

Bacchus Marsh

BACCHUS MARSH WORKS SIDING (31 M)

- (31.05.1920) Opened. Points secured by two staff locks one rodded to catch, other rodded to safety points (WN 22/20 extracts, Staff lock register II)



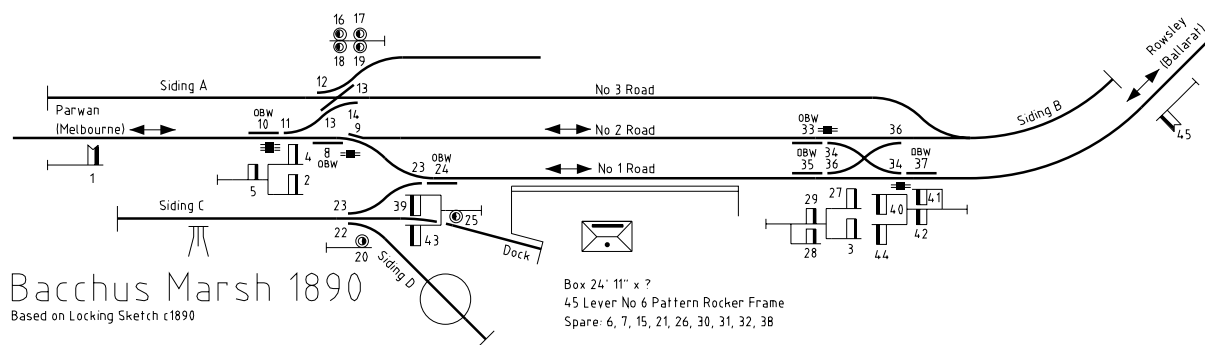
Siding at 31 miles

Based on Signalling Arrangements F382 amended to 13.4.20

- (06.09.1921) Main Line diverted. Main Line became works siding and vice versa. Points remain secured by staff locks (WN 36/21 extracts)
 (12.09.1922) Siding abolished (WN 37/22 extracts)

BACCHUS MARSH (31 MILES 61 CHAINS 15 LINKS)

- 23.03.1885 W. Buckley granted contract to construct portion of Bacchus Marsh and Gordons line from end of Footscray to Bacchus Marsh line (Parwan) to Maddingley (Bacchus Marsh) for £39265/16/11 (GG)
 07.05.1886 Contract granted to construct Water Supply Works (etc) for £1346/10/10 (GG)
 09.08.1886 M.F. Lee granted contract to construct Good Shed and platform for £365/18/7 (GG)
 10.02.1887 Line from Parwan opened (Victorian Railways to '62 has 16.02) (Chronological Index)
 (08.06.1887) By this date line worked by Train Staff and Ticket with section Melton - Bacchus Marsh (WTT)
 11.07.1887 W.S. Pexet granted contract to erect sheep and cattle yards for £2882/18/0 (GG)
 04.02.1889 Packer & Vickers granted a contract to erect station buildings for £1809/8/11 (GG)
 18.01.1889 Parker & Vickers granted contract to erect Dairy Produce Shed for £477/14/2 (GG)
 (12.08.1889) By this date (since 1.3.89) Telegraph Block worked Melton - Bacchus Marsh (WTT)
 26.10.1889 A.F. Morrison & Co granted contract for Water Supply Works for £306/4/0 (GG)
 04.12.1889 Line extended to Ballan (CI)
 c1890 Staff sections: Parwan - Bacchus Marsh (No 2 Pattern, Red ticket boxes), Bacchus Marsh - Rowsley (No 3 Pattern, Black ticket boxes) (Staff Register)
 (11.03.1890) By this date line worked by Train Staff and Ticket/Winter's Block with sections Parwan - Bacchus Marsh - Rowsley. (WTT, since 12.8.89)
 17.02.1890 J. Brown granted contract to erect Signalbox for £383/7/0 (GG)
 14.07.1890 Interlocking frame erected (Interlocking Register)
 07.09.1890 Interlocking brought into use. Frame is a 45 lever Rocker frame (9 spare) (IR)

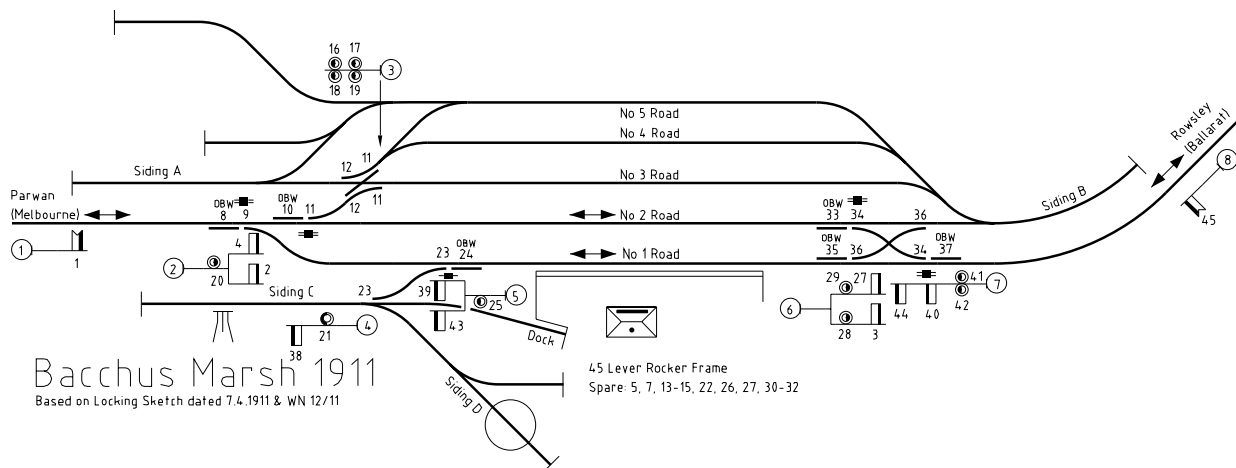


- 05.01.1891 Tenders called for erection of Fuel platform (GG)
 20.11.1893 Rowsley closed as staff station and block post. Section now Bacchus Marsh - Ingliston (No 3 Pattern, Blue boxes) (A2755/93)
 22.07.1898 Electric Staff system (large instruments) replaced Train Staff and Ticket system Parwan - Bacchus Marsh - Ingliston (Weekly Notice 4)
 10.11.1898 White lights altered to green in signals (WN 18)
 (01.07.1899) By this date frame contains 21 signal levers, 9 point levers, 6 lockbar levers, and 9 spare levers (IR)
 (28.09.1899) Instructions prohibiting two trains approaching at the same time relaxed to permit Up Light Engines to be accepted from Ingliston when a Down train has left Parwan (WN 9)

