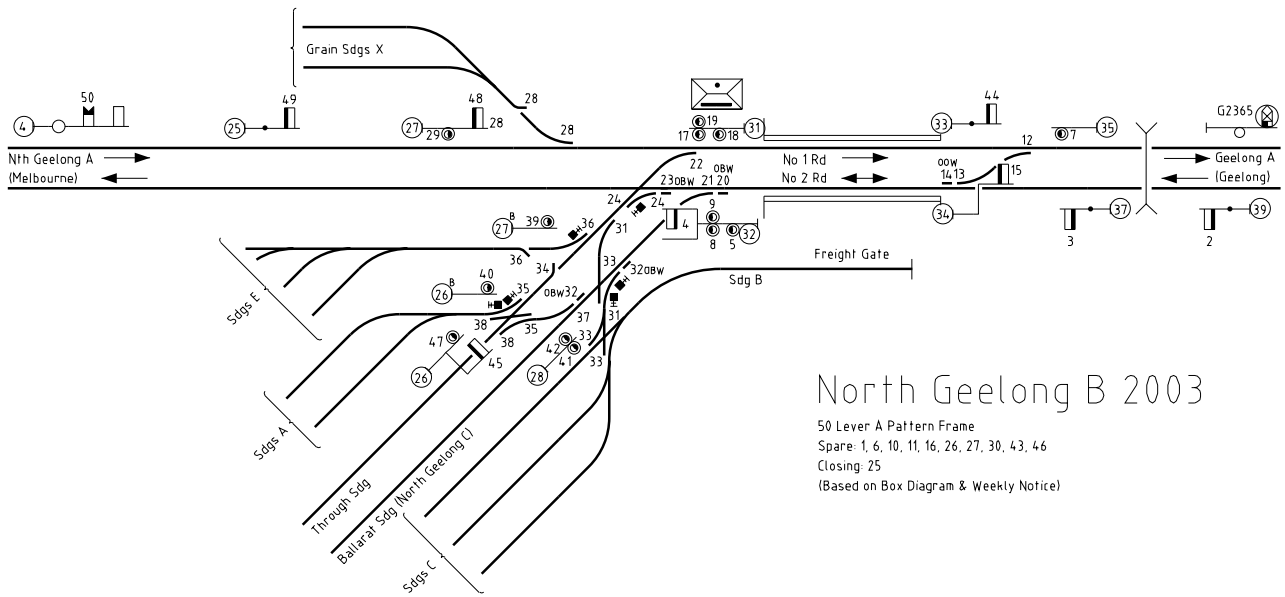


- 18.11.1965 Post 26 moved 40 yards further out (WN 48)
- 19.12.1965 Disc 40 on Post 26 moved to new Post 26B. Catch 34 relocated (CI)
- 01.05.1966 Crossover 37/38 provided between Ballarat Line and Through Siding/Sidings A. Disc 47 relocated to Post 26B (WN 19)
- 18.01.1968 Lop bracket Post 26 reversed with Home 45 now on the lop bracket (right hand doll) and Disc 47 moved from Post 26B to left hand doll. (WN 5, LS)
- 27.04.1972 Post 37 moved 180 feet further out (WN 19)
- 29.11.1972 Post 35 moved 60 feet further in (WN 50)
- 28.02.1973 Overpass at Margaret Street provided. Level crossing at Victoria Street closed and hand gates abolished. (WN 11)
- 12.08.1973 Post 38 (Home 43) and Post 40 (Distant 1) abolished account three position signals installed at Maitland Street (WN 34)
- 09.02.1975 Lockbars 23 and 26 replaced by lever locks (WN 7/75)



