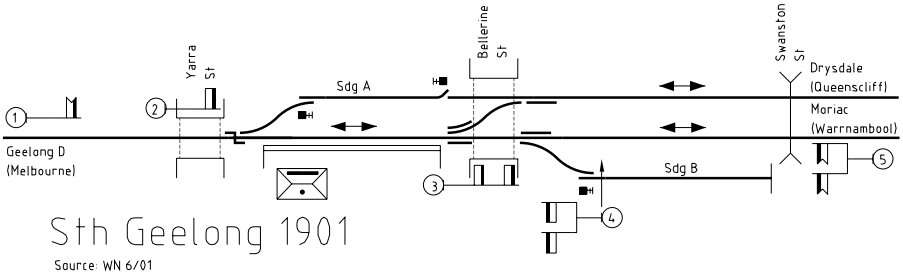
South Geelong

01.09.1882 Tenders called for erection of Station Buildings (etc) (GG)
01.11.1883 South Geelong opened for passenger traffic (CI)
(30.06.1884) Traffic returns show goods revenue (CR)
08.10.1886 Tenders called for lease of firewood allotments (GG)
21.01.1887 Tenders called for extension of platform (GG)
06.01.1888 Tenders called for erection of fencing (etc) (GG)
23.03.1888 Tenders called for erection of goods shed (GG)
(09.05.1892) Open as a block post in the Geelong - Queenscliff Junction staff section (WTT)
(01.07.1898) Has two Home signals and a Starting signal (SANP)
29.03.1900 Opened as an Electric Staff station, sections Geelong C - South Geelong - Queenscliff Junction (SB, WN 40/00)
05.08.1901 Queenscliff Junction abolished and Queenscliff line extended into station. Electric Staff sections Geelong 'D' Box - South Geelong - Moriac and Train Staff and Ticket section South Geelong - Drysdale. Station Interlocked with 20 lever frame (3 spare). (WN 6, IR)



01.04.1912 Main line deviated to temporary alignment between 45-61 and 46-16 account construction of overbridge at Moorabool street. Former main line is now a works siding secured by a Staff lock (rodded to Catch) at the Up end and Annett lock (rodded to Catch) at Down end. Duplicate lock on frame at South Geelong. Removal of key secures Home signals at Danger. Post 2 moved 50 yards further out. (WN 14, SLR III)
(13.05.1912) Down end connection to Works Siding abolished (WN 20*)
13.02.1913 Main line restored to former alignment (WN 5)
(24.02.1913) Post 2 moved 20 yards further in (WN 8)
(21.07.1913) Electric staff replaced Train Staff and Ticket South Geelong - Drysdale (WN 29)
(23.02.1914) Duneed opened as a staff station. Section now South Geelong - Duneed (WN 8)
(14.09.1914) Level crossing at Bellarine Street (46-16) closed. Hand gates provided at Swanston Street (46-40) in lieu of cattle guards. Gatekeeper provided. (WN 37)
(07.12.1914) Post 3 moved 15 yards further in (WN 49)
07.12.1914 New Goods sidings provided. Up end connection is worked from the interlocking frame. Disc 12 provided on Post 3 and Disc 15 provided on new Post 3A. Down end connection secured by Staff lock (No other Staff than the South Geelong - Duneed staff may be used as the key). (WN 50, SLR III)
(09.08.1915) Duneed closed as a staff station. Section now South Geelong - Moriac (WN 32)
(17.07.1916) Minature Electric Staff instruments replace Large instruments South Geelong - Drysdale (WN 29)
(14.01.1918) Geelong Racecource provided with switching instruments (with train). Long section South Geelong - Moriac (or Duneed, when open as a staff station) (WN 2)
(26.07.1921) Duneed permanently closed as a staff station (WN 30*)
(12.12.1922) Composite Staff provided in Moriac instrument to open Grovedale as block post (WN 50*)
20.08.1925 Disc 15 moved from right hand side of Post 3A to left (IR)
20.06.1928 Minature Electric Staff instruments replace Large instruments Geelong 'B' - South Geelong (WN 28)
18.09.1928 Minature Electric Staff instruments replace Large instruments South Geelong - Geelong Racecourse (WN 28*)
(18.02.1930) Composite Staff provided in Drysdale instrument to open Leopold as block post (WN 7*)
08.06.1931 Train Staff and Ticket South Geelong - Queenscliff replaced Electric Staff South Geelong - Drysdale Miniature Staff Master Key provided at South Geelong to operate Staff locks at Cheetham's Sdg, Leopold, and Curlewis. (WN 25)
(23.05.1933) Bank Engine Key provided. Bank Engine may work to Pettavel or 60-60 on Down side of Moriac (WN 21*)