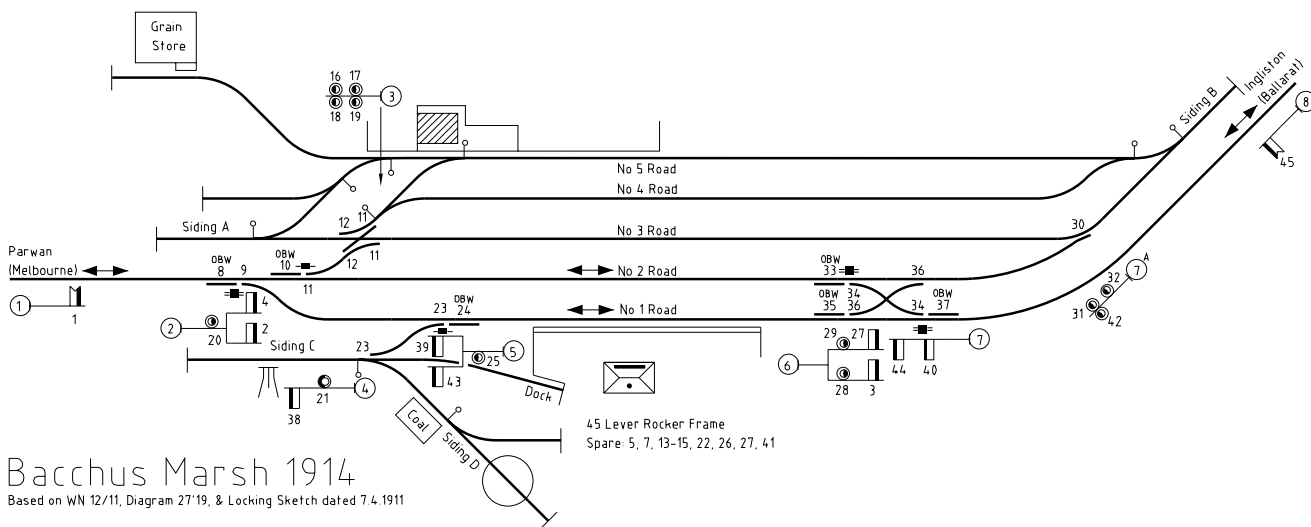
Victorian Signalling Histories No 83, Version 1.0 (September 2005)

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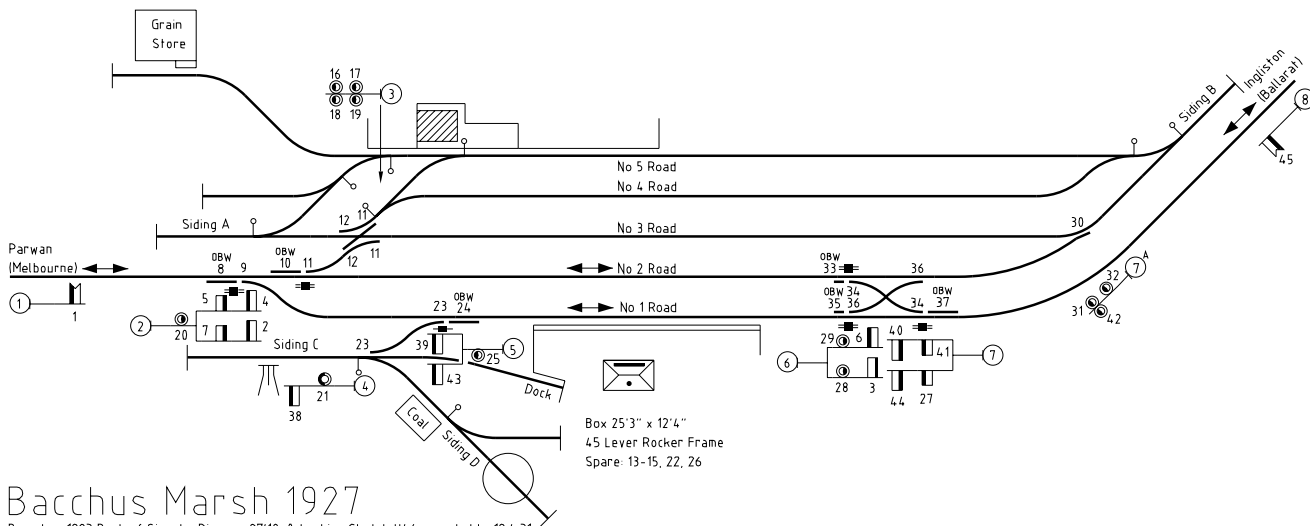
- 04.05.1900 F.E. Shillabeer granted contract to erect bridge to replace No 17 crossing for £435/5/0 (GG)
- 05.05.1905 Alterations; probably the short arms on Posts 6 & 7 replaced by disc signals. No change in working levers. Diagram 288/05 in use. (WN 19)
- 27.07.1907 Re-arrangement of 'junction' at up end. One point lever and one lock bar lever removed from frame. No 1 Road probably extended at Up end to be a three throw points with Points 11 and either lockbar 8 or 10 removed. Lay of Points 9 reversed to normally lie for No 2 Road, and Points 22 probably disconnected from the interlocking frame. (IR)
- (28.10.1907) Short arm on Post 2 (Signal 5) replaced by disc. Diagram 698/07 replaced 288/05. (WN 43)
- (01.02.1908) By this date composite staff (known as a 'divided' staff) provided in instrument at Bacchus Marsh and may be used for Down trains; Rowsley and Bank Box may be opened as intermediate telegraph block posts. Block maintained by telegraph using 'Apix' and 'Acre' messages. For Up trains, Rowsley may be opened as a Block Post with trains being worked under the rules for 'Train Signalling by Block Telegraph on Single Lines' except that messages are exchanged by telegraph. Trains may not approach Bacchus Marsh from both directions at the same time except that line clear may be granted to Up light engines from Ingliston at the same time as line clear has been granted to a Down train to approach from Parwan. Before line clear may be granted, the line must be clear to the opposing arrival home signal (GA)
- (c1909) By this date the level crossings at 31 miles 15 chains 53 links, 31 miles 35 chains 82 links, and 31 miles 73 chains (Fisken St), 96 links (Maddingly Rd) were equipped with gates (PCR)
- (20.03.1911) Post 2 moved 30 yards further out (WN 12)
- 29.03.1911 No 1 Road extended at Up end. Home 38 provided on Post 4 to allow full advantage to be taken of extended crossing loop. Double compound 12/13/14 probably renumbered. Diagram 13/11 provided. Two point levers (probably 13/14) removed and one additional lockbar lever provided. Now 11 spare. (IR, WN 14)