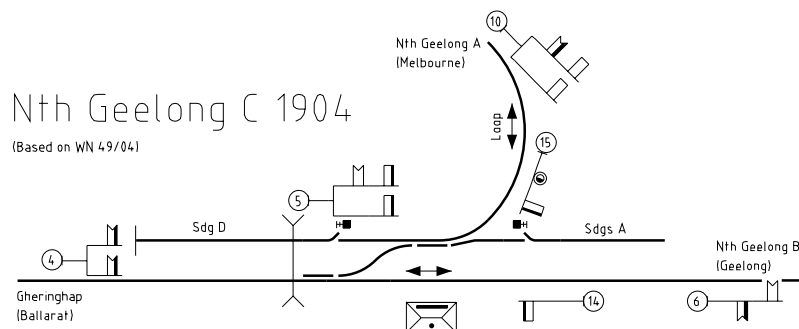
- 09.07.1975 Post 35 relocated 270 feet Down direction account platform extension (CI)
- 20.07.1975 Down end crossover moved further out. Points 12U now worked by 13. Posts 33 and 34 also moved 82m further out. Repeater provided for Home 49. (WN 30, CI)
- 24.12.1976 Down platform extended by 215 feet and Up platform by 205 feet. Auto signal G2365 provided in control of Down Distant Main Line and Up Distant Ballarat line (CI)
- 15.03.1977 Track indicator provided for No 12 points (CI)
- 01.03.1979 Repeaters provided for Homes 3 and 44 (WN 11)
- 18.05.1979 Shunters warning device provided on Ballarat line at foot crossing. Warning device consists of a siren operated automatically by track circuit. (WN 23, CI)
- (24.07.1979) Track indicating light for Points 12 provided (WN 30)
- c1981 Signals on Posts 25, 27 & 32 electrically lit (CI)
- 05.06.1990 Geelong Freightgate relocated to former Gas Coys Siding (WN 3*)
- (12.11.1991) By this date Grain Siding Y and Siding D had been removed. Double compound 28 replaced by Catch 28. Disc 30 removed. Pneumatic assistance provided on Points 28, 33, 35, and probably 38. (Photo)
- (23.09.1993) By this date the connection from No 2 Road to Sidings X had been removed. Crossover 27, Plunger 26, and Disc 10 (Post 32) had been removed. (Photo)
- 13.04.1997 Discs 39-42 were electrically lit (WN 15*)
- 20.10.1999 Homes 3 and 48 were provided with red reflectorised arms as a trial (WN 42)
- 05.10.2001 LED co-acting signal provided for Home 4. Lamp for Home 4 also replaced by a LED unit (WN 40)
- 09.11.2001 Home 5 replaced by a disc signal below the bracket. This disc is below Disc 8. (WN 45)

13.08.2002 Ballarat line downgraded to a siding. Electric Staff instruments withdrawn. Post 24 (Distant 46) abolished and lever sleeved. (WN 31)

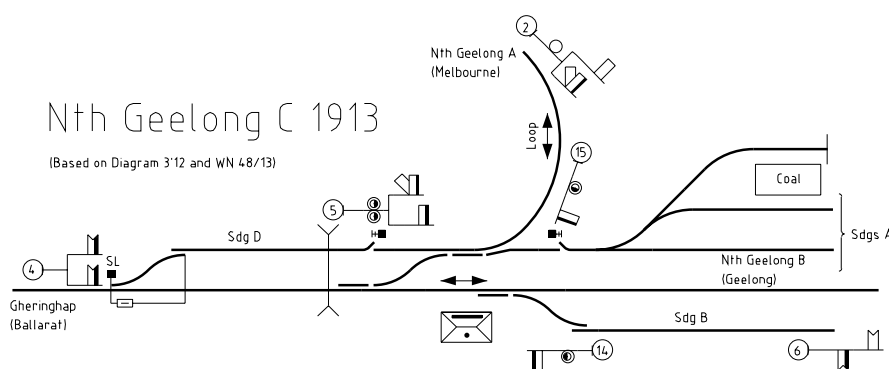


NORTH GEELONG C

- 11.12.1904 Signal Box with 18 lever frame provided. (IR)
 12.12.1904 Loop line opened. Probably established as an Electric Staff station with sections North Geelong 'B' - North Geelong 'C' - Gheringhap and North Geelong 'A' - North Geelong 'C'. (WN 49)