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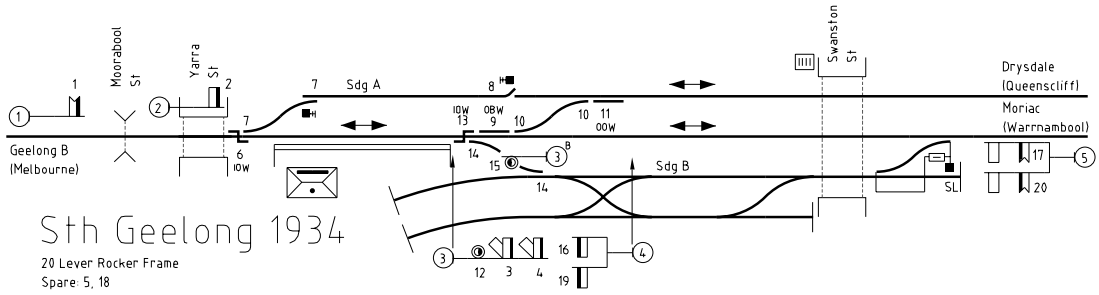
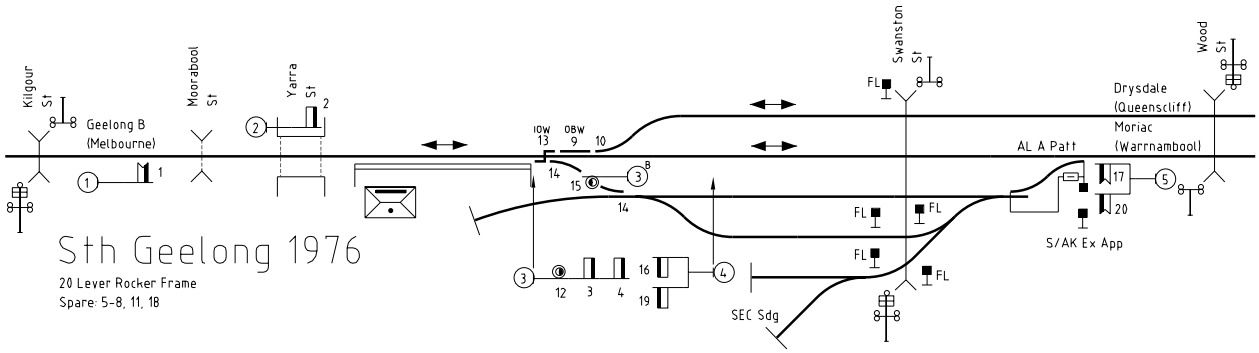
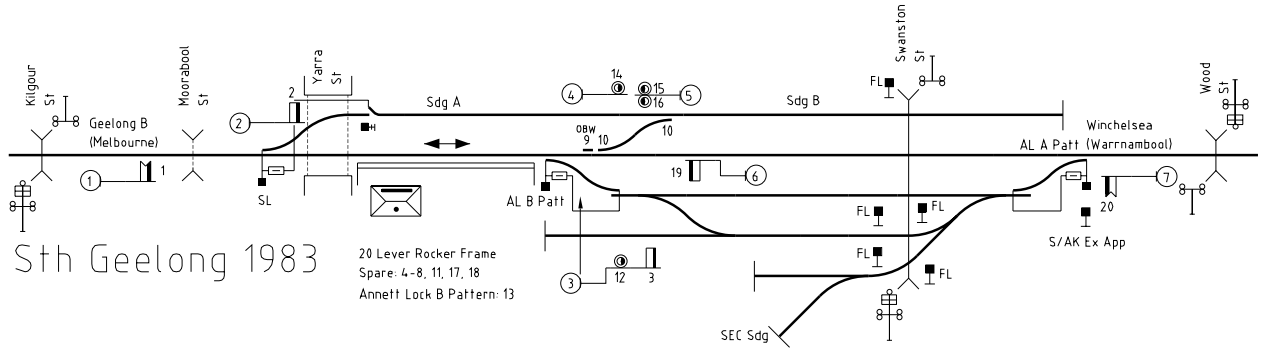
11.09.1934 Two Up home signals provided on Post 5 worked by Gatekeeper at Swanston St. Control also provided on Homes 3 & 4. Telephone communication between Signalman and Gatekeeper provided. (WN 39, LS)