- (22.12.1913) Miniature electric staff instruments replace large instruments Parwan - Bacchus Marsh (WN 51)
- (19.01.1914) Miniature electric staff instruments replace large instruments Bacchus Marsh - Ingliston (WN 3)
- 29.05.1914 Points in Siding B to No 3 Road connected to frame and now worked by lever 30. Discs 41 and 42 removed from Post 7 and new Post 7A provided further out with three discs (31, 32, and 42). Lever 41 now spare. Nos 3, 4, and 5 Roads probably extended at Down end. Amend Diagram 13/11. (WN 22, IR)



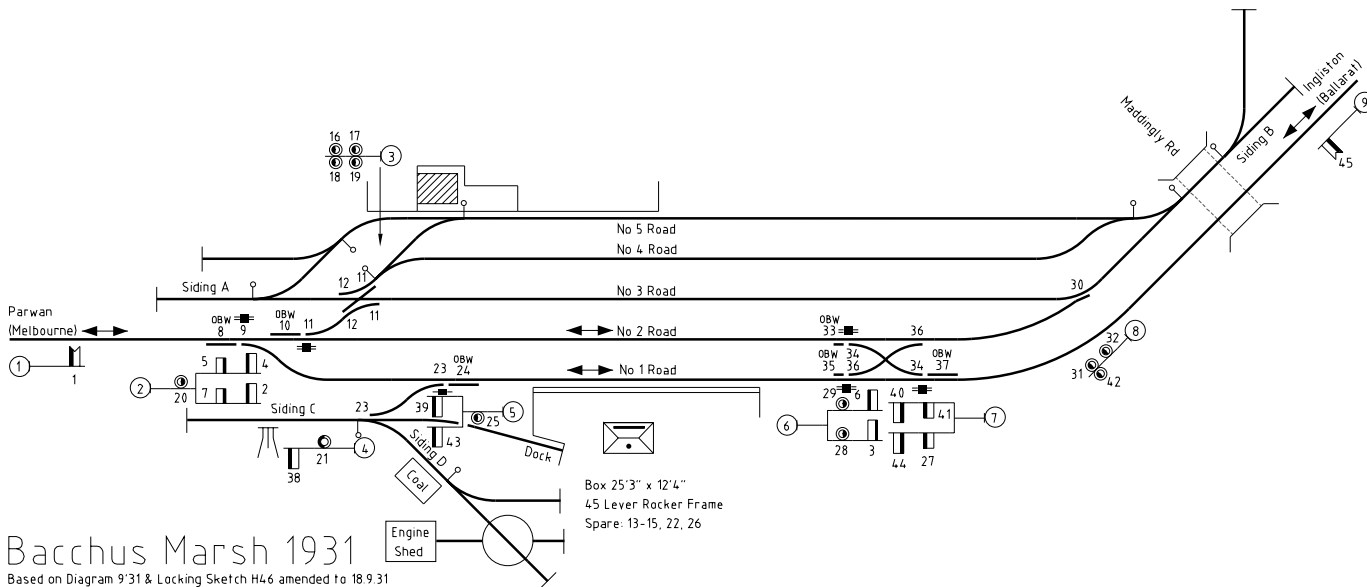
21.10.1927 Track locking provided. Calling on arms provided on Posts 2 and 7. At or before this date Post 7 replaced by bracket (WN 44 extracts, LS, IR has 24/11)



Bacchus Marsh 1927

Based on 1923 Book of Signals, Diagram 27'19, & Locking Sketch H46 amended to 18.4.31

- (21.10.1929) By this date automatic staff exchange apparatus provided for Up train. Used for No 8/10 Up (Express), No 16 Up (The Overland), No 52 Up (Excursion Express Sundays), and if required for No 22 (Through Goods) (WTT)
- (29.10.1929) Before the late shift signalman ceases duty he must clear the signals for the arrival of No 39 Down Railmotor. On arrival of this railmotor the Guard will take charge of the Signalbox until relieved (Saturdays excepted) when he returns as the Guard of the 0720 Up railmotor. On Saturdays, the Guard will be in charge of signalling until the railmotor is shunted. (WN 44)
- (02.12.1930) J.C. Pearce's Siding (formerly Anderson's) taken up (WN 48 extracts)
- 18.09.1931 Posts 7A & 8 renumbered 8 & 9 respectively (Locking Sketch)
- (06.10.1931) Diagram 9/31 replaced 27/19 (WN 40, SGTS 8/421/4a)

