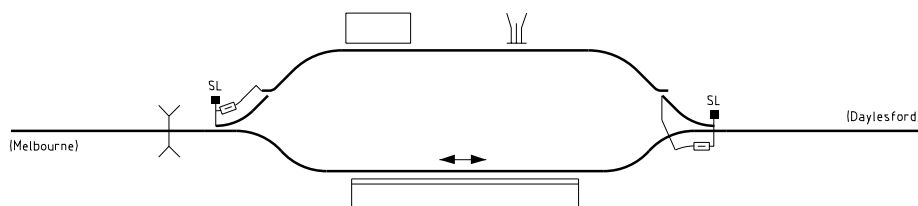


Tylden - Daylesford

TYLDEN (56 MILES 37 CHAINS 47 LINKS)

- 16.02.1880 Line opened from Carlsruhe - Trentham (Victorian Railways to '62, Leo J. Harrigan)
- 17.03.1880 Opened for passenger traffic (CI)
- 15.04.1880 Opened for goods traffic (CI)
- (03.05.1890) By this date open as a staff station with sections Carlsruhe - Tylden - Fern Hill (since 1.4.80) (WTT)
- (c1890) Staff and Ticket sections: Carlsruhe - Tylden (No 3 Pattern Staff, Blue Boxes with White lettering), Tylden - Fern Hill (No 4 Pattern Staff, Red Boxes with Black lettering) (Staff Register)
- 29.06.1893 Closed as Staff and Ticket station. Section now Carlsruhe - Fern Hill (SR)
- 05.03.1896 Woman placed in charge; supervised by Fern Hill. (WN 36)
- (01.07.1899) By this date, two Home signals provided (SANP)
- 19.07.1899 Main line points (2) secured by Staff locks and rodded to catch points in siding. Home signals removed. (WN 4, SLR I, SANP)
- 13.02.1928 Caretaker withdrawn. Now No-one-in-charge. Supervised by Carlsruhe (WN 5)



Tylden 1950

(Based on Signalling diagram dated 15.5.50 & Weston Langford diagram dated 14.1.59)

- 03.07.1978 Line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (c). (WN 28 & 30, WTT 1020/78)

CHANTER'S ROAD (57 MILES 48 CHAINS 65 LINKS)

- (c1909) Gates existed at level crossing at 57 miles 48 chains 65 links (PCR Book)
- 20.01.1943 Hand gates abolished. Wig wag provided. Operated automatically through track circuits. Chanter's Road gates deleted from Priviledged Gates (WN 4)
- 14.02.1974 Wig wag replaced by flashing lights. This was the last wig wag in service in Victoria (WN 10)

FERN HILL (59 MILES 63 CHAINS 49 LINKS)

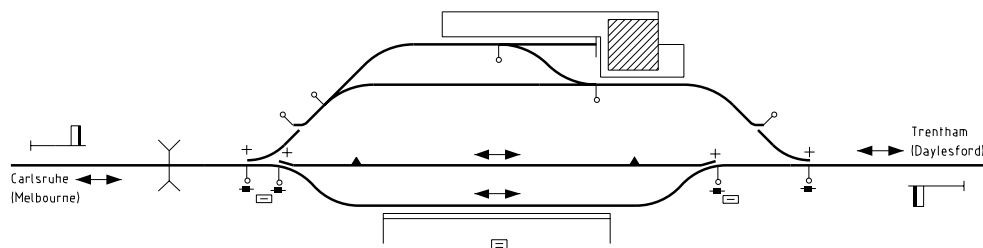
- 16.02.1880 Line opened from Carlsruhe - Trentham (Victorian Railways to '62, Leo J. Harrigan)
- 17.03.1880 Opened for passenger traffic (CI)
- 15.04.1880 Opened for goods traffic (CI)
- (03.05.1890) By this date open as a staff station with sections Tylden - Fern Hill - Trentham (since 1.4.80) (WTT)
- (c1890) Staff and Ticket sections: Tylden - Fern Hill (No 4 Pattern Staff, Red Boxes with Black lettering); Fern Hill - Trentham (No 1 Pattern Staff, Blue Boxes with White lettering), (Staff Register)
- 29.06.1893 Tylden closed as Staff station. Staff and Ticket sections now Carlsruhe - Fern Hill (No 4 Pattern Staff, Red Boxes with Black lettering) (Staff Register, S1109/93)
- 28.10.1898 Staff and Ticket Carlsruhe - Fern Hill - Trentham replaced by large Electric Staff on the same section. Staff & Ticket Boxes withdrawn by 0910 ex Woodend and Electric Staff brought into operation by 1140 ex Daylesford (WN 17, SR)
- (01.07.1899) By this date, two Home signals provided (SANP)
- (01.04.1901) Catch points provided in goods siding and in carriage dock (WN 40)
- (22.01.1906) Hand gates at No 6 Crossing have been replaced by cattle grids (WN 4)
- 21.05.1912 Plunger locks (5 sets) provided on all main line points (WN 22, SLR I)
- (26.07.1921) Staff Exchange Box provided (WN 30*)
- (28.05.1929) Composite Staff provided in Carlsruhe - Fern Hill and Fern Hill - Trentham sections to avoid staffing Fern Hill for the passage of No 13 Down on Saturdays and the Down and Up Excursions on Sunday. Composite Staff Exchange Box provided. Normally No 13 Down and first Up Excursion to operate on Ticket A, and Down Excursion and second Up Excursion to operate on Ticket B & Staff. Guard to send ACRE and obtain APIX at Fern Hill (WN 22)
- (29.10.1929) Composite Staff working (see WN 22/29) will only apply to No 13 Down on Saturdays and the Down Excursion on Sundays. However, to prevent delays to Down Excursion on Sundays, a Signaller will be rostered on for