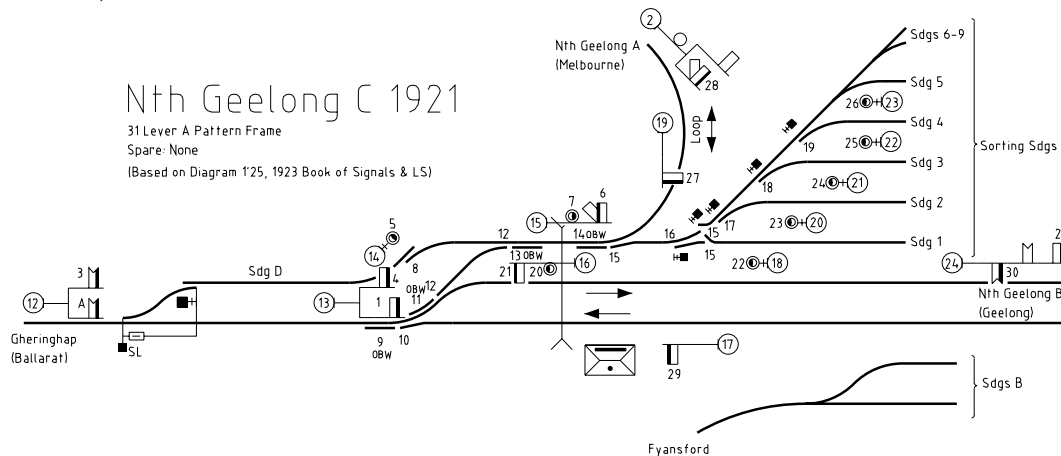


- 07.01.1906 Signal Box opened at junction of loop line. Established as an Electric Staff station with sections North Geelong 'B' - North Geelong 'C' - Gheringhap and North Geelong 'A' - North Geelong 'C'. Layout diagram from 1904. Last closed 1905. (WN 2)
 12.03.1906 Loop line closed. Closed as Electric Staff station. Points spiked and signals crossed. (WN 11)
 13.01.1907 Staff lock provided on points to Siding A (SLR II)
 18.10.1911 Loop line re-opened (but not as running line until further notice). Distant signal from loop line abolished and control provided on home at 'A' box. Loop line worked under station yard conditions; Signalmen to obtain each others permission to occupy line and occupancy recorded in block book. Opened as Electric Staff station. Sections North Geelong 'B' - North Geelong 'C' - Gheringhap (WN 43, IR)
 (26.02.1912) New disc provided on Post 5 applying from Main line to Siding "A" (WN 9)
 (08.04.1912) Loop line opened for traffic. SM Geelong to daily instruct Signalmen which trains are to use loop (WN 15)
 (10.06.1912) Loop line closed for traffic. Box closed as Electric Staff station. All points and signals crossed. Points to Loop line spiked to lie for Main line, Siding 'A' and Siding 'D'. Catches in Sidings 'A' and 'D' spiked closed. (WN 24/12)
 (02.02.1912) Loop line re-opened (but not as running line until further notice). Points unspiked and signals uncrossed. IR has extra signal on 3/2, but this probably catch up for disc on Post 5. North Geelong 'C' reopened as Staff station. Sections: North Geelong 'B' - North Geelong 'C' - Gheringhap. (WN 49)
 13.01.1913 Electrical control provided on the Loop line distants. (IR, WN 3)
 (20.01.1913) Post 14 relocated 12 feet further from the track. (WN 3)
 (13.10.1913) Siding B extended and restored to service. Points secured by Staff lock (WN 41)
 25.11.1913 New connection from Siding B connected to interlocking frame. Additional discs provided on Posts 5 and 14. Note: at this time the Loop line was only opened for two trains daily: the 0200 Goods ex Ballarat and the 1550 Goods ex Melbourne. (WN 48, IR)