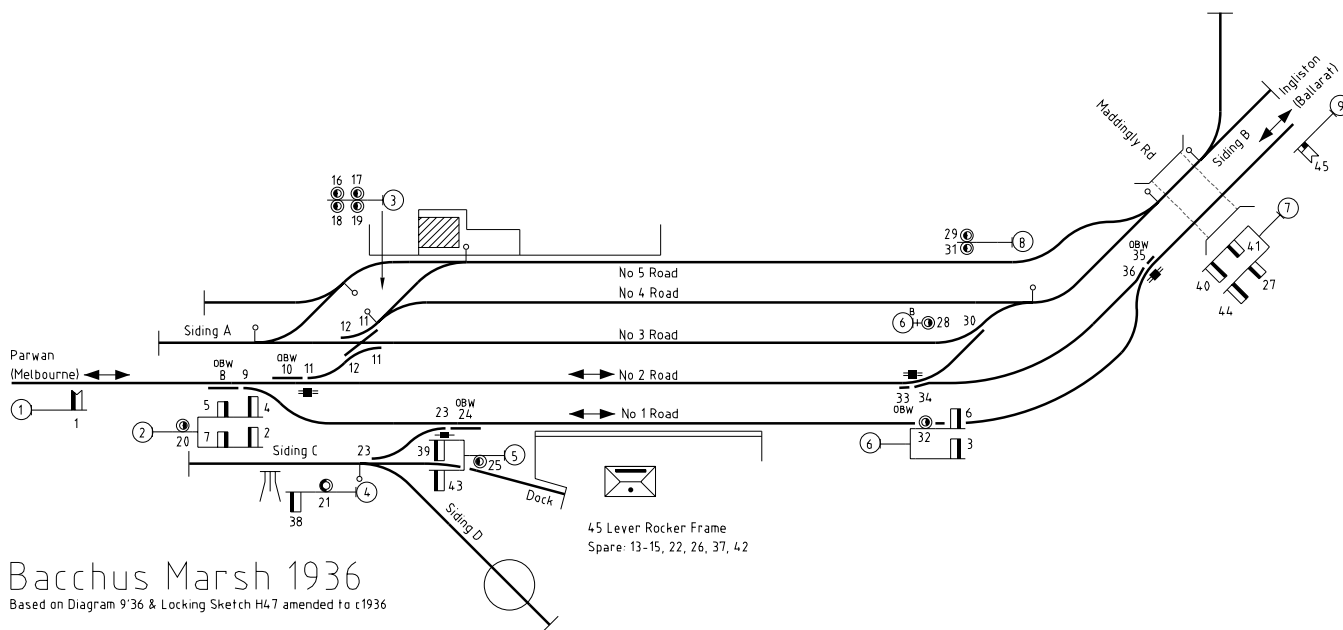


Bacchus Marsh 1931

Based on Diagram 9'31 & Locking Sketch H46 amended to 18.9.31

- (05.03.1935) Post 9 moved 67 yards further out and probably equipped with signal motor. (WN 42 extracts)
- (12.06.1936) Maddingly Road Gates worked by station staff between 2100 and 0700. Gates to be closed across road when an Up train leaves Ingliston and about 5 minutes after a Down train leaves Parwan (Staff working scrapbook)

10.11.1936 Crossing work at Down end re-arranged. Main line slewed to run straight through No 2 Road. Delta 34/37 abolished and points to No 1 Road relocated further out. New Crossover 34/36 provided between Main Line and No 2 Road further out. Discs 28 & 32 abolished. New ground disc 28, Post 6B, provided. Posts 6 and 7 relocated further out. Diagram 9/36 in service. (WN 47 extracts, IR, LS)