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this train and the Up Excursion(s). If it is necessary for the Signaller to return to his home station by the second Up Excursion, this may be done and the Arrival signal from Carlsruhe obtained on Monday morning. (WN 44)

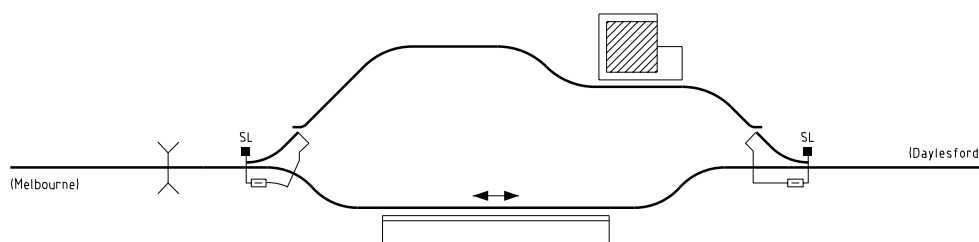
- 18.06.1930 Stationmaster (Class 9) withdrawn. Now worked by Signal Porter supervised by Trentham. (WN 24)
- 22.06.1930 Composite Staff working will apply to No 13 Down on Saturdays and the Down and Up Excursions on Sundays and WN 44/29 is cancelled. (WN 24)
- 22.05.1953 Instructions for use of Composite Staff Exchange box. Can be used as required to work trains through when no Signaller on duty at Fern Hill. Absolute Block section will be Carlsruhe - Trentham; Fern Hill is not to be used as a Block Post. (A694/53)
- 30.11.1955 Closed as Electric Staff station; section now Carlsruhe - Trentham. Two Composite Staffs provided in Carlsruhe - Trentham section and Fern Hill may be opened as an block post. Staff Exchange and Composite Staff Exchange Boxes removed. Home signals and plunger locking remain in use and signals will be lit for trains running after dark. (WN 49)
- 01.12.1955 ASM withdrawn. Now worked under Caretaker conditions (WN 48*)



Fern Hill 1959

(Based on Weston Langford diagram dated 14.1.59)

- 10.09.1964 Up and Down Home signals abolished. Plunger locks replaced by Staff locks and points rodded to Catch points in siding. No 2 Road removed. (WN 38, SLR III & CI has 7.9)



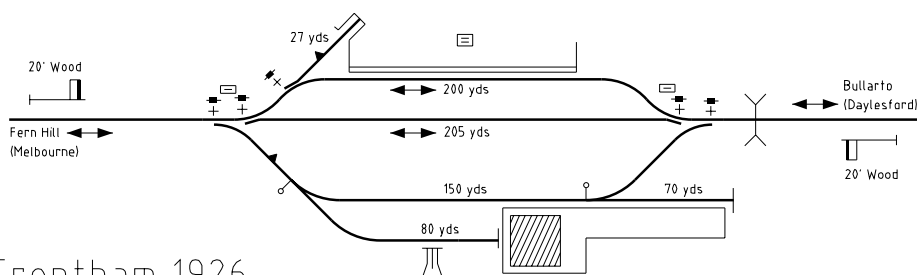
Fern Hill 1964

(Based on Signalling diagram F4.064)

- 14.11.1966 Electric Staff system abolished; may open as an Special Block Post when Trentham and Bullarto are not (WN 47)
- 10.02.1976 One set of points and associated Staff Lock and catch points removed (SLR III)
- 03.07.1978 Line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (c). (WN 28 & 30, WTT 1020/78)

TRENTHAM (63 MILES 58 CHAINS 55 LINKS)

