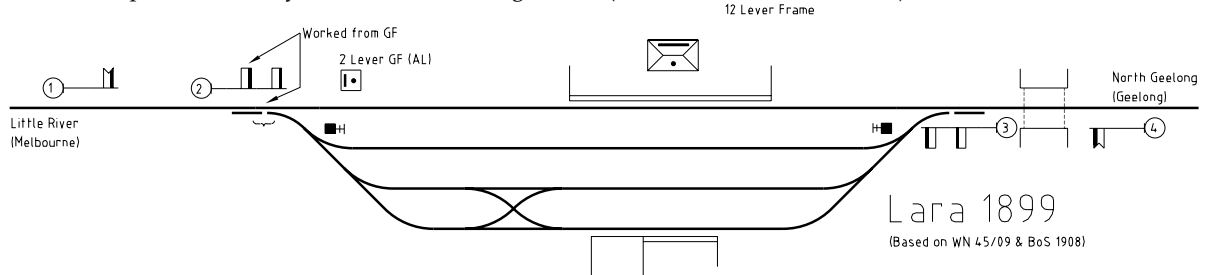
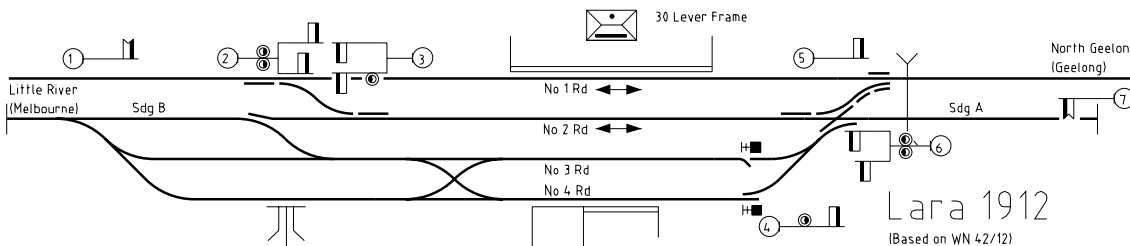


LARA

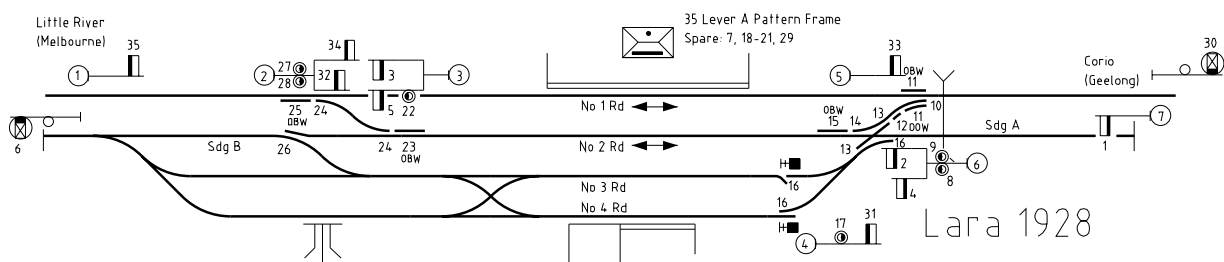
- 01.11.1856 Line opened Geelong - Duck Ponds (VR62)
- ??.01.1857 Line opened Duck Ponds - Little River (VR62)
- b30.06.1875 Renamed from 'Duck Ponds' to Lara (CR)
- 10.06.1887 Tenders called for erection of Lime Shed (GG)
- 23.04.1897 Tenders called for purchase and removal of Gatehouse No 14 (near Lara) (GG)
- 05.08.1898 Electric Staff replaced Train Staff & Ticket Little River - Lara - North Geelong (WN 5)
- 18.11.1898 Tenders called for purchase and removal of Gatehouse No 16 (near Lara) (GG)
- 03.05.1899 Interlocked with 12 lever frame (6 spare) and 2 lever ground frame which works the main line points at Up end. Probably should be 7 working levers. (WN 45, IR has 03.03, SLR I)