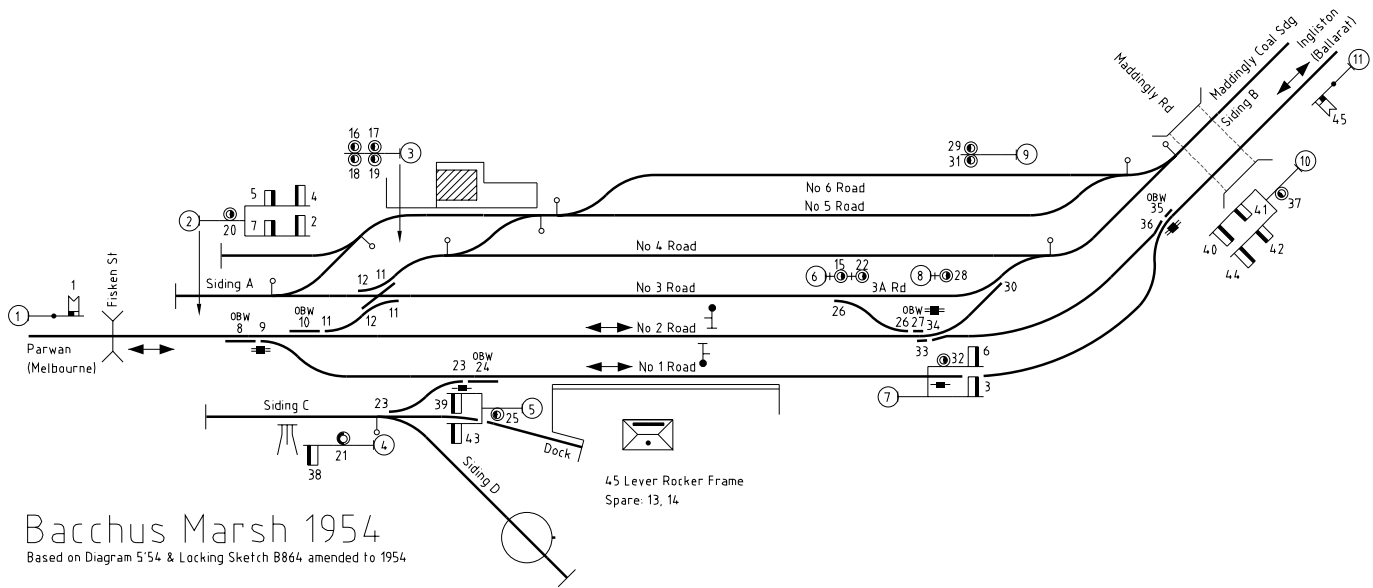


Bacchus Marsh 1936

Based on Diagram 9/36 & Locking Sketch H47 amended to c1936

- 07.05.1937 Automatic staff exchange apparatus provided for Down trains. Used for Nos 29 and 31 and any other trains as arranged. Located 25 feet on Down side of signal box in No 2 Road. (WN 19, AGST 11/25/1)
- c1938 Bacchus Marsh may accept trains from both directions at once. A clear road must exist to the opposing home signal - this must be No 2 Road for Down trains and No 1 Road for Up trains. When neither train is booked to call, the Up train must be held at Post 7 until the Down has been checked at Post 2 and admitted to the yard. If Up train arrives first, it must be stopped at Post 7 and then may be admitted to yard. If the Up train is booked to call, it must be stopped at Post 7 and then admitted to yard when Down may be signalled through. When a Down train is booked to call, it must be held at Post 2 until Up train has been admitted to No 1 Road. Down train may then be run through No 2 Road and set back into No 1 Road when Up train has departed. If the Up train is a Goods, it may be admitted to the yard, but the points must not be altered until both trains have been brought to a stand at the Home signals. If the Down train is a goods, it may be admitted to the yard after being checked at the home signal – the Up train being held at the home. If it is necessary to use No 1 Road, before accepting an Up train arrangements must be made to open Rowsley. (GA)
- 19.12.1939 Post 2 relocated 23 yards further out and on the left hand side of the line (WN 1, AGST 12/231/1)
- 20.12.1939 Post 1 replaced by a new post 311 yards further out and Post 9 replaced by a new post 130 yards further out. Distant 1 motor operated. Diagram 19/39 replaced 9/36. (WN 1, AGST 12/231/1, LS has 19.12)
- 10.08.1940 Interlocking out of use a/c frame being lifted (A1602/40)
- 20.01.1949 Crossing work at up end renewed. Electrical detection replaced mechanical on Points 11. (CI)
- (1950) Assistant Gatekeeper (female), Class 4, appointed to work Maddingley Road gates between 2100 and 0700. Station staff no longer work gates (SS)
- 13.05.1951 Post No 6 renewed with 30' lop bracket post (WN 23, ACTM 18/281/1)
- (1953) By this date, staff balancing magazines provided for both instruments (GA)
- c1953 Only special instruction: Before accepting a double headed train, the Signaller must have a clear road through to the opposing Home signal. Composite staff not mentioned (GA)

20.10.1954 New Crossover 26 between No 2 and 3 Road at down end provided, probably to allow No 3 Road to be used for crosses. No 6 Road (600' long) provided to replace standing capacity. Discs 15 & 22 provided to control movements from No 3 Road. Disc 37 provided on Post 7. Posts renumbered at Down end of yard. Diagram 5/54 replaced 19/39. (WN 43, IR, ACTM 19/275/4, LS)



- 18.11.1954 Yellow lights replaced green in calling on signal (WN 48, 53/4069)
- (09.07.1957) 70' turntable replace 53' turntable (WN 28)
- 17.08.1958 Preliminary work for steel supports for machine (CI)
- 26.08.1958 Up Auto Staff exchanger renewed in existing position (CI)
- 27.08.1958 Down Auto Staff exchanger renewed in existing position (CI)
- 31.08.1958 Machine foundations renewed with steel assembly (CI)
- 05.11.1958 Points at Up end between Nos 2 and 3 Roads relocated 105 feet further out. Double compound at Up end of No 3 replaced by two simple turnouts. Post 3 moved 8 yards further out and Discs 16 & 17 removed and remaining discs rearranged. Lockbar 10 abolished. (WN 47, IR, ACTM 20/99/4, LS)
- 27.03.1963 Reversers provided for Homes 3 & 6 on Post No 7 (CI)

07.04.1963 Electric Staff system Bacchus Marsh - Ingliston replaced by ATC Bacchus Marsh - Bank Box Loop - Ballan. Bank Box Loop remotely controlled by panel in Bacchus Marsh signalbox. Staff balancing magazine Bacchus Marsh - Ingliston and Composite Staff for Bacchus Marsh-Ingliston section removed. Authority to obtain a staff for station work withdrawn. Special instruction amended: Before accepting a Down double headed Goods train from Parwan a clear road must exist to Post 7. Up distant converted to Up Outer Home signal. Post 14, Down Departure Home signal, provided. Diagram 5/63 replaced 5/54. (WN 18, IR, ACTM 21/389/4)

06.09.1967 Hand gates at Maddingly Road (31 miles 76 chains) replaced by Boom barriers. Dwarf signals Posts 9B and 10B provided to control movements along Siding B. Dwarfs are worked by push buttons on posts. Direction levers 19 and 43 provided. Levers working Home and Disc signals rearranged. (WN 37, IR, LS)

(16.06.1971) By this date, Fischen Street Gates normally closed against road traffic. Gatekeeper resides nearby and obtains permission to open gates by telephone on verandah of house. No signal protection or bell communication. Vallence Road Gates manned 0700 - 1900 (SS)

(14.01.1964) Telephone provided at 37 miles 40 chains to allow train crews to communicate with

22.06.1971 Lockbar No 24 replaced by lever lock (CI)

26.07.1975 Points 34 renewed in 107lb material with 22'6" blade (CI)

20.04.1977 Hand gates at Fischen Street (mp31+740 metres) replaced by flashing lights. Two position Up Departure Home signal, Post 2B (lever 17) provided. Amend Diagram 17'73. (WN 17/77, IR)

c1979 Before accepting a Down Goods train, the Signalman must have a clear road to Post 7 (GA)