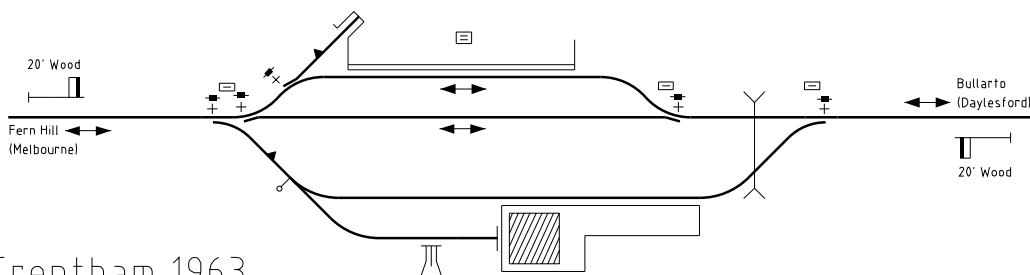
- 16.02.1880 Line opened from Carlsruhe - Trentham (Victorian Railways to '62, Leo J. Harrigan)
- 17.03.1880 Line opened from Trentham - Daylesford (VR to '62, CI has opened for passengers on this date)
- 15.04.1880 Opened for goods traffic (CI)
- (03.05.1890) By this date open as a staff station with sections Fern Hill - Trentham - Bullarto (since 1.4.80) (WTT)
(c1890) Staff and Ticket sections: Fern Hill - Trentham (No 1 Pattern Staff, Blue Boxes with White lettering); Trentham - Bullarto (No 2 Pattern Staff, Red Boxes with Black lettering) (Staff Register)
- 28.10.1898 Staff and Ticket Fern Hill - Trentham - Bullarto replaced by large Electric Staff on the same section. Staff & Ticket Boxes withdrawn by 0910 ex Woodend and Electric Staff brought into operation by 1140 ex Daylesford (WN 17, SR)
- (01.07.1899) By this date, two Home signals provided (SANP)
- (05.02.1906) Hand gates at No 9 Crossing replaced by cattle pits (WN 6)
(c1909) Gates existed at level crossing at 63 miles 67 chains 95 links on down side of station (PCR Book)
- 21.05.1912 Plunger locks (5 sets) provided on all main line points (WN 22, IR)
- 14.01.1927 Bullarto closed as an Electric Staff station; new section Trentham - Daylesford (WN 4*)



Trentham 1926

(Based on Signalling diagram F1798, sketch dated 19.26 & Weston Langford diagram dated 14.159)

- (01.03.1927) Composite Staffs placed in instrument to allow Bullarto to be opened as a Block Post (WN 9*)
- (06.06.1928) Instructions for operation of Trehella's site on main line within Up Home. Trucks hand shunted to and from the site by employes of Trehellas Bros under personal supervision of stationmaster who must see that hand brakes are applied on each truck. Trucks not to remain at site during darkness or foggy weather. Note to be made in TRB when trucks are placed and removed. (Memo from SGTS to DS Maryborough)
- (1928) When No 8 Up Mixed is to cross the 1345 Down Special Cheap Excursion at Trentham, the Mixed may run through No 2 Road and set back to platform after Down Special has departed (WN 42)
- (1932) To allow rostered hours to be worked and to prevent overtime, the Signaller will go off duty on M, Tu, Th, F after passage of No 15 Down. Staff to be used for No 2 Up the following morning. On M & Th Staff for No 2 Up to be withdrawn before Signaller at Trentham goes off duty. Signaller at Trentham will report for duty at 0745 M-Sa & 1130 Su. (WN 19)
- 30.11.1955 Fern Hill closed as Staff station; Electric Staff section now Carlsruhe - Trentham. Composite staffs placed in instrument to allow Fern Hill to be opened as a Block Post (WN 49)
- (13.12.1955) Staff Exchange Box provided. Box may be used for Nos 135 and 122 Sunday. Signaller may go off duty after departure of No 113 Monday - Friday (WN 50)
- 08.08.1957 Down Home renewed in existing position (CI)
- 28.06.1963 Down end plunger locked points F relocated 66 yards further out due to extension of No 3 Road (CI, SA)



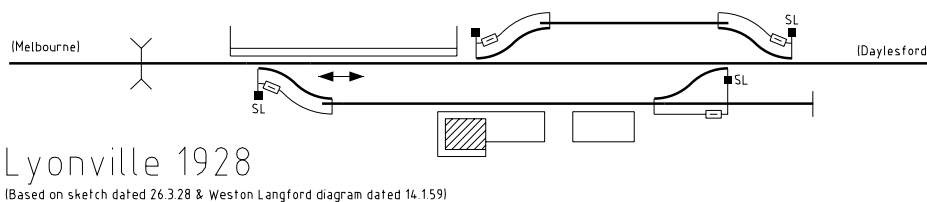
Trentham 1963

(Based on Signalling diagram F1798)

- 14.11.1966 Closed as Electric Staff station; new Train Staff and Ticket section now Carlsruhe - Daylesford. Trentham may be opened as a Temporary Train Staff and Ticket Station with the sections Carlsruhe - Trentham - Daylesford. Temporary Staffs held in a strong box in the custody of the Stationmaster at Carlsruhe. When not open as a Train Staff and Ticket station, Trentham may be opened as a Special Block Post when Fern Hill and Bullarto are not. Composite Staffs for the section Carlsruhe - Trentham and Trentham - Daylesford withdrawn. (WN 47)
- 03.07.1978 Line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (G). (WN 28 & 30, WTT 1020/78)
- 17.07.1978 Stationmaster withdrawn (WN 27)

 LYONVILLE (67 MILES 34 CHAINS 67 LINKS)