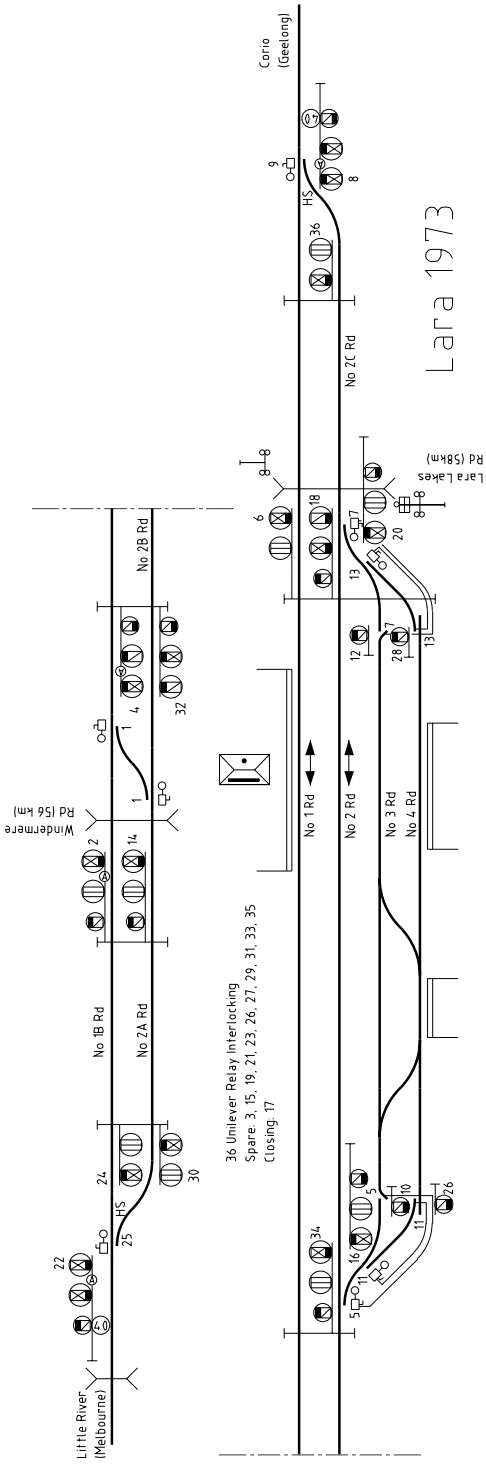
- 18.03.1903 Tenders called for erection of 10 ton road weighbridge (GG)
- (06.11.1905) Up home signal moved 80 yards further out (WN 45)
- (15.04.1907) Gates at Down end of yard replaced by cattle grids (WN 15*)
- 20.05.1912 Crossover provided at Up end between Nos 1 and 2 Roads. Crossover faces in Down direction in No 1 Road. Points rodged together and secured by Annett Lock (WN 21)
- 17.10.1912 New 30 lever (3 spare) interlocking frame provided. Auxiliary Frame abolished (WN 42, IR)



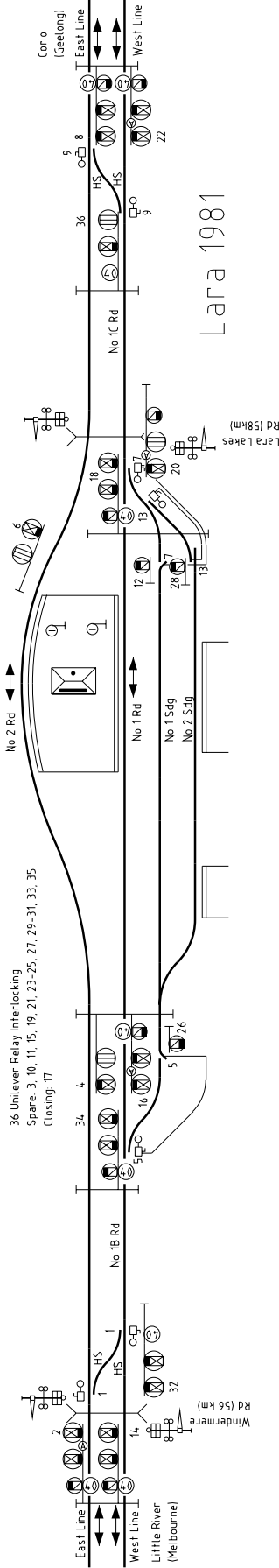
- 08.01.1914 Corio established as an electric staff station. Sections Lara - Corio (WN 2/14, IR)
- (27.04.1914) Miniature Electric Staff instruments replace the Large instruments Little River - Lara - Corio (WN 17)
- 17.12.1926 New signal bay provided with new 35 lever frame account fire (WN 52*, IR, IS)
- 15.07.1928 ATC replaced Electric Staff working Little River - Lara (to Post G1986 on Down side of Lara). Distant 1 and 35 converted to Home signals. All home signals fitted with reversers. Lockbar 12 replaced by lever lock. Up Home 6 and Down Home 30 provided. (WN 30, LS, IR)