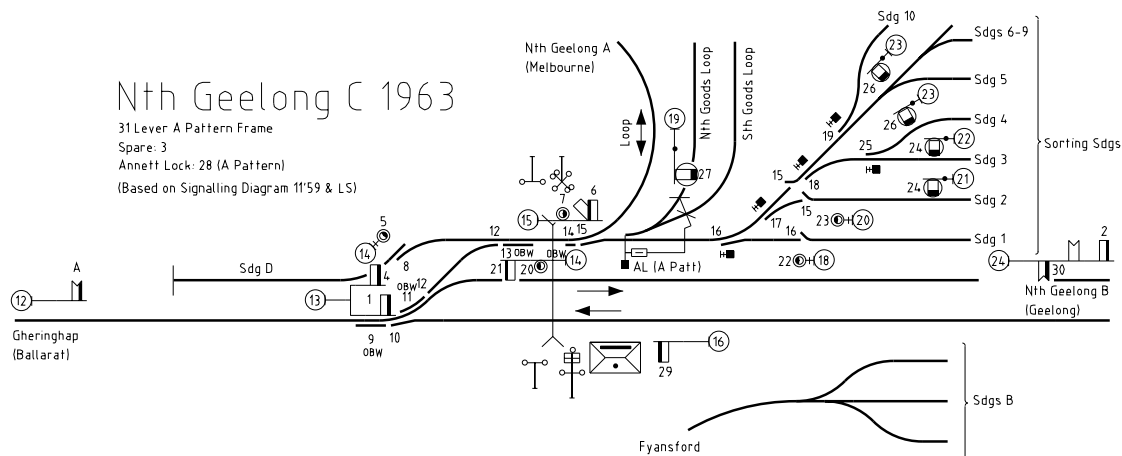


- (19.01.1914) Moorabool opened as an Electric Staff station. Sections North Geelong 'C' - Moorabool (WN 3/14)
 (01.06.1914) Miniature Electric Staff instruments replace the Large instruments North Geelong 'B' - North Geelong 'C' - Moorabool (WN 22)
 09.09.1918 Fyansford line opened leading from Sidings B. Points normally lie for Siding and are secured by Hand Locking Bar and Padlock. Worked by Train Staff (no tickets). Section North Geelong 'C' box - Fyansford (WN 35)

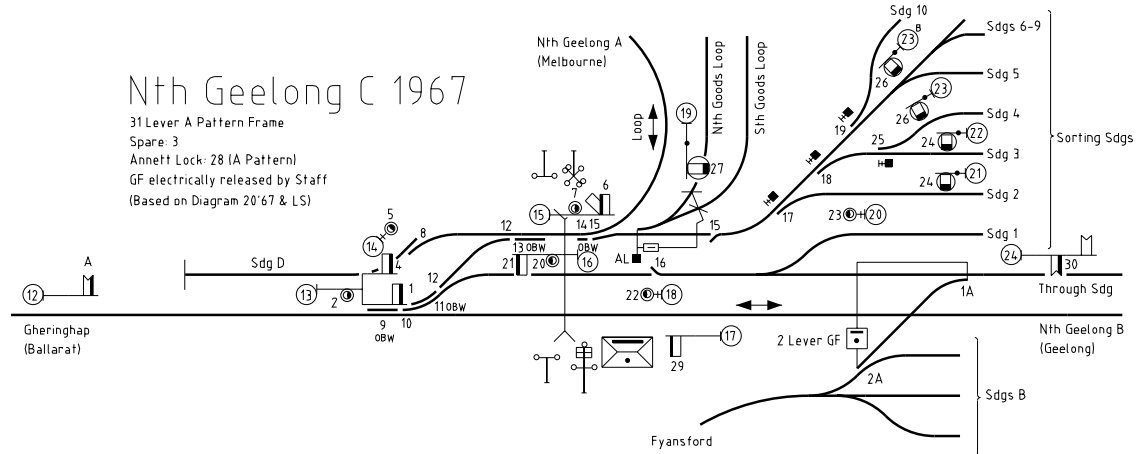
20.03.1921 Line duplicated between North Geelong 'B' and North Geelong 'C' boxes. Double line block working replaced Miniature Electric Staff instruments. New Signal Box provided with 31 lever frame. Staff locked connection to Siding 'B' abolished. Sorting Sidings Nos 1 to 5 connected to interlocking. Sidings B and C rearranged. (WN 14*, IR)