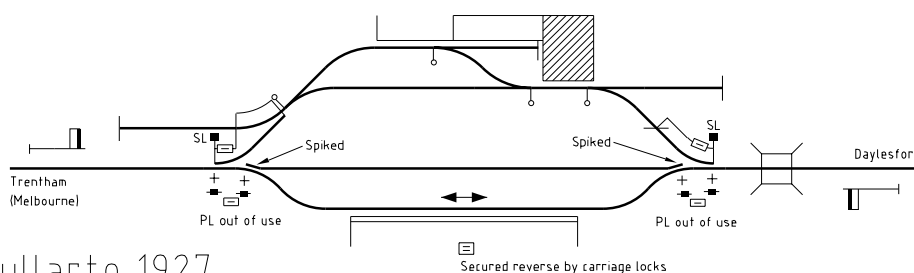
- 17.03.1880 Line opened from Trentham - Daylesford (VR to 62)
- 14.06.1880 Opened for goods (timber only) (CI)
- 25.07.1881 Opened for passengers (CI)
- 28.01.1898 Opened as Temporary Staff Station to assist working of ballast train working on regrading work. No train, apart from ballast train to shunt at Lyonville. No train to leave Trentham or Bullarto until ballast train is clear of main line at Lyonville. Lyonville to give Line Clear on the morse instrument to allow this to be done. (WN 31)
- (01.07.1899) By this date, two Home signals provided (SANP)
- 19.07.1899 Main line points secured by Staff locks (4 sets) rodded to catch points in sidings. Home signals removed. (WN 4, SLR I, SANP)
- 01.12.1916 Now worked under Caretaker conditions dupervised by Bullarto. Railway Telegraph Office closed for private business. (WN 49 & 50)
- (25.12.1916) Stationmaster withdrawn (WN 52)



- 04.04.1936 Loop siding at Down end removed. Two sets of Staff locks and rodded catches removed. (WN 14*, SLR III)
- (29.07.1941) The dead end extension at the Down end of the siding has been removed. Catch points are now provided in the siding (WN 30)
- 19.04.1962 Siding abolished. Previously open for G, now H (WN 16)
- 27.06.1962 Siding removed. Two sets of Staff locks and rodded catches removed (SLR III, CI)
- (27.01.1976) Now worked under no-one-in-charge conditions (WN 4)
- 03.07.1978 Line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (d). (WN 28 & 30, WTT 1020/78)

BULLARTO (69 MILES 51 CHAINS 50 LINKS)

- 17.03.1880 Line opened from Trentham - Daylesford (VR to 62, CI has opened for passenger traffic on this date)
- 15.04.1880 Opened for goods traffic (CI)
- (03.05.1880) By this date open as a staff station with sections Trentham - Bullarto - Daylesford (since 1.4.80) (WTT (c1890) Staff and Ticket sections: Trentham - Bullarto (No 2 Pattern Staff, Red Boxes with Black lettering); Bullarto - Daylesford Junction (No 5 Pattern Staff, White Boxes with Blue lettering) (Staff Register)
- 29.03.1892 Daylesford Junction abolished. Staff and Ticket section now Bullarto - Daylesford (No 5 Pattern Staff, White Boxes with Blue lettering). (SR)
- 25.08.1898 Staff and Ticket Bullarto - Daylesford replaced by large Electric Staff on the same section. Staff and Ticket Boxes withdrawn by No 2 Up and Electric Staff brought into operation by No 7 Down. As line wire used for Block working is to be used by Electric Staff instruments, block working for No 2 Up will be maintained by Morse telegraph. (WN 12, SR)
- 28.10.1898 Staff and Ticket Trentham - Bullarto replaced by large Electric Staff on the same section. Staff & Ticket Boxes withdrawn by 0910 ex Woodend and Electric Staff brought into operation by 1140 ex Daylesford (WN 17, SR)
- (01.07.1899) By this date, two Home signals provided (SANP)
- (c1909) Gates existed at level crossing at 69 miles 65 chains 24 links on down side of station (PCR Book)
- 21.05.1912 Plunger locks (4 sets) provided on all main line points (WN 22, SLR I)
- (26.07.1921) Staff Exchange Box provided (WN 30*)
- 12.10.1926 Stationmaster withdrawn. Now worked under caretaker conditions (WN 41*)
- 14.01.1927 Closed as an Electric Staff station. New section Trentham - Daylesford. No 2 Road out of use and points spiked for No 1 Road. Plunger locks replaced by Staff Locks rodded to safety points at Up end and Deraill at Down end. Up and Down Home signals remain, but normally at proceed, and will be lit at night when required. Platform quadrants secured reversed by carriage locks (A61/27, WN 4*, SLR III)