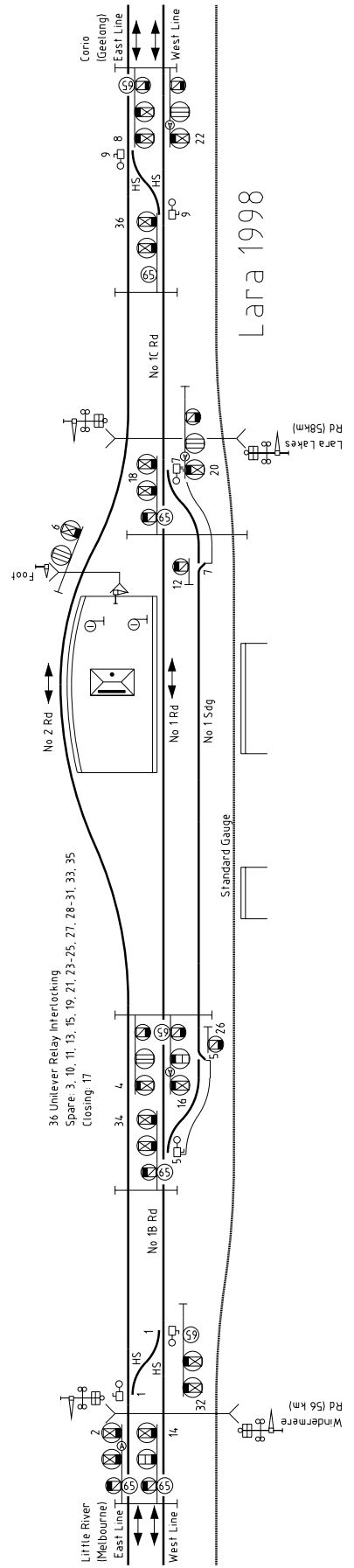
- (04.09.1928) ATC replaced Electric Staff working Lara - Corio. (WN 36*)
- 02.11.1932 SM removed (WN 44*)
- 22.06.1937 Lockbar 10 replaced by lever lock (LS)
- 31.05.1948 SM provided (WN 21*)
- 25.10.1962 Flashing lights provided at Lara Lakes Road (35-68). Post 5B (Disc 18) provided (WN 45, IR, LS)
- (11.06.1963) Siding B extended 200 feet (WN 24)
- c09.1972 Post 6 relocated 16'6" sideways to Up side of sidings (CI)
- 10.01.1972 Catch 16 renewed (CI)
- 16.10.1972 Post 4 relocated 3 feet sideways account new track centres (CI)
- 20.05.1973 Mechanical apparatus and all 2 position signals abolished. Control panel provided with switchout facilities. Three position signals provided. No 2 Road extended at Up end to form crossing loop 2100 feet long. Point 9 and 25 are high speed points. (WN 23, IR)
- 15.04.1981 Panel relocated to temporary station building (WN 15)
- 09.04.1981 Posts G1680 and G1746 relocated 4 metres away from track (WN 17)
- 15.04.1981 Posts G1986, G2034, & G2100 relocated 4 metres away from track (WN 17)



Lara 1973



Lara 1981



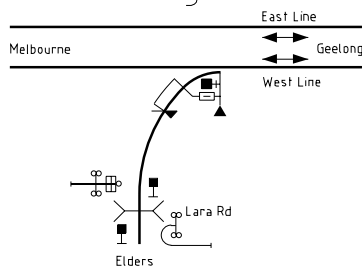
Lara 1998

- 26.04.1981 No 1 Road out of use. No 1 Road slewed to form new Back Platform Road between Post 4 and Lara Lakes Road. Post 6 removed from signal bridge and relocated 20m further in adjacent to new road. Post 34 was relocated to a Ground mast. Post 36 out of use (WN 18, IR)
- 28.04.1981 Post 8 moved 100m further out (WN 18)
- 14.05.1981 No 9 Points and Post 36 moved 100m further out on right hand side of track and Post 36 restored to service. Dwarf 28 relocated 12m further out. Interlocked connection at Down end of No 3 Road to be abolished. (WN 21)
- 15.05.1981 Points 5 and 11 spiked normal. Catch 11 now worked by Lever 5. Dwarf 10 and Home 16 out of use. Points 7 now worked by Lever 13. (WN 21, CI)
- 29.05.1981 Post 34 relocated to right hand side of track (CI)
- 04.06.1981 Posts 16, 26, and 34 and Points 5 restored to service. Boom barriers installed at Lara Lakes Road (55.9km) and Windermere Road (57.70km). Duplication Little River - Lara in service (WN 38, IR)
- 25.07.1981 Points 25 spiked normal. Double line Little River - Lara brought into service? (CI, IR)
- 15.03.1981 Up end points and signals temporarily out of service account of relocation of relay boxes (CI)
- 25.07.1981 Line duplicated Little River - Lara. (WN 34)
- 05.09.1981 Boom barriers provided at Windermere Road (55.910km) and Lara Lakes Road (57.697km). Switch out facilities removed. (WN 38)
- 19.09.1981 Line duplicated Lara - Corio worked by ATC. Boom barriers provided at Canterbury Road (59.275km). Switch out facilities restored (WN 39)
- 17.05.1982 Warning Bells installed on Pedestrian Crossing from Car Park to station (WN 21)
- 18.08.1985 40 mph indicators changed to 65 km/h indicators on Posts 2, 8, 14, 16, 18, 32, 34, 36, & G2020 (WN 35/85*)
- 09.07.1986 Pedestrian Boom Barriers installed at walkway at Down end of platform. Post 6 interlocked with new barriers. Flashing red lights provided on both pedestrian crossings at Lara Lakes Road (WN 26*)
- 27.07.1988 Healthy state indicator provided at Lara Lakes Road (WN 30/88*)
- (05.10.1993) No 2 Siding and Dwarf 28 abolished. Levers 13 and 28 sleeved normal (WN 37*)
- 02.11.1996 The approach sections at Windermere Rd and Lara Lakes Rd were altered to allow for 130 km/h running (WN 45*)