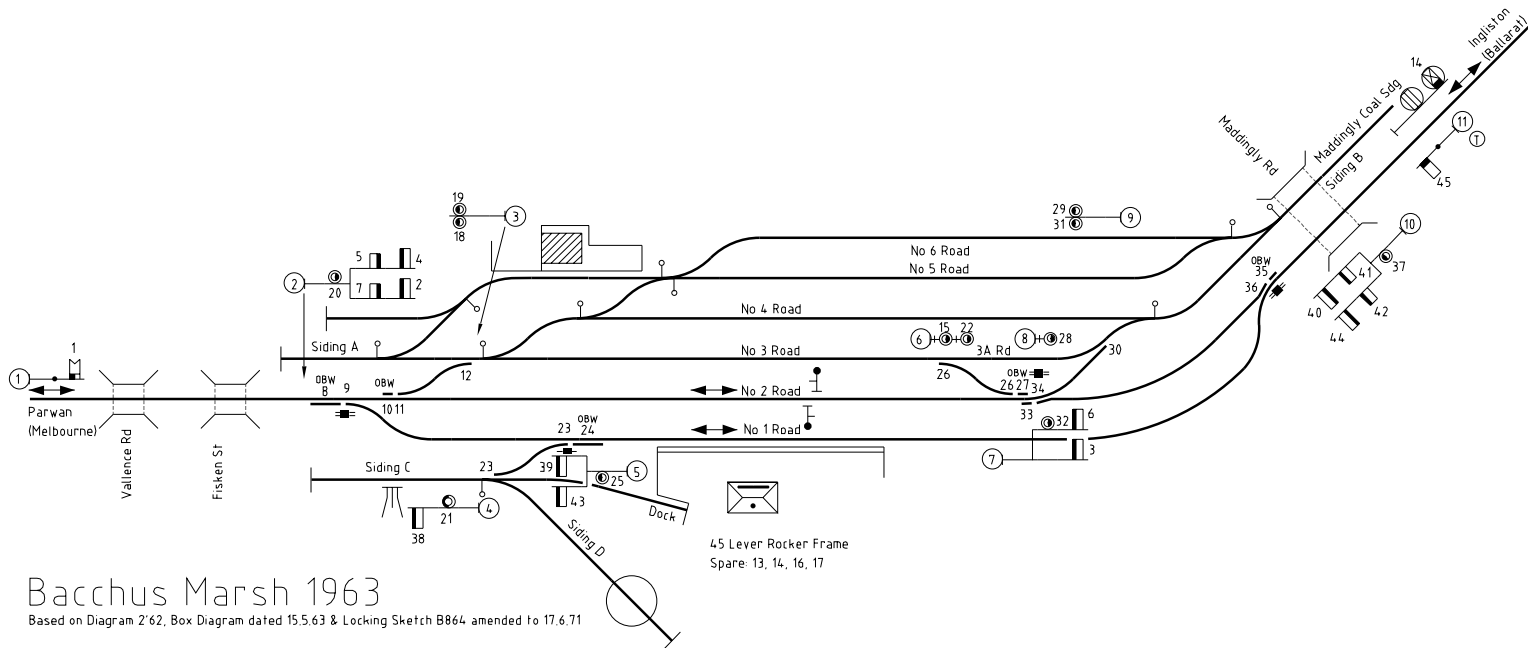
15.09.1980 Alterations to signal control circuits (CI)

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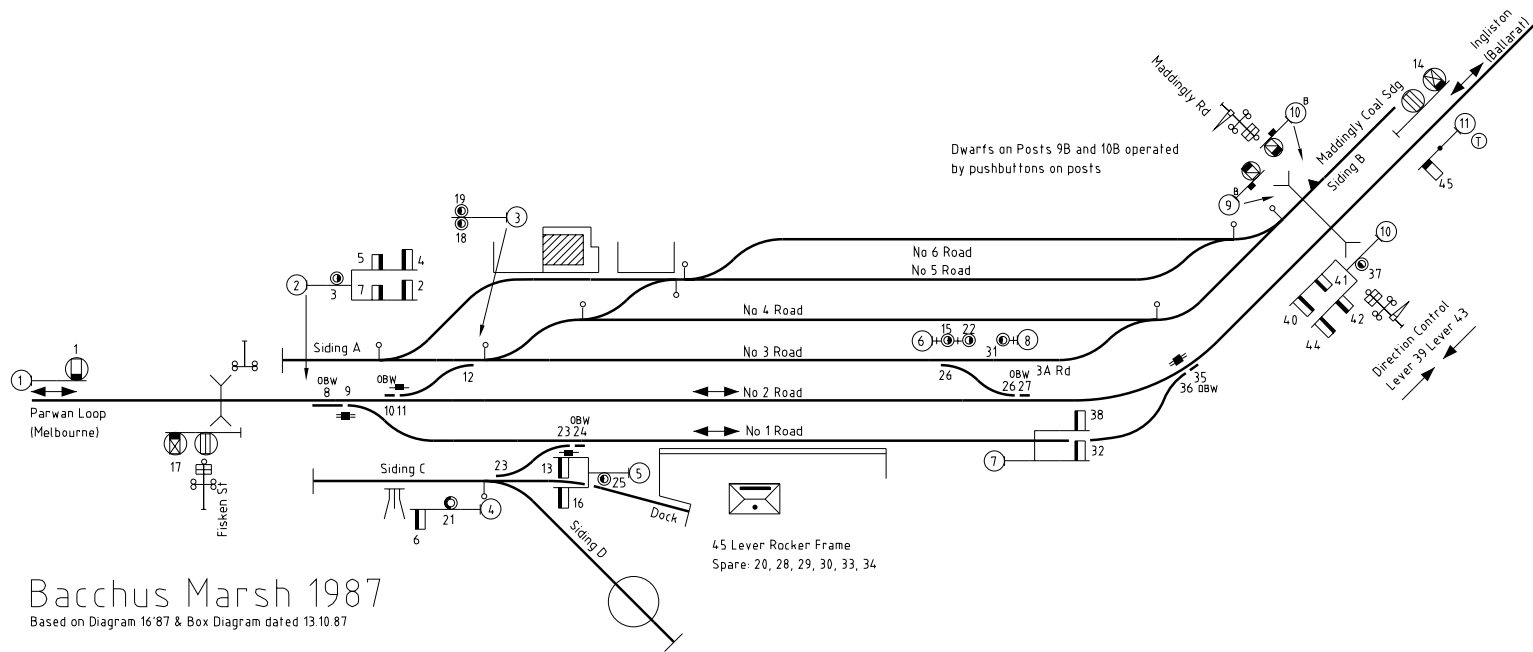