(05.09.1939) Automatic Staff Exchanger provided for Down trains (only) (WN 36*)
16.03.1940 Goods yard extended 200 feet in Down direction (WN 13*)
(02.02.1943) SEC Siding provided (WN 5)
21.03.1945 More detection added. Home 2 now detects Points 7, and Homes 3 and 4 detect 14 (LS)
15.06.1956 Geelong Racecourse closed as staff station. Short section instruments removed (WN 25)
29.09.1959 Siding A abolished. Levers 6, 7, 8, & 11 now spare. (WN 41, IR)
(10.10.1961) Bank Engine Key withdrawn from use (WN 41)
13.11.1964 Bank Engine Key provided for movements to 54-47 (WN 47)
16.11.1967 Flashing lights provided at Woods Street (47-03). Lever lock added to Lever 3. (WN 48, LS)
13.09.1976 Flashing lights replaced hand gates at Swanston Street. Up Home signals on Post 5 abolished. Staff lock on points to siding replaced by Annett lock. Staff/Annett Key Exchange apparatus provided at points and manual controls provided at level crossing. Staff/Annett key exchanger provided in station office with Annett Key operated circuit controller at level crossing. This is provided to allow stabling on Queenscliff line. Boards lettered "Stabled trains must stand clear of this board" and "Shunting movements must not enter crossing until flashing lights are operating" are provided on each side of the level crossing. (WN 38)



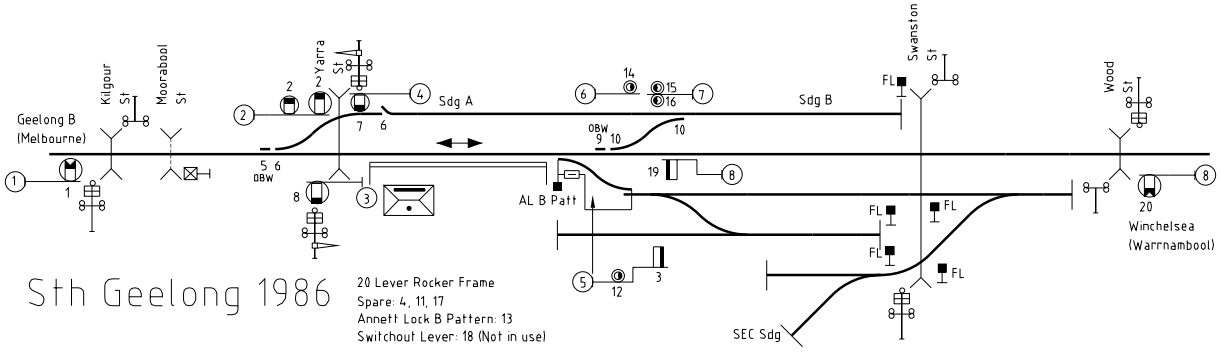
06.11.1976 Goods service beyond Cheetham's Sdg (Queenscliff line) discontinued (WTT)
12.12.1978 Moriac provided with a swich out instrument (without train). Long section South Geelong - Winchelsea. Composite Staff provided in Winchelsea instrument to open Moriac as block post (WN 51*)
19.03.1980 Distant 17 (Queenscliff) abolished. Post 5 replaced by straight mast with Warrnambool line distant only (WN 14*, LS, IR)
19.01.1982 Points 10 spiked normal. Points 14 disconnected from frame and secured by Annett lock with duplicate lock on Lever 13. Homes 4 and 16 and Discs 12 and 15 abolished. Plunger 9 abolished and lever 9 now pilot. Levers 4, 10, 12, 14, 15, and 16 sleeved normal (WN 5, SLR III, IR)
05.05.1982 Run-around facilities restored. Post 4 and 5 provided. (LS, IR)
19.01.1983 Catch points provided at Up end of Siding A (WN 5*)



27.10.1985 Staff locked points at Up end moved 20 metres further out (WN 43*)

27.02.1986 Boom barriers replaced the hand gates at Yarra Street. Down Distant 1 converted to a light signal and relocated 49 metres further out. Up Distant 20 converted to a light signal relocated 386 metres further out. Home 2 converted ti a light signal. New Up Home 8 (Post 3) and Up Dwarf 7 (Post 7) provided. Interlocked Electric Staff switch out apparatus (without train) provided but not brought into service. Closing lever was 18. (WN 9*, LS, IR)