- 14.10.1924 Catch 15 in neck of Nos 2, 3, and 4 Sorting Sidings ahead of Points 17 abolished and replaced by new Catch Points 80 feet further out in No 2 Sorting Siding and at exit from Nos 3 & 4 Sorting Sidings (both worked by lever 15) (WN 44, IS has 25.10)
- 29.11.1937 Post 12 (splitting distants) replaced by new post with one arm 233 yards further out. Distant 3 abolished. (WN 49*, IS)
- 21.01.1938 Post 19 moved 145 yards nearer box (WN 5*)
- (10.01.1939) Special instruction. Must not give Line Clear to Moorabool and North Geelong 'B' at the same time (WN 2*)
- 09.06.1941 Point indicator on Catch 15 abolished. Lockbar 14 replaced by track circuit and lever lock (IS)
- (17.06.1941) Catch 15 in No 2 Sorting Siding moved 50 feet further out (WN 24*)
- 10.09.1942 Locking altered. Points 16, 17, 18 & 19 lock each other instead of Discs locking points (IS)
- 06.07.1944 Control lever 28 abolished. Lever lock provided on Lever 6 released by North Geelong 'A' box (IS)
- (13.03.1951) Staff locked connection to Siding D abolished (WN 13, IS, CI has 21.08.1950)
- 20.11.1957 Post 16 renewed (CI)
- 29.05.1958 Post 19 moved 36 yards further out (WN 23)
- 17.07.1958 Works Sidings A and B were provided leading off the Loop line between Posts 15 and 19. Points are rodded to derails in the sidings and secured with A pattern Annett Locks with duplicate lock on Lever 28. Sidings on Up side of Loop (WN 30)
- 18.01.1959 New Loop line brought into use (CI)
- 08.02.1959 New Loop line brought into use between 'A' and 'C' boxes. Old Loop line became works siding. Points 15 and Annett Locked points transposed. Home 27 became light signal. (WN 7, IS)
- 07.02.1960 North and South Goods Loops to Grain Silos provided (WN 8)
- 04.05.1961 Turnout to No 4 Sorting Siding replaced by new turnout from No 3 Sorting Siding. Ground discs Nos 21, 22, & 23 replaced by two position light dwarf signals (WN 20, IS has 04.03)
- 01.06.1961 No 10 Sorting Siding extended and connected to neck leading to 'A'. Points 19 and two position light dwarf signal No 23B provided (WN 24)
- 31.07.1961 Flashing lights provided at Thompson's Rd (44-66) (WN 32*)
- 04.04.1963 Flashing lights provided at Separation Street (44-18). Lights controlled through track circuits, signals on Posts 13, 15, 16, 17B, and 19, and by switch in box (for moves to Works Siding). (WN 18, IS)



- 14.06.1963 Post 23 relocated (CI)
- 05.02.1964 Line singled between North Geelong 'B' box and North Geelong 'C' box. Double Line Block working replaced by Miniature Electric Staff instruments. Former Up line is now Through Siding. No 1 Sorting Siding slewed to connect to Through Siding and Disc 22 and Catch 16 relocated in Through Siding. New disc provided on Post 13. (WN 8)
- 02.02.1966 Flashing lights provided at Anakie Rd (45-58) (WN 45*)
- 05.09.1967 Fyansford line connected to Through Siding. Main line crossing worked by two lever ground frame secured by switch lock released by Electric Staff for the section North Geelong 'B' - North Geelong 'C' (WN 37)



- 01.11.1967 Catches 15 replaced by single Catch point 100 feet nearer box (WN 45)
- 24.11.1973 Sim's Metal Siding provided. Points Staff locked and rodded to catch (SLR III)
- 04.03.1974 Connection provided to Sims siding. Points secured by Staff lock. Siding under construction (WN 12*)
- 08.03.1974 Sims Sdg open (WN12*)
- 01.04.1976 Flashing lights provided at Douro Street (44+322m) on Fyansford line (WN 15)
- 09.07.1980 Up Distant on Post 12 fixed (WN 30*)
- 23.07.1980 Post 19 relocated 25m in an Up direction (CI)
- 12.10.1980 Down Distant on Post 24 fixed. Main line between No 10 points and Simms Siding slewed (WN 43*)
- 13.01.1981 Siding D extended 500m at Down end. Post 14 moved 40m further out (WN 4*)
- 01.07.1981 Post 15 renewed. Post 13 relocated 10m in Up direction (WN 28*, CI)
- 05.08.1981 North and South Goods Loops renamed Grain Loop Arrival and Departure Roads (respectively). Train Staff provided for Grain Loop (no tickets to be issued). Point to Grain Loop connected to interlocking and Annett locks removed. Discs on Posts 20, 21, 22, 23, and 23B abolished. New Posts 12, 20, and 19B provided. Additional arm provided on Post 15. Post 14 moved 36m further out. (WN 33*)
- 09.11.1981 Annett lock replaced Staff lock on Sims Sdg. Key in Crosslock electrically released from North Geelong 'C' box (WN 47*)