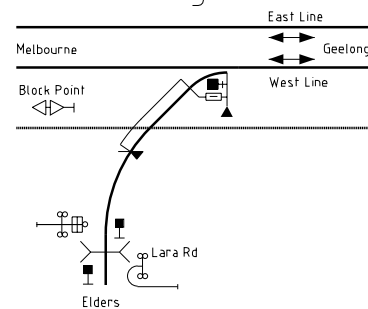
ELDERS-IXL SDG

- 12.03.1986 Switch Lock provided on the West Line for IXL Siding. Flashing Light Signals provided at Forrest Road (CI)
- 18.02.1995 Standard Gauge crossing in use for ballast trains. Standard Gauge trains to obtain permission from Train Controller before fouling siding (WN 8*)
- 05.06.1996 Elders Block Point provided on Standard Gauge account introduction of Section Authority System (WN 23*)

Elders Sdg 1989

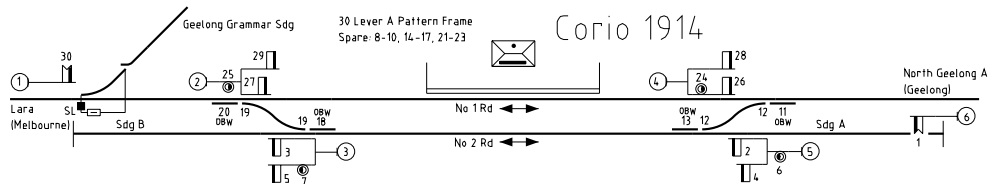


Elders Sdg 1999

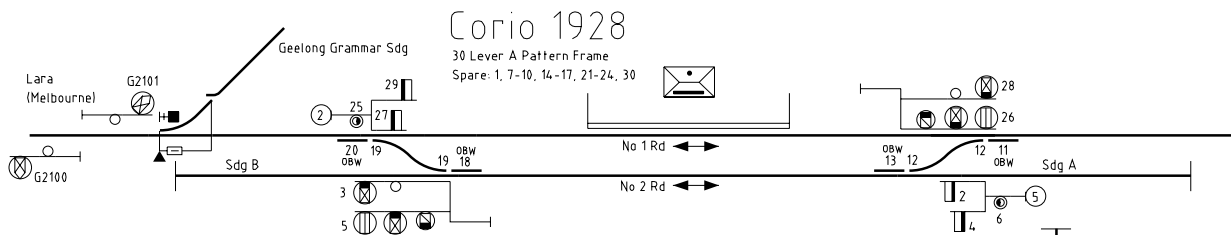


CORIO

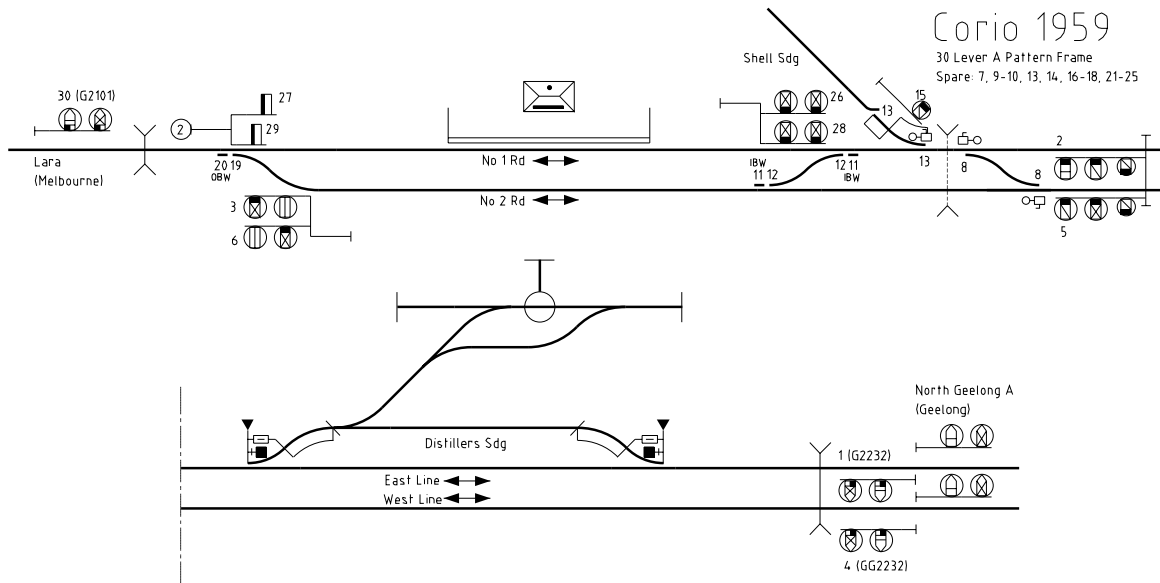
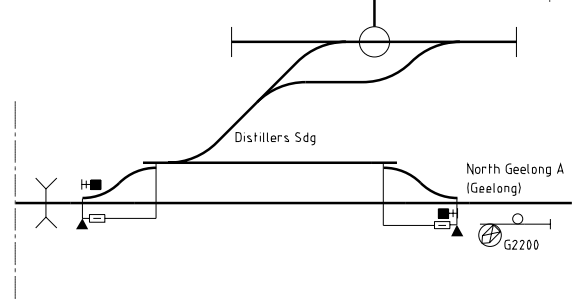
- 15.09.1890 Station at 39 1/2 miles opened for passenger traffic. Named 'Cowies Creek'. (CI)
- 14.06.1895 Tenders called for purchase and removal of Gatehouse No 19 (near Cowies Creek) (GG)
- 02.08.1895 Tenders called for removal of Gatehouse No 4 (Braybrook Loop Line) to form station building at Cowies Creek (GG)
- 05.08.1898 Signals removed (WN 5/98)
- (09.05.1904) Renamed 'Cowie' from "Cowie's Creek" (WN 19/04)
- 19.04.1912 Geelong Grammar SdG open for traffic (39 1/4 miles). Secured by Staff Lock (WN 17*, SLR I)
- 01.12.1913 Renamed Corio from Cowie (WN 47)
- 08.01.1914 Original station closed. New station opened 1/4 mile on Down side. Established as an electric staff station. Sections Lara - Corio - North Geelong 'A'. Interlocked with 30 lever A Pattern frame (10 spare). (WN 2, IR)

