



AUSTRALIAN RAILWAY
HISTORICAL SOCIETY

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ARHS Melbourne Luncheon Outing Group, Waurn Ponds, South Geelong & Marshall,
with lunch in Geelong at the Phoenix Hotel Tuesday 4th March 2025

9:10am	Catch South Geelong Train.
10:18am	Arrive South Geelong Station, inspect new Platform and Lifts & Overhead Bridge.
10:37am	Depart South Geelong Station for Waurn Ponds Station
10:49am	Arrive Waurn Ponds Station.
11:01am	Depart Waurn Ponds Station
11:05am	Arrive Marshall Station, inspect new Platform and Lifts & Overhead Bridge. See Up Warrnambool Pass hauled by an N Class hopefully.
11:46am	Depart Marshall Station for Geelong Station.
11:54am	Arrive Geelong Station, walk to Phoenix Hotel or Bus.
2:10pm	Leave Hotel and walk back to Geelong Station or Bus.
2:38pm	Catch Train to Deer Park Station.
3:26pm	Arrive Deer Park Station and look at new Elevated Station and Garden on roof of Building on Up Platform?
3:36pm	Depart Deer Park Station for Southern Cross Station
4:00pm	Arrive Southern Cross Station.

If you want to contact Geoff or John on the day of travel, Geoff 0412 056 033 or John 0418 384 718.

South Geelong

Population 993 (2016 census)

Postcode(s) 3220

Location 2 km (1 mi) from Geelong

LGA(s) City of Greater Geelong

State electorate(s) Geelong

Federal division(s) Corio

Suburbs around South Geelong:

Newtown Geelong CBD East Geelong Newtown South Geelong Thomson Belmont Breakwater

South Geelong, also referred to as Geelong South, is a southern suburb of Geelong, Victoria, Australia. Its local government area is the City of Greater Geelong. At the 2016 census, South Geelong had a population of 993.

The suburb is adjacent to the Geelong central business district, with the Barwon River forming the suburb's southern border. South Geelong is also the western start point for the Bellarine Rail Trail, a 32 km walking and cycling track to Queenscliff.

Major industry in South Geelong includes the Godfrey Hirst Pty Ltd carpet manufacturers on Barwon Terrace currently (2009) owned by the McKendrick family.

The Post Office opened on 1 June 1921 as South Geelong and was renamed Geelong South in 1941.

Demographics

As of the 2011 census, 907 people resided in 459 private dwellings. About 79.8% of people from South Geelong are Australian born, with the most common overseas birthplaces being: England (3.1%), India (1.5%) China (1.2%) Italy (1%), Scotland (.9%).

50.3% of people from South Geelong are Christian, 30% stated No Religion.

History

South Geelong is one of the oldest suburbs in Geelong and it was the location of the first house ever built in Geelong.

In a letter to His Excellency Charles Joseph Latrobe, Esq., Lieutenant-Governor of the Colony of Victoria, dated September 21, 1853, Mr. David Fisher writes: "In the latter end of the year 1836 I returned to Port Phillip for the purpose of forming the different stations afterwards occupied by the Derwent Co., and pitched my tent on the south side of Geelong, on the north bank of the Barwon River, near where a bridge was afterwards built communicating with the Western District. Here I built the first home in Geelong worthy of the name; it is built of weatherboards of Van Diemen's Land timber, which house yet stands and is still an ornament to what is now called Barwon Terrace. In this house I had the honour of receiving His Excellency Sir Richard Bourke, who had come hither to spy out the nakedness of the land, and with his suite encamped on the banks of the Barwon next to my house. It is worthy of remark that on the night of Sir Richard Bourke's arrival the district was visited by an earthquake, the shock of which was felt all over the district. Such a phenomenon has never occurred since that time, but I was informed by a very old native, King Murradock, that such had been felt before, but it was 'long, long ago.' In the month of September (1837), having finished my home and got all things comfortable for the occupation of my family, I proceeded to Van Diemen's Land to bring them over, taking my passage by the James Watt, the first steam vessel that visited these shores. In the month of March following (1838) I returned with my family."