- (01.03.1927) May open as an Intermediate Block Post in Trentham - Daylesford section. Telephone at Bullarto is only connected to Trentham. (WN 9)
- (1930) Caretaker provided supervised by Daylesford (WN 32)
- 04.04.1931 Electric Staff Trentham - Daylesford suspended due to Easter traffic & Bullarto opened as a Train Staff and Ticket station (sections Trentham - Bullarto - Daylesford) to allow D3 Down Special to cross D6 Up Special. No 2 Road unspiked and secured by hand locking bars and padlocks. Other points remain Staff locked. (A677/31, SS)
- 26.03.1932 Electric Staff Trentham - Daylesford suspended due to Easter traffic & Bullarto opened as a Train Staff and Ticket station (sections Trentham - Bullarto - Daylesford) to allow D3 Down Special to cross D6B Up Special. No 2 Road unspiked and secured by hand locking bars and padlocks. Other points remain Staff locked. (A502/32, SS)
- 15.03.1939 Plunger locks and detectors removed for use elsewhere (SS, SLR III)
- 02.06.1941 No 3 Road and dead end extensions at each end of yard removed. Catch points provided at Up end of siding.

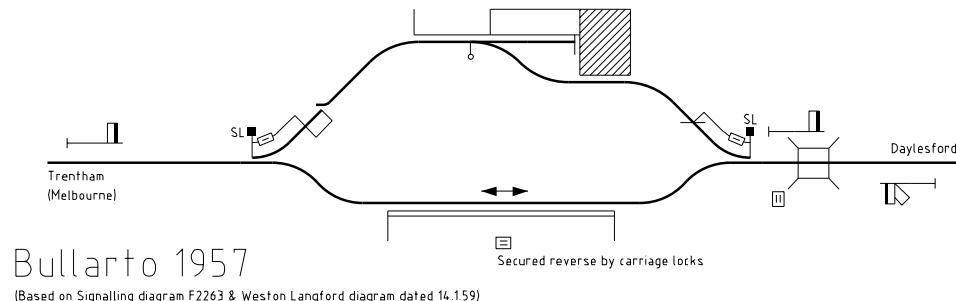
(WN 23)

- (24.10.1944) Permission granted to stand WS cars to be stabled in No 2 Road. Scotch block to be provided at each end. Permission previously refused on 20.10 due to heavy falling grade from Bullarto; cars should be sidetracked. (Memo from AGST to DS Bendigo)

08.11.1944 Alterations to Staff lock and rodded connections at the up end (CI)

(21.08.1956) No 2 Road abolished (WN 34, 54/13069)

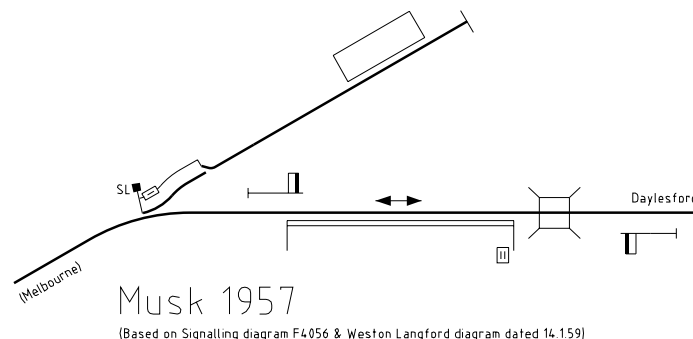
- 04.07.1957 Hand gates at Glenlyon Road (Down end of station) protected by signals. New Down Home provided 42 yards on the Up side of the level crossing and the Up Home controlled by the gatekeeper. Two quadrants provided at the gates (WN 28, ACTM 20/76/4 & 20/76/5)



- 14.11.1966 Due to closure of Trentham as a Staff station and replacement of the Electric Staff system by Train Staff, may open as a Special Block Posts when Fern Hill and Trentham not open (WN 47)
- 01.05.1967 Now worked under No-one-in-charge conditions (e). (WN 17, 67/1269)
- 03.07.1978 Line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (c). (WN 28, WTT 1020/78)

MUSK (72 MILES 16 CHAINS 69 LINKS)

- 01.11.1882 Opened for passengers and goods (firewood only) as Musk Creek (CI)
- (08.08.1898) Special instruction. As this station situated on a 1 in 50 falling grade towards Daylesford, no Down train to shunt siding. All work to be done by 1140 Up Mixed (or daylight special goods, if any be running). Any Down trucks loaded at Musk must be hauled to Bullarto and thence attached to Down train. Before detaching engine of shunting Down train, the van brakes and all the brakes of the trucks left standing on main line to be applied. If there is only one or two trucks in addition to van and carriages, the carriage wheels are to be spraged. Brakes not to be lifted (and sprags removed) until engine reattached to train (WN 6)
- (01.07.1899) By this date, two Home signals provided (SANP)
- 19.07.1899 Main line points secured by Staff lock (1 set) rodded to catch points. Both Home signals removed. (WN 4, SLR I, SANP)
- 12.10.1903 Woman (Caretaker) placed in charge. Supervised by Daylesford (WN 41)
- 01.08.1908 Musk Creek renamed Musk (WN 30)
- (c1909) Gates existed at level crossing at 72 miles 18 chains 69 links on down side of station (PCR Book)
- 02.06.1941 Dead end siding nearest main line removed (WN 23, AGST 14/86/1)
- 04.07.1957 Hand gates at Wheeler's Hill Road (Down end of station) protected by signals. New Down Home provided 85 yards on the Up side of the level crossing and new Up Home provided 155 yards from the level crossing. Two quadrants provided at the gates (WN 28, SLR III, ACTM 20/76/4 & 20/76/5)