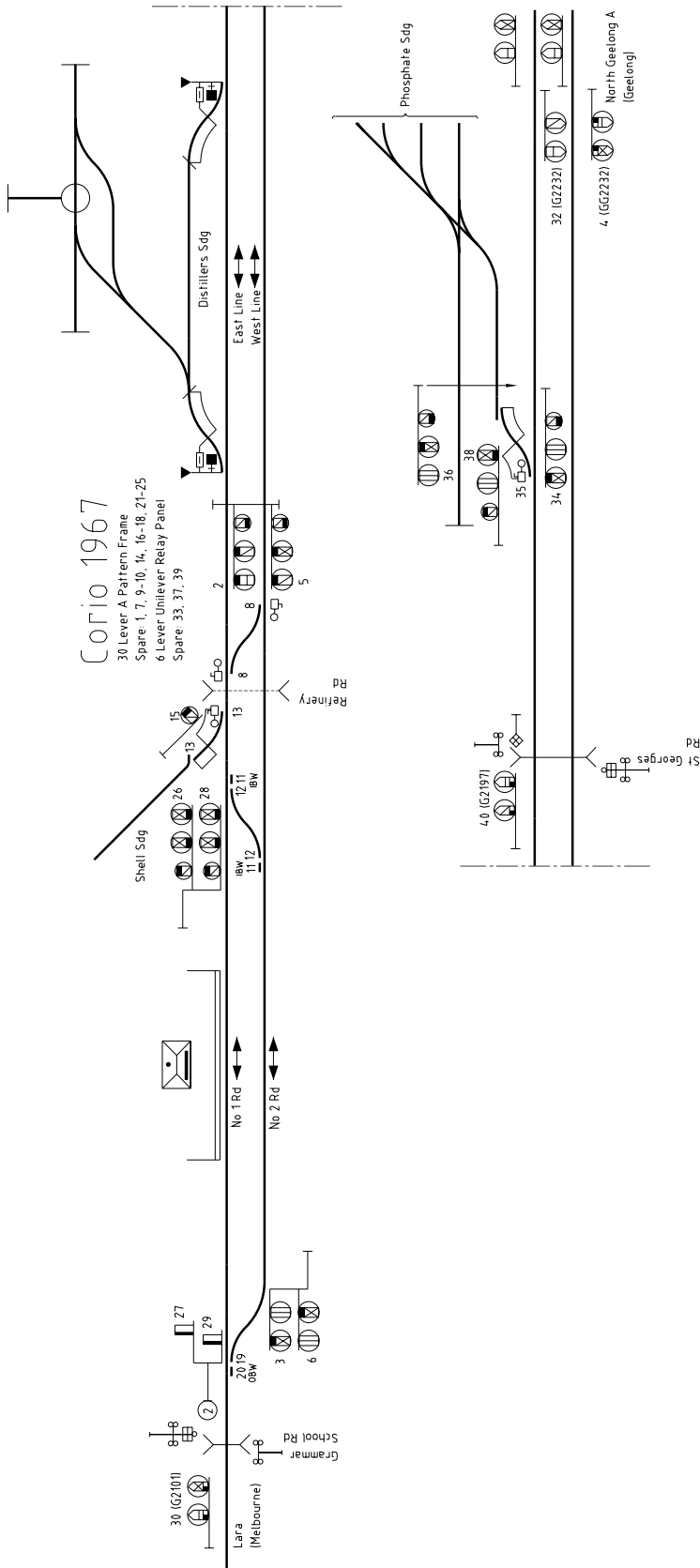


- (27.04.1914) Miniature Electric Staff instruments replace the Large instruments Lara - Corio - North Geelong 'A' (WN 17)
- (31.08.1914) Opened for inwards light goods (WN 35)
- (28.09.1926) Automatic Electric Staff Exchanger provided (WN 39*)
- 26.08.1928 ATC replaced Electric Staff working Lara - Corio - North Geelong 'A'. Posts 3 and 4 replaced by light signals. Up and Down Distant removed. Levers 1, 7, 24, & 30 now spare. Reversers fitted to signals 2, 4, 