07.11.1986 Calling on signal on Post 2 provided (WN 44*, LS)



13.11.1988 Train Order working South Geelong - Warrnambool replaced miniature electric staff working South Geelong - Winchelsea. Train Orders issued to Signalman at South Geelong. One large Master key lettered "South Geelong - Warrnambool" and one miniature Master key lettered "South Geelong - Waurn Ponds" provided for South Geelong (WN 46*)

19.02.1989 Down end connection to Siding B and No 1 Goods Siding removed together with the portion of the siding over Swanston Street. Staff/Annett key exchange to remain but disconnected. Two FL control boxes removed. Posts 3 and 4 previously 2 position signals. (WN 8, LS & SLR III)

03.08.1989 Home 19 was relocated 150 m in the Down direction and converted to a light signal. (WN 32*, LS)

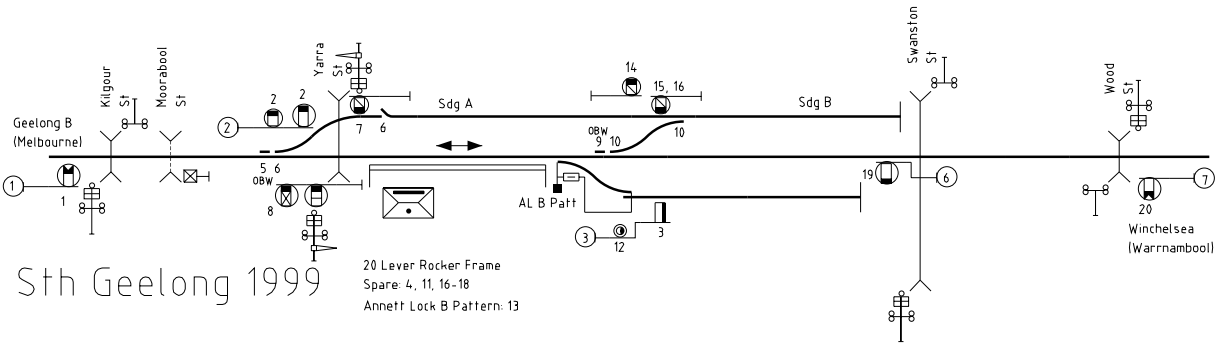
10.12.1989 Miniature Electric Staff Geelong "B" - South Geelong abolished. Section now worked as part of Geelong Yard. Post 3 converted to a three position signal and renumbered Post 8. Geelong "A" box controls Posts 7 and 8. (WN 50*)

05.07.1990 Post 8 was altered to display medium speed aspects (WN 26*)

21.05.1992 Annett locked connection to Sidings C and D was abolished (WN 19*)

13.06.1992 Connection to Sidings C and D was relocated 50m further out and brought back into service. Crossover 10 was relocated 50m further out. Post 5 was relocated 80m further out. Posts 6 & 7 were replaced by Dwarf signals 80m further out. (WN 22*)

(26.01.1999) To avoid stopping Down Warrnambool passenger trains at Sth Geelong just to receive a Train Order, permission is granted to issue a Train Order for the Winchelsea section at Geelong (WN 3)

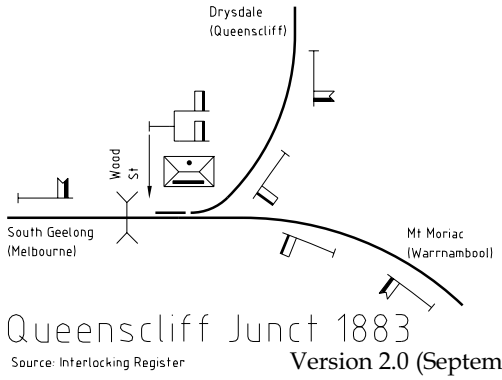


QUEENSCLIFF JUNCTION

23.07.1883 New semaphores brought into use Interlocked with 9 lever ground frame (none spare) (CI, IR has 25.07)

29.03.1900 Electric Staff replaced Train Staff and Ticket Geelong 'D' - Queenscliff Junction - Mt Moriac (WN 40/00)

05.08.1901 Abolished. Queenscliff line extended into South Geelong. Disestablished as a staff station. Interlocking and signals abolished. (WN 6, IR)



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