- 19.04.1962 Remaining siding abolished. Previously opened for G, now H (WN 16)
- 27.06.1962 Points abolished and Staff lock and rodded catch removed (SLR III)
- 01.05.1967 Now worked under No-one-in-charge conditions (e) (WN 16, 67/237)
- 03.07.1978 Line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (d). (WN 28 & 30, WTT 1020/78)

DAYLESFORD JUNCTION

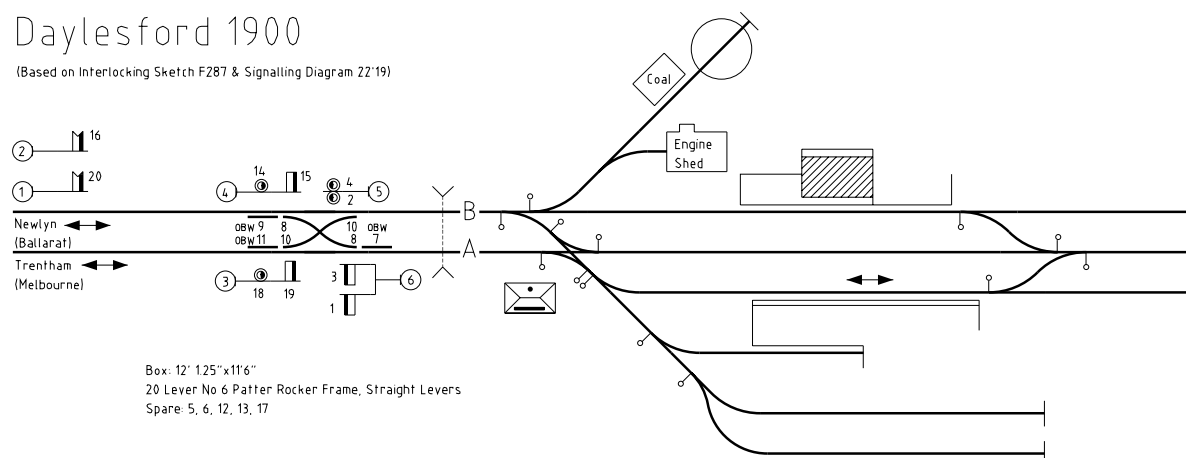
- 01.06.1887 Line opened from Rocky Lead to Daylesford Junction. Junction opened. (VR to 62)
 09.09.1887 Interlocking frame provided at Daylesford Junction. Frame contains nine levers, with no spares (Interlocking Register)
 (c1890) Staff and Ticket sections: Bullarto - Daylesford Junction (No 5 Pattern Staff, White Boxes with Blue lettering); Daylesford Junction - Leonard's Hill (No 2 Pattern Staff, Red Boxes with Black lettering); Daylesford Junction - Daylesford (No 3 Pattern Staff, Blue Boxes with White lettering) (Staff Register)
 29.03.1892 Daylesford Junction closed due to Ballarat line being extended into station. Interlocking frame relocated to new junction. (IR, SR S621/92)

DAYLESFORD

- 17.03.1880 Line opened from Trentham - Daylesford (VR to 62. CI has opened for passenger traffic on this date)
 02.04.1880 Opened for goods traffic (CI)
 (c1890) Staff and Ticket sections: Daylesford Junction - Daylesford (No 3 Pattern Staff, Blue Boxes with White lettering) (Staff Register)
 29.03.1892 Daylesford Junction abolished due to Ballarat line being extended into station. Staff and Ticket sections: Bullarto - Daylesford (No 5 Pattern Staff, White Boxes with Blue lettering); Daylesford - Leonard's Hill (No 2 Pattern Staff, Red Boxes with Black lettering). Interlocking frame relocated to new junction. Now only 8 working levers (IR, SR)
 (09.05.1892) By this date, Winters Block worked Daylesford - Leonard's Hill (WTT)
 22.11.1896 Annett key fitted to Leonard's Hill staff to unlock siding at Sailors Falls (SLR)
 25.08.1898 Staff and Ticket Bullarto - Daylesford - Leonard's Hill replaced by large Electric Staff on the same sections. Staff and Ticket Boxes withdrawn by No 2 Up (Bullarto section) and No 1 Down (Leonard's Hill section) and Electric Staff brought into operation by No 7 Down (Bullarto section) and No No 2 Up (Leonard's Hill section). As line wire used for Block working is to be used by Electric Staff instruments, block working for No 2 Up and No 1 Down will be maintained by Morse telegraph. (WN 12, SR)
 (01.07.1899) By this date, interlocking frame contains 6 signal levers, 1 point lever, and 1 lockbar lever (1 spare lever) (IR)
 15.01.1900 New junction provided. Existing interlocking frame abolished. New signal box provided with 20 lever Rocker frame (10 signals, 2 point levers, 3 lockbars, and 5 spare levers). Existing Down Home replaced by new Posts 3 and 4. Diagram 1283/99 provided. (WN 28, IR)