27, & 29. Switch lock replaced Staff Lock at Geelong Grammar SdG (WN 36, LS, IR)

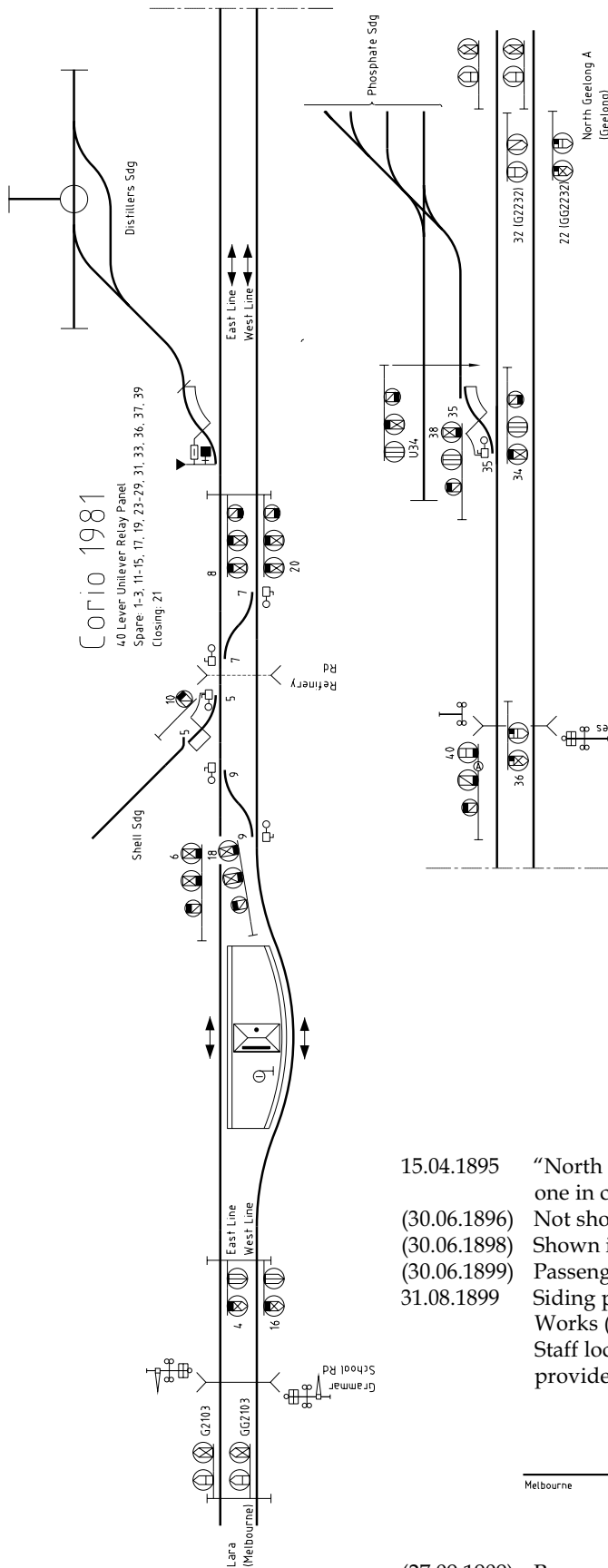


- 26.07.1935 Flashing lights provided at Princes Hwy (38-53) (WN 35*)
- 02.02.1954 Connection to provided Shell Oil Coy Siding (39-77-97) (under construction). Points secured by switch lock (WN 6, SLR III)
- (22.06.1954) Shell Siding opened for traffic (WN 25)
- (24.05.1955) Geelong Grammar SdG closed (WN 21*)
- 28.08.1956 Geelong Grammar SdG abolished (WN 29*, CI, SLR III)