- 09.11.1981 Connections provided at Down end of Arrival and Departure Roads. Cripple Siding provided. Control Panel provided in box to work new connections. Intermediate Electric Staff instrument provided at Thompson's Road in Gheringhap Electric Staff section (WN 47*)
- 06.07.1982 White Drivers Call lights installed at Down end of Yard and at Intermediate Staff Hut near Thompson's Road (WN 29/82*)
- 27.09.1983 Grain Handling Loop now available for traffic (WN 13*)
- 15.02.1987 Train Staff and Ticket provided on weekends between North Geelong C and Warrenheip (WN 6*)
- (19.05.1987) CCTV provided on Down side of Thompson's Rd to view tail discs on arriving grain trains (WN 19*)
- (29.06.1993) Cripple siding and Dwarf 46 abolished (WN 23*)
- 29.12.1994 Section Authority Working replaced Electric Staff North Geelong C - Gheringhap. Commence and End Section Authority

17.05.1995

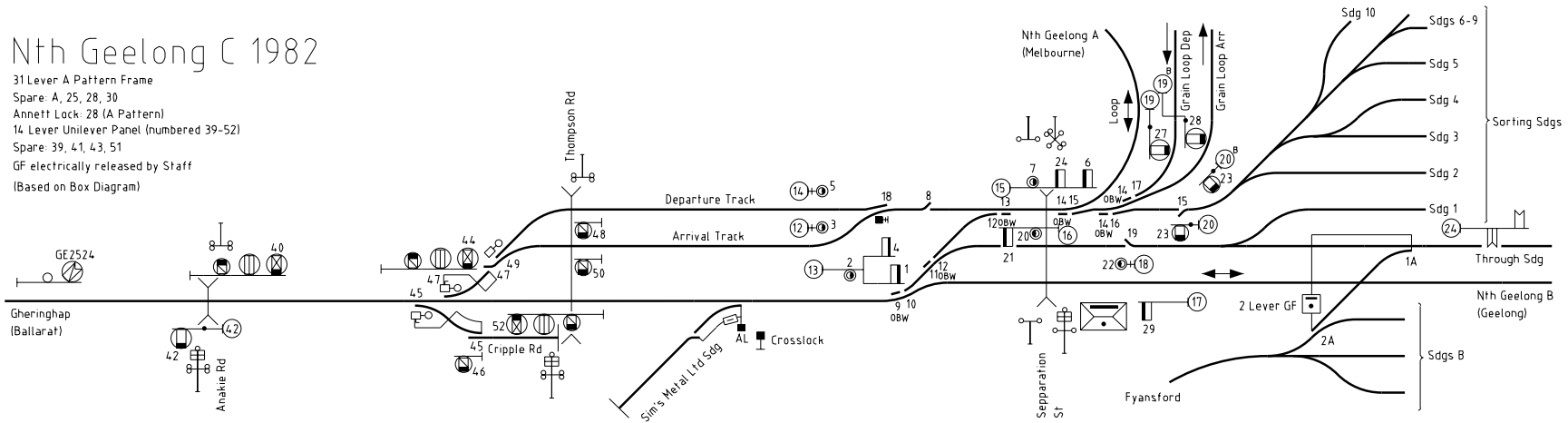
- Working Boards are located adjacent to Post 40. (On trial, permanent adoption was 17.6.95.) (WN 1*)
- Standard Gauge line in use for construction and connection to Departure Track was abolished. Home 44 relocated 218 metres in the Down direction. Normal speed aspects will apply for Broad Gauge moves and Medium Speed aspects for Standard Gauge moves. Dwarf 48 was removed, and Down Home 48 was provided on the Standard Gauge line (on the right hand side of the line). Points 49 were spiked normal and the point motor removed. A uni-directional crossing predictor was provided on the Standard Gauge at Anakie Road to detect the approach of Down trains. The existing diagram was temporarily altered. (WN 20*)
- 23.05.1995 Train services commence on the Standard Gauge. Train Staff and Ticket in use Manor Loop - North Geelong C. (The dual gauge north