Daylesford 1900

(Based on Interlocking Sketch F287 & Signalling Diagram 22'19)

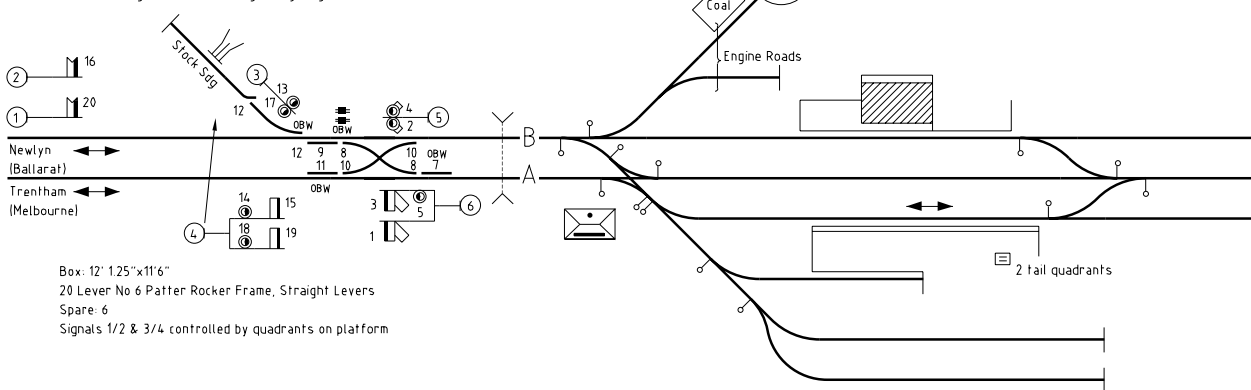


- (15.04.1907) Gates removed from No 29 Crossing (near Daylesford - on North Creswick line?) and cattle grids provided (WN 15)
 (31.01.1910) Application of arms on Posts 3 and 4 altered to now read to either No 1 or No 2 Roads (WN 5)
 19.08.1919 Posts 3 and 4 replaced by a new bracket Post 3 situated on left hand side of line. No change to signals. Diagram 22'19 in service - note that this diagram shows two separate posts? (WN 34*)
 (14.06.1921) Train Staff and Ticket Daylesford - Newlyn (No 1 Pattern Lock Staff) replaced large Electric Staff on same section. (WN 24*, SR)

12.12.1924 Stockyards siding provided leading off North Creswick line. New siding connected to interlocking. New Post 3 (two discs) provided for moves from siding, and additional disc 5 provided under right hand arm of Post 6. Right hand disc on Post 5 now applies to either Ballarat line or Stockyards siding. Points indicator provided on Points 12? Levers 5, 12, 13, & 17 formerly spare. Amend Diagram 22/19 (WN 51, IR, LS)

Daylesford 1924

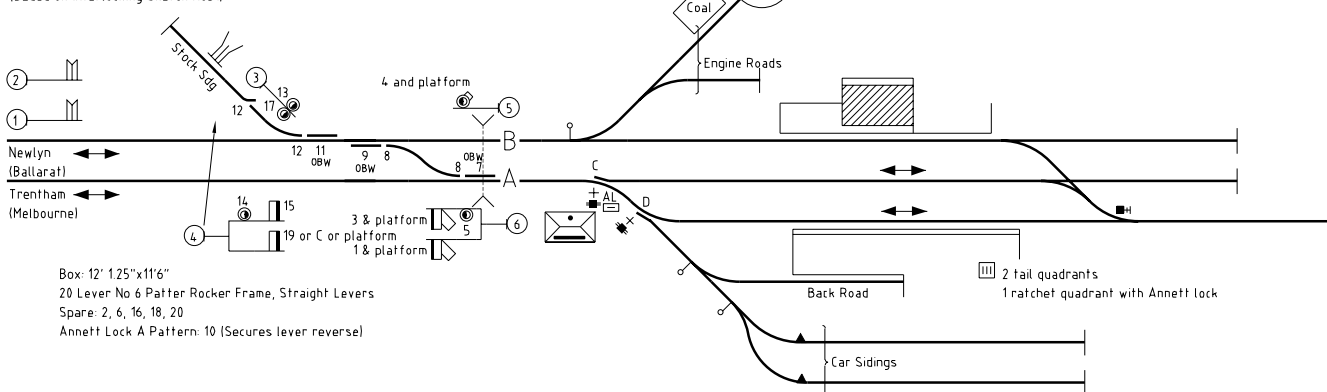
(Based on Interlocking Sketch F287 & Signalling Diagram 22/19)