- 24.11.1958 Works siding provided at Down end as an extension of Siding A. Telephone provided. (WN 48)
- 08.02.1959 Line duplicated between Corio and North Geelong. Signals G2200 and G2249 replaced by G2231 and G2232. New line worked by ATC. Siding C abolished. All signals now light signals. Shell Siding now connected to frame. (WN 7, IS, IR, SLR III)
- 07.07.1959 Flashing lights at Princess Highway (38-53) abolished account overpass (CI, WN 35* has (1.9))
- 17.12.1964 Flashing lights provided at Grammar School Road (39-37) (WN 1)
- 26.01.1967 Lead provided to Phosphate Coys Sidings at 40-72. New 6 lever panel provided to control Up end of sidings. Posts 34, 36, and 38 provided. Aspects altered on Post G2232. Low speed lights provided on Posts 26 and 28. Flashing lights provided at St. Georges Road (40-57) (WN 6/67, IR, LS)
- 20.02.1967 Auto signal G2197 converted to Home signal Post 40. When a Down train is ready to proceed after shunting at the Distillery Siding, the Signaller should be advised by the Post phone so that he may put the signal to clear. (WN 9, IR)
- 31.08.1967 Alterations to locking of opposing signals (CI)
- 20.09.1971 HT 6.6KV 25 Hz Signal supply line transferred from Telephone pole line on Down side of line to separate pole line on Up side between 40-00 and 40-65 (CI)
- 21.11.1971 HT 6.6KV Signal supply line transferred from Down side to Up side line between signals G2163 and G2146 (CI)
- 02.06.1974 Post 27 replaced by a 3 position light signal (WN 24, IR, LS)
- 30.05.1977 Dead end extension of Shell Siding removed (WN 36, CI)
- 01.12.1980 No 2 road between No 12 and No 19 points removed. Signals 6 and 28 abolished (WN 48*, IS, CI & IR has 03.12)
- 19.09.1981 Platform replaced by new island platform opposite former site. Mechanical interlocking frame and old panel replaced by new panel with switch out facilities. Line duplicated to Lara worked by ATC. Boom barriers provided at Grammar School Road (WN 39, IR)
- 13.10.1981 Post 6 moved 150m in Up direction. Post 18 relocated to right hand side of track. (WN 42,



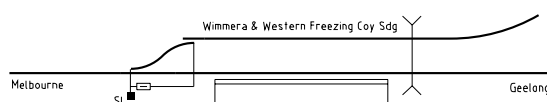
- 15.09.1984 CI has 17.10, IR)
Boom barriers provided at St. Georges Road. Post 36 renumbered U34 and new Up Controlled Automatic Post 36 provided. (WN 39*)
- 09.07.1986 Pedestrian boom barriers installed at walkway at Down end of platform. Operation interlocked with Home 6 (WN 26*)
- 14.12.1986 Points 5 renewed. Additional dual control point machine provided at Points 5U (WN 49*)
- 22.02.1987 Points 7 renewed (CI)
- 28.03.1987 Signals 6 & 8 temporarily out of service (CI)
- 09.09.1987 Aspects on G2103 altered to display normal speed warning instead of medium speed warning for Down Stopping trains (WN 37*)
- 09.11.1996 The approach sections at St Georges Road were altered to allow 130 km/h running (WN 46)
- 10.11.1996 The approach sections at Canterbury Road and Grammar School Road were altered to allow 130 km/h running. When an Up route is set on the East line, Home 34 will be approach released unless

DISTILLERS SDG

- 28.11.1927 Points at Up end rodded to derail and secured by Staff lock (A 3071/27, SLR III)
- 19.12.1927 Points at Down end provided, rodded to derail and secured by Staff lock (SLR III)
- (14.02.1928) Opened for traffic (WN 7*)
- 26.08.1928 Switch lock replaced Staff lock at each end (WN 36, SLR III)
- 07.11.1978 Down end points spiked normal and switch lock removed (WN 47*)
- 21.02.1987 Siding abolished and points removed (WN 8*)

NORTH SHORE

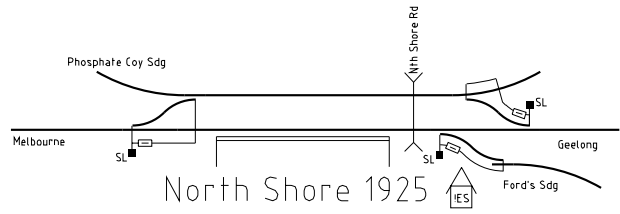
- 15.04.1895 "North Shore" opened as a Flag station for passenger traffic. No one in charge (WN 42)
- (30.06.1896) Not shown in traffic returns (CR)
- (30.06.1898) Shown in traffic returns, but no traffic shown (CR)
- (30.06.1899) Passenger traffic shown again (CR)
- 31.08.1899 Siding provided for Wimmera and Western District Freezing Works (41 3/4m). Points face Down trains and are secured by Staff lock. Siding is 1/2 mile long, falling to buffers. Loop siding provided beyond unloading gates. (WN 9, SLR I)