07.12.1995

- to Gheringhap uses Section Authority Working.) Standard Gauge trains are not to cross at North Geelong C! (WN 21*)
- Departure Road temporarily returned to service for wheat season. Temporary points are provided at Up and Down ends. The points at the Up end are hand operated, while the points at the Down end are motorised and worked by lever 49. Dwarf 48 was returned to service as U48. Dwarfs 48 and U48 are selected by the position of Points 49. Post 12 was relocated on the Up side of the Up end points to the Departure Siding and now applies to moves from either the Arrival or Departure Sidings (WN 50*)
- 05.06.1996 Section Authority System Elders Block Point - North Geelong C replaced Train Staff and Ticket Manor Loop - North Geelong C (WN 23*)
- 19.07.1996 Home 29 (Post 17) was replaced by a two position light signal 3 metres closer to the signalbox (WN 30*)

Nth Geelong C 1982

31 Lever A Pattern Frame
 Spare: A, 25, 28, 30
 Annett Lock: 28 (A Pattern)
 14 Lever Unilever Panel (numbered 39-52)
 Spare: 39, 41, 43, 51
 GF electrically released by Staff
 (Based on Box Diagram)



removed and replaced by 'Start Section Authority Working Main Line Movements Only' boards at Posts 48, 50, and 52 and 'End Section Authority Working' board on the broad gauge tracks on the Down side of Thompsons Road. A board lettered 'Main Line Limit of Shunt' is provided on the standard gauge in the rear of Home 54 for Up movements. On the Down side of Anakie Road a board lettered 'Non North Geelong Movements shall not pass this Point without an Authority for the Elders Block Point section' is provided, and underneath the Geelong Road overpass a board is provided lettered 'Movements shall not pass this Point without an Authority for the Gheringhap section. (ARTC 43/2002)

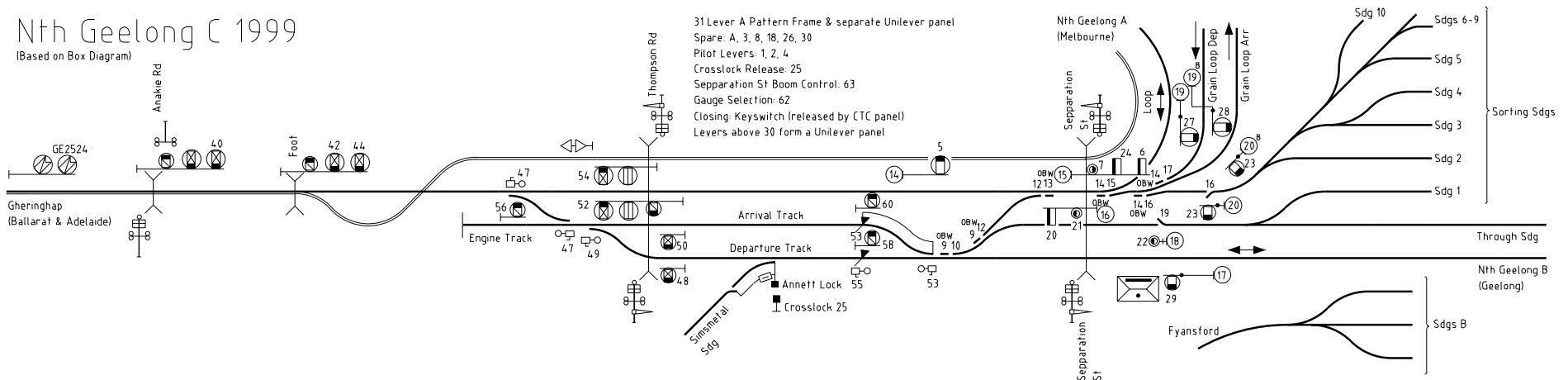
04.08.2002 A fixed gauge splitter was provided in the broad gauge main line on the Down side of Thompsons Road. A standard gauge connection was provided from the gauge splitter to the standard gauge main line but not commissioned. Points 53 were slued to a new alignment. LED signal heads were provided on Posts 19 and 19B. (WN 30)