- (12.05.1987) Distant 1 fixed and electrically lit (WN 18)
- 17.10.1987 Electric Staff system Parwan Loop - Bacchus Marsh replaced by ATC with same section. Parwan Loop now remotely controlled from a panel in Bacchus Marsh box. The Down distant, Post 1, was abolished and a new Down Arrival Home (light) worked by lever 1 provided. Post 2B was converted to 3 position home signal and renumbered 17. Automatic staff exchange apparatus abolished. Diagram 16/87 replaced 47/82. (WN 42, IR has 18/10)
- 22.11.1987 Disc 29 (Post 9) relocated to new ground disc Post 8. Points 36 relocated 27 metres in the Up direction and altered to lie normally for No 2 Road (WN 47, IR) Panel provided in signalbox to control Rockbank Loop (WN 3)
- (24.11.1987) Connection from No 2 Road to Siding B

abolished. Points 34 spiked reverse. Points 30 and Plunger 33 abolished. Disc 32 on Post 7 and Disc 31 on Post 9 removed. Post 8 (Disc 28) abolished. Levers 28, 30, 31 & 32 sleeved normal. Levers 33 & 34 became pilot levers (WN 46)

Disc 29 (Post 9) relocated to new ground disc Post 8. Points 36 relocated 27 metres in the Up direction and altered to lie normally for No 2 Road (WN 47, IR)

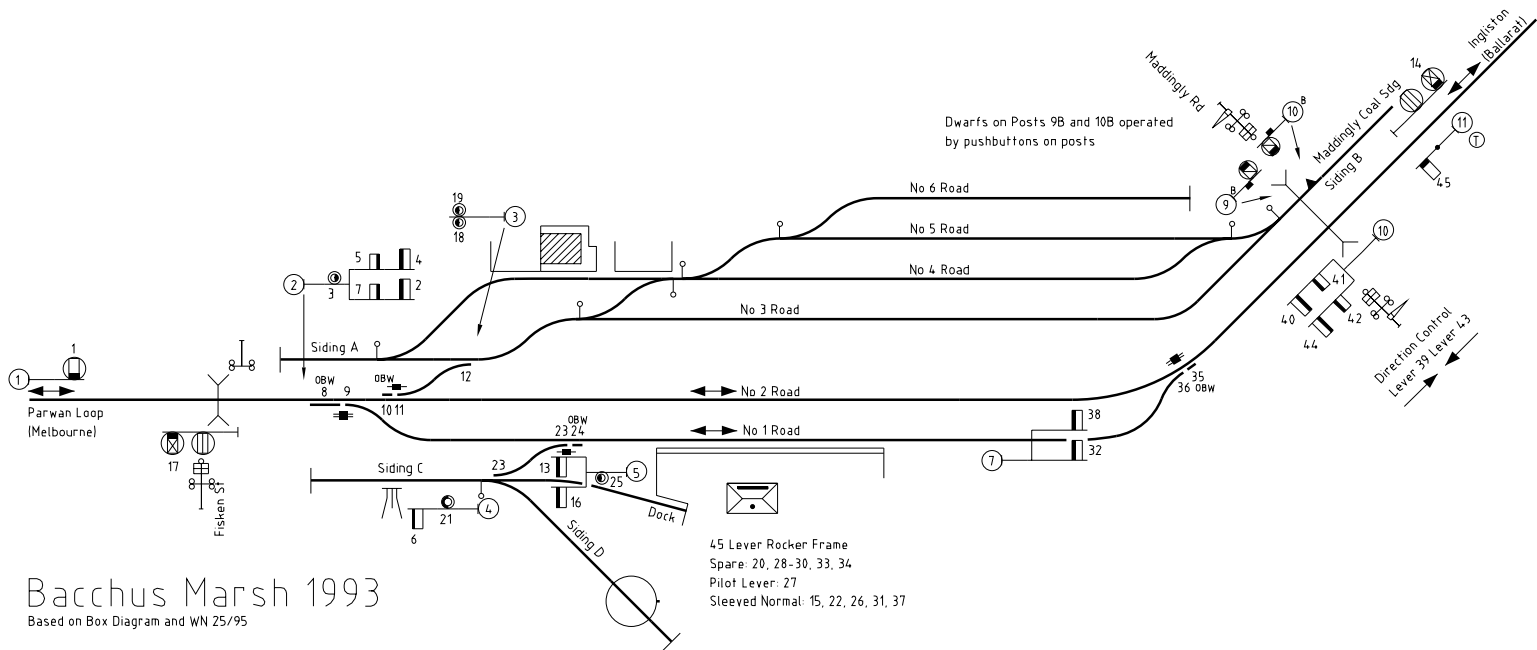
Panel provided in signalbox to control Rockbank Loop (WN 3)



Bacchus Marsh 1987
Based on Diagram 16/87 & Box Diagram dated 13.10.87

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- (28.09.1993) No 3 Road abolished and remaining roads renumbered. New No 6 Road probably provided. Crossover 26 abolished, together with Ground Discs Post 6 (Discs 15 and 22), Post 8 (Disc 29), and Disc 37 on Post 10. Plunger 27 was abolished and the lever became a pilot lever. Levers 15, 22, 26, 29, and 37 were sleeved normal (WN 36)
- 14.03.1995 A noticeboard lettered "Fouling Point" provided in Siding C on the Up side of Post 4. Trains standing in Siding C must stand on the Up side of the board until Disc 21 is placed at proceed (WN 11)