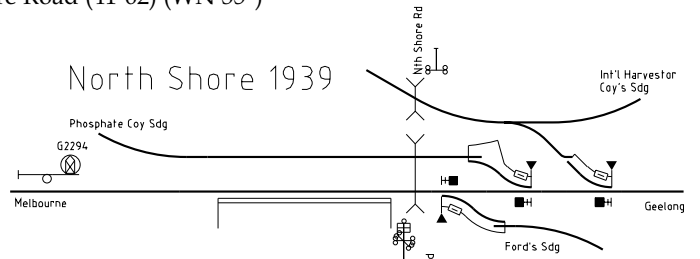
North Shore 1899

- (27.09.1909) Renamed Corio (WN 39)
- 01.12.1909 Caretaker provided. Supervised by SM Lara (WN 47)
- 01.12.1913 Renamed North Shore (WN 47)
- (27.04.1914) Miniature Staff Locks replace Large Staff Locks on Freezing Works Siding (WN 17/14)

- 18.06.1924 Portion of Freezing Works Siding made into a loop siding. Additional set of Main line points provided, rodded to a set of safety points in siding. Rodded catch at Down end replaced by safety siding. (WN 26, SLR II, SLR III)
- (24.06.1924) New siding for Phosphate Co-op Coy of Australia provided. Leads off Freezing Works Siding at Up end and turns in an easterly direction for 75 chains. Public Roads (with cattle pits) are crossed at 28 and 44 chains. A public road also crosses the Down end of the sidings at the terminus. There are two loop sidings at the end and a headshunt 100 feet long. Each siding has clear room for 53 trucks. All locomotives except 'C' class can shunt siding. (WN 26)
- 27.05.1925 Points installed for Ford Motor Car Coy (under construction). Secured by Staff Lock rodded to catch blade (WN 22, SLR III)
- (23.06.1925) Intermediate Electric Staff Instrument provided to work Phosphate and Ford's Siding (WN 25)
- (07.07.1925) Ford's Siding opened for traffic (WN 27/25)
- (12.07.1927) Freezing Works siding abolished. Up end Staff Locked connection abolished (WN 28*, SLR III has 09.06)



- 26.08.1928 ATC brought into service. Intermediate Electric Staff Instrument removed and switch locks replaced Staff Locks (WN 36, SLR III)
- (19.04.1932) Geelong Freezing Works siding (Fletcher's) disconnected from Phosphate Siding and out of use (WN 16, SLR has 18.02)
- (18.10.1938) International Harvester Siding provided at 41-70-60. Secured by switch locks (WN 42*, SLR has 04.08)
- (14.03.1939) Loop siding provided connected to Main International Harvester siding (WN 11*)
- 02.08.1939 Flashing lights provided at North Shore Road (41-62) (WN 35*)
- (07.05.1957) No 4 Road at Phosphate Works extended 220 feet (WN 19*)
- (16.12.1958) Additional 2100 foot siding provided in Phosphate Siding on Down side of Seabeach Pde and new No 5 Siding on South side of No 4 Siding in works area (WN 50)



- 08.02.1959 Station relocated 600 feet in Up direction and island platform (318 feet long, 600 feet north of North Shore Road) provided. Ford's Siding connected to new West Line. (WN 7)
- (24.05.1960) Platform extended to 480 feet (WN 21)
- 26.02.1962 Control provided on Flashing lights at North Shore Road for shunting (WN 43*)
- 20.07.1964 Relocation of insulated joints and track circuit connections in Phosphate Coys Siding (CI)
- 27.01.1967 New phosphate sidings provided parallel to Main line with new connection to East Line provided at Up end (40-72) worked by Corio (WN 6, IR)
- 23.12.1970 Crib crossing provided (CI)
- 06.10.1976 Platform extended (CI)
- 12.06.1979 Flashing lights provided on phosphate siding at Seabeach Pde (WN 25*)
- 29.04.1982 Push buttons provided for Flashing Lights at North Shore Road account Apex Quarries Siding (CI)
- 30.07.1982 Apex Quarries Siding brought into use (CI)
- 26.10.1982 Apex Quarries Siding brought into service. Leads off International Harvestors Sdg headshunt adjacent to Phosphate Siding (CI, WN 43)
- 19.02.1984 Catch points in phosphate siding relocated 5m in the Down direction (CI)
- 17.09.1984 Boom barriers provided at North Shore Road. New Automatics 1, 5, and 47 provided (WN 39*)
- 27.03.1987 Catch points in Ford's Siding replaced by Hayes derail and crowder (CI)
- 20.10.1987 Original connection to Phosphate Siding abolished and sidings connected to Apex Quarry Siding. (WN 42*)
- (09.02.1988) Derail provided on lead to Phosphate Sidings 80 metres on Up side of North Shore Rd (WN 5*)
- 09.11.1996 The approach sections at North Shore Road were altered to allow 130 km/h running (WN 46)