Waurm Ponds Wiki

Waurm Ponds is a mainly residential southern suburb of Geelong, Victoria, Australia.

The suburb is bounded by Rossack Drive, Princes Highway, the Geelong to Warrnambool railway, Reservoir Road, Draytons Road, Pigdons Road, Deakin University and Honeys Road. It is home to the main Geelong campus of Deakin University and the regional Waurm Ponds Shopping Centre. There are many schools around Waurm Ponds like Mount Duneed Regional Primary School.

History

The town was named after the Waurm chain of ponds, a watercourse that flows from Mount Moriac over 30 km into the Barwon River.

'Waurm' meaning "place of many houses" in reference to aboriginal stone houses in the Wathaurong language, though there is no evidence of this outside of Mr Pascoes book.

It is thought that the name derives from an Aboriginal word meaning camp, although another authority states that the original name was Warren's Chain of Ponds.

Two early hotels – the Victoria Inn (1845–60) and the Waurm Ponds Inn (1856) were located on the Princes Highway serving travellers on the road. The Albert and Victoria vineyards, owned by David Pettavel, began growing grapes in 1848 and the area was better known as Pettavel in the 1860s. The Pettavel Post Office opened on 12 January 1865 and remained open until 1952. The Waurm Ponds Post Office opened on 1 December 1871 and closed in 1968.

A quarry for limestone was opened in the 1840s, with quarrying continuing from 1964 to today at the nearby Blue Circle Southern cement works. Kilns for making mortar lime operated until the 1970s.

Waurm Ponds Memorial Reserve

The Waurm Ponds Memorial Reserve (Formally Waurm Ponds Avenue of Honour) is located on the Corner of Cochranes Road and Waurm Ponds Drive, Waurm Ponds. The Avenue of Honour was planted in July 1919, by the residents of Waurm Ponds as a tribute to the Waurm Ponds World War One Servicemen.

In 1999, the Victorian State Government decided to sell the Avenue of Honour. Local residents and the Victorian RSL President Bruce Ruxton campaigned that the Avenue of Honour would not be auctioned and that the site be protected. The Victorian State Government overturned the sale of the Waurm Ponds Memorial Reserve and a Committee of Management was appointed with Mr Jack Harriott been the Chair.

A re dedication service was held with a plaque listing the Waurm Ponds W.W.I Servicemen unveiled. In 2000, another two plaques were added with additional Waurm Ponds Servicemen who served in World War One and another plaque honouring the Waurm Ponds Servicemen and Servicewomen who served in the Second World War.

Today there are plaques acknowledging those that served in the Korean War, Vietnam War, Royal Australian Air Force Nurses and Servicewomen from the Geelong area. The Memorial Reserve is also home to the 3.7 Anti-Aircraft Gun which is on display at the Reserve. An annual memorial service is held on the first Sunday of July to mark the anniversary of the Waurm Ponds Memorial Reserve.

Waurm Ponds Hall

The Waurm Ponds Hall which is located on 225 Waurm Ponds Drive was erected in 1924 as mechanics institute and free library. The Hall is now used for many local events and can be hired for private functions. The back of the Waurm Ponds Hall was the original Waurm Ponds State School which was relocated to Grovedale Primary School and later back to the Waurm Ponds Hall as an extension.

Waurn Ponds started to become part of the outer suburbs of Geelong from the 1970s, with the opening of the Deakin University campus and the Waurn Ponds Hotel on the highway. Major development did not begin until the early 1990s, based around Ghazeepore Road. The intervening years have seen housing developments spread across the hillside towards Grovedale.

Heritage listed sites

Waurn Ponds contains a number of heritage listed sites, including:

Princes Highway and 110 Lemins Road, Lime Burning Kiln

Princes Highway, Waurn Ponds Creek Bridge

Geography

Waurn Ponds is home to the quite small Waurn Ponds Creek. It starts around the Mount Moriac region and eventually flows into the Barwon River near Belmont Common.