Version 1.0 (May 2005)

26.06.1995 Platform loop shortened at the Down end. Points 36 was relocated 50 metres closer to the platform. A new crossover (26) was provided beyond the points between the main line and No 3 Road. Plunger 27 was provided on the main line points. Post 7 was relocated 100 metres closer to the platform and Discs 29 and 37 were provided for moves toward No 3 Road. A new Post 8 was provided at the Down end of Crossover 26 with three discs for moves to No 1, 2, or 3 Roads. Diagram 22/95 replaced 30/88. (WN 37)

MADDINGLEY BROWN COAL SIDINGS

(27.03.1945) Dead end siding for Gardiner and Warner Pty Ltd (Maddingly Coal Coy) provided. Formed from extension of Siding 'B' at Down end (WN 13)

(13/01/1948) Maddingly Brown Coal Pty Ltd Sdg extended 300 feet and a loop provided with accommodation for 25 trucks (WN 2)

(26/06/1951) Maddingly Brown Coal Sidings extended 175' (WN 26)

01.12.1959 Warning bell provided in Maddingly Brown Coal Mine siding. (SS)

DOHERTY'S ROAD (32 MILES 50 CHAINS)

(c1909) By this date this crossing equipped with gates (PCR)

07.04.1963 Flashing lights replaced hand gates at Doherty's Road (WN 18, IR)

MADDINGLEY RACECOURSE (33 1/2 MILES)

27.08.1886 F. Bowe & Co granted contract to erect 3 Gate Cottages on Bacchus Marsh - Gordens line for £439/13/9 (GG)

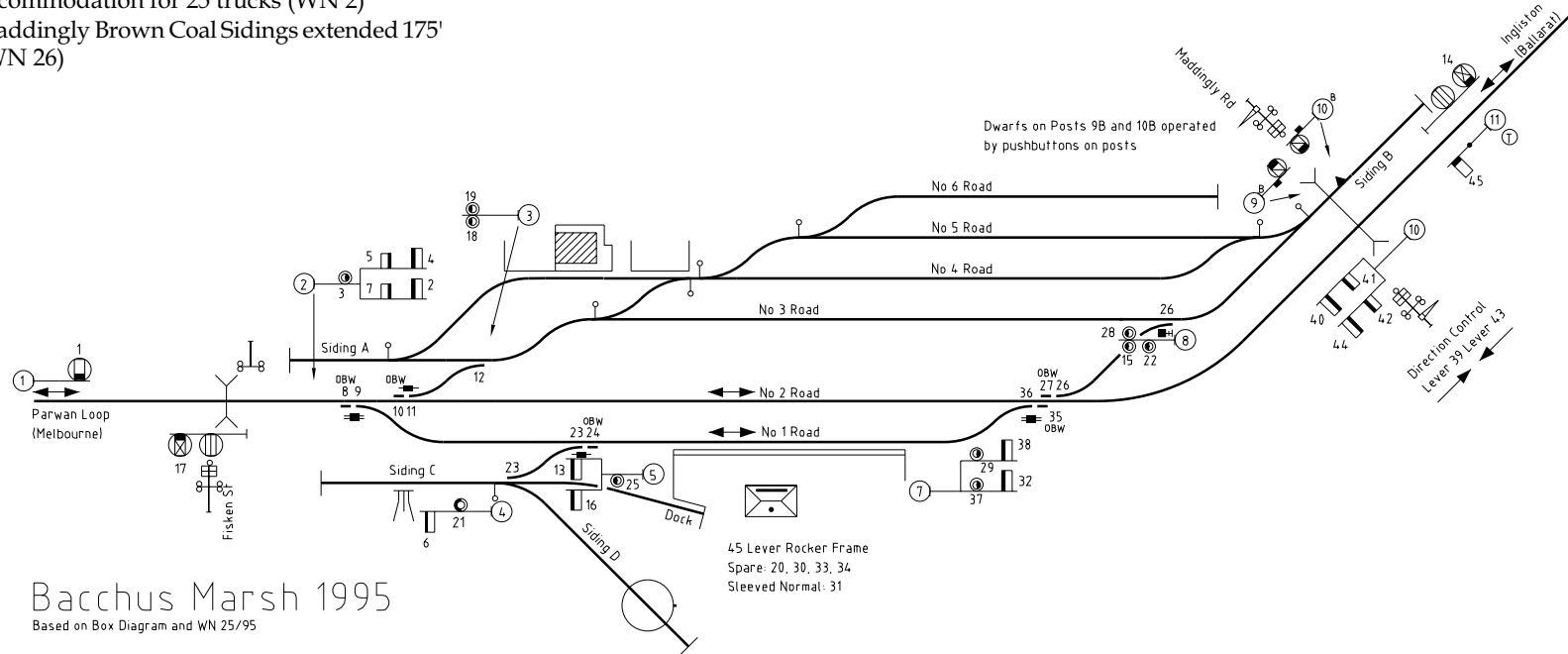
24.04.1889 P. Lester granted a contract to erect 2 Gate Cottages on Bacchus Marsh - Ballan for £689/6/9 . Tender also mentioned new fencing to Racecourse Station (GG)

04.12.1889 Line extended to Ballan (CI)

(01.07.1898) Racecourse platform and sidings situated 1 3/4 miles on Down side of Bacchus Marsh. Points are disconnected and semaphore arms removed until required. Special instructions issued when used. (General Appendix)

(1902) Racecourse platform and sidings situated 1 3/4 miles on Down side of Bacchus Marsh. Points removed unless required. Special instructions issued when used. (GA)

(01.02.1908) Not mentioned in GA (GA)



Bacchus Marsh 1995
Based on Box Diagram and WN 25/95