- (12.11.1996) Special instructions. Down Standard Gauge trains longer than 1560 m in length that must wait line at North Geelong C must be brought to a stand at the Princess Hwy overpass. Trains shorter than 750m may wait line at Post 54 (WN 45)
- 25.02.1998 Switchout facilities provided for Standard Gauge line. 5P keyswitch provided on panel. Trains must not wait line at North Geelong Block Point when switched out to prevent unnecessary operation of the level crossing equipment. (WN 8 & 9*)
- 08.04.1998 Dwarfs 58 and 60 were relocated 35 metres in the Up direction to give additional standing room (WN 14)
- (18.10.1999) North Geelong C may be unattended whilst a train is operating in the Grain Loop (WN 41)
- 20.01.2002 Standard gauge North Geelong Block Point (on Down side of Thompsons Road) abolished. North Geelong C became a 'switch in/out' station within the Section Authority section and will only be switched in for broad gauge moves to or from North Geelong. The Start/End Section Authority boards at Anakie Road were

- 30.08.1996 Broad Gauge Main Line, Arrival Siding, and Departure Siding rearranged between Separation Street and Thompson's Rd with the Broad Gauge Main Line now adjacent to the Standard Gauge line. Signalling on Down side of Separation Street rearranged and Up Repeater GE2524 was altered to display 'Reduce to Medium Speed' for Broad Gauge moves only. Down Home 42 abolished. Boom barriers provided at Separation Street. Home 29 converted to a Dwarf, and fixed Distant on Post 24 was abolished (the line between North Geelong B and North Geelong C remained worked by Electric Staff). The existing panel was replaced by a new Unilever panel. Levers 1, 2, and 4 became pilot levers. Levers 3, 8, and 18 were abolished. Note that Dwarfs 48 and 50 will display Clear Low Speed when route is set for the main line. Drivers may resume normal line speed after last vehicle has cleared the points. To prevent operation of Anakie Rd flashing lights, Up trains are not to be held at Post 44 waiting line or entry to yard, but must be held at Post 40. Pilot 62 must be placed normal to allow the route to be set up for an Up Broad Gauge train, reverse for an Up

Nth Geelong C 1999

(Based on Box Diagram)



Siding C was removed and the crossover is now worked by WSA levers. Ground Disc 22 was replaced by a two position Dwarf signal and relocated, with Catch 19, two metres in the Updirection. (WN 31)

- 23.08.2002 Points 37 booked out of service (WN 34)
- 27.08.2002 Points 37 spiked normal (WN 34)
- 13.04.2003 Standard gauge line and dual gauge line to Gheringhap now worked by CTC instead of Section Authority Working. Down Home 66 and Down Automatic GGG2225 provided. North Geelong C can switch out in Manor Loop - Gheringhap Loop section (WN 12)

direction. Gauge detection is provided for Upmovements approaching Anakie Road on the main line at Post 14 and approaching Post 19B on the Grain Loop. The main line between North Geelong 'B' and 'C' was downgraded to a siding and renamed 'Ballarat Siding'. The electric staff instruments were removed. The Ballarat Siding was slued to connect with the Through Siding and the former connection across Separation Street was removed. Points 10 were removed. Points 12 were relocated 20 metres in the Down direction. Dwarf 29 was abolished. The Staff lock on the connection to

13.08.2002 Standard Gauge access provided to the Grain Loop. The Grain Loop and the broad gauge main line was converted to dual gauge from Separation Street to Thompson Road. Points 37 were provided in the standard gauge. These points were provided with a dual gauge point machines and are equipped with a self normalising facility. Up Home 44 was altered to show Normal and Low Speed indications for standard gauge moves and illuminated 'V' and 'S' indicators provided on Down Home 52. The connections to Yard Road 3 to 9 from the broad gauge main line were removed and the lead to the yard roads slued to connect to the Through Siding. Points 16, Catch 16, and Dwarfs 20 and 21 were abolished. Disc 7 on Post 15 was removed. Illuminated 'V' and 'S' indicators were provided on Posts 15 and 16. Post 19 was relocated 25 metres in the Up direction. Post 19 was relocated 7 metres in the Up direction and Post 19B 75 metres in the Up