- 14.01.1927 Bullarto closed as an Electric Staff station; new section Trentham - Daylesford (WN 4*)
- (01.03.1927) Composite Staffs provided in Trentham section to allow Bullarto to open as a block post (WN 9*)
- (1930) Guard in charge working for arrival of No 13 Down ex Woodend provided no train is scheduled to arrive off the Ballarat line. Signalman to set the road and clear signals. Guard must be competent to work the frame. (WN 11, A504/30)
- (20.11.1934) Existing 50' turntable replaced by 70' turntable (WN 47*)
- (22.06.1940) Signalman will go off duty after departure of No 20 Up on Mondays and Train Arrival will be obtained on Tuesday morning. The Signalman at Trentham must be on duty at 0650 on Tuesdays. On Saturdays, the early shift Daylesford Signalman will accompany No 6A Up and Train Arrival will be obtained by Signalman who reports for duty at 0800 (A 1388/40)
- (19.08.1941) The portion of the double compound forming the connection between No 2 and 3 Roads at the Down (Up?) end of yard removed. (WN 33)
- 27.03.1944 Point indicator provided on hand points at down end of No 1 Road (CI)
- 11.12.1946 Delta crossing removed. Replaced by a single crossover leading from Ballarat line into station. Disc signal on right hand doll of Post 4 and left hand disc signal on Post 5 were abolished. Main line points between signalbox and platform secured by plunger locks and Down Home 19 now worked by either signalbox, lever on platform, or lever at Points C. Annett lock provided on frame, with duplicate locks on levers working Home 19 at platform and Points C. Effectively allows signalbox to be closed and Woodend line signals worked from platform. Diagram 6/46 replaced 10/30. (WN 4, IR)

Daylesford 1947

(Based on Interlocking Sketch H831)

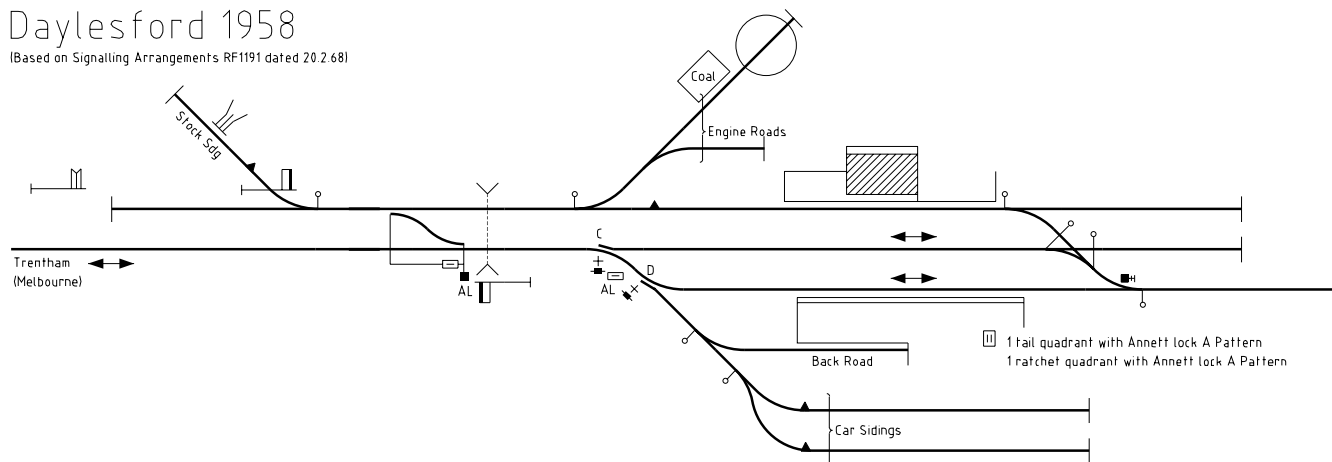


- (12.08.1952) Passenger service from North Creswick withdrawn (WN 33*)
- 28.07.1953 Line closed between Newlyn and Daylesford commencing this date. (WN 30)
- (15.05.1956) Telegraph instrument removed (WN 20*)

23.07.1957 Signalbox abolished. No track alterations were made. The former Ballarat line became a long siding and named Siding A. Posts 2, 3, 4, 5, and 6 were abolished. A new Up and Down Home signal were provided. Crossover 8 was secured by an Annett Lock and duplicate locks were provided on the quadrants working the Up and Down Home signals. (WN 31, IR, SLR III)

Daylesford 1958

(Based on Signalling Arrangements RF1191 dated 20.2.68)



27.10.1965 Fixed Down Distant abolished (WN 44)

14.11.1966 Electric Staff system Trentham - Daylesford replaced by Train Staff and System system with section Karlsruhe - Daylesford. Trentham may open as Temporary Train Staff and Ticket station. Two Master Keys are provided for the Karlsruhe - Daylesford section. Station master Woodend may authorise the use of a Line Clear Report. Composite Staffs for the section Trentham - Daylesford withdrawn. (WN 47)

20.02.1978 Up Home signal abolished (WN 9, SLR III)

03.07.1978 Karlsruhe line closed from this date due to opening of Woodend Freight Centre. Station closed to all traffic. Previously (G). (WN 28 & 30, WTT 1020/78)

17.07.1978 Stationmaster withdrawn (WN 27*)