As of 2007, it is low on water and is no more than one metre deep in most sections. It has a large weed problem which makes the creek look uninhabitable. The creek is home to species of fish (many introduced) including Carp, Redfin, Roach, Tench, Australian Grayling and short finned eels. The creek also is a large habitat of native birds including the pacific black duck. Increase in annual rain will bring the creek back to its original status.

Community groups

The Friends of the Waurn Ponds Creek is a community group that gather on the first and third Sunday of the month to protect and conserve the health of the Waurn Ponds Creek and surrounding area. The Friends first started in 2002 and have won awards for their dedication and work towards enhancing the creek to protect the native fish and wildlife that habitat is along the creek. The Friends plant trees, clean up rubbish and maintain weeds and tree planting sites.

Waurn Ponds has a large linear parkland following the creek. The neighbouring suburb of Grovedale has a skate park and baseball complex.

The boundaries of Waurn Ponds were expanded in 2012 when, as a result of boundary changes related to the development of the nearby Armstrong Creek Growth Area, an area of land in the west of the current suburb between the Princes Highway and the Geelong-Warrnambool railway line was shifted from the locality of Mount Duneed to Waurn Ponds.

Sport

The Waurn Ponds Tennis Club located on 20 Belperroud Road off Waurn Ponds Drive, is a successful tennis club which has junior and senior competitions in the Tennis Geelong Competition.

The Waurn Ponds Cricket Club located on Waurn Ponds Drive, access from Deakin University was established in 1986 and currently has senior men's team and junior sides. The Club is in the Geelong Cricket Association.

Deakin Ducks Football Club is an amateur soccer club based at the Deakin University Elite Sports Precinct.

Transport

Waurn Ponds is located on the Princes Highway that links the suburb with the centre of Geelong. It is also the southern endpoint of the Geelong Ring Road, completed in 2009. Anglesea Road heads south through the suburb, linking the area to Torquay and Anglesea. Pioneer Road links the region west to Grovedale, the road not being completed eastward across the Waurn Ponds Creek until the mid-1990s.

Public transport to the area is provided by buses operated by CDC Geelong and McHarry's Buslines, under contract to Public Transport Victoria. Routes to the Geelong city centre originate and terminate at Deakin University.

Route 1 – Deakin University to North Shore and return, via Grovedale, Belmont, South Geelong railway station, Geelong, Geelong West and North Geelong – runs every 20 minutes on weekdays and every 30 minutes on weekends. There is a train station running from Melbourne to Warrnambool and Waurn ponds is one of the stops

Route 40 – Deakin University to Geelong railway station and return, via Grovedale, Waurn Ponds Shopping Centre, Marshall railway station, Breakwater and East Geelong – runs hourly on weekdays but does not run on weekends.

Route 41 – Deakin University to Geelong railway station and return, via Waurn Ponds railway station, Grovedale, Waurn Ponds Plaza, Waurn Ponds Shopping Centre, Belmont and South Geelong – runs every 30 minutes on weekdays and hourly on weekends.

Route 42 – Deakin University to Geelong railway station and return, via Waurn Ponds railway station, Grovedale, Waurn Pond Shopping Centre, Highton, Belmont and South Geelong – runs every 20 minutes on weekdays and hourly on weekends.

Route 43 – Deakin University to Geelong Railway station and return, via Highton and Newtown – runs every 40 minutes on weekdays and hourly on weekends.

The Geelong V/Line rail service, to and from Geelong and Melbourne, was extended to the new Waurn Ponds railway station, situated in Sugargum Drive, in 2014. The new station was named Grovedale in the planning stages, despite being physically located in Waurn Ponds, but the official name of Waurn Ponds was announced in July 2014.

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

An earlier extension of Geelong line rail services in the direction of Waurn Ponds had been considered when funding was set aside for a new station beyond South Geelong station in 2003–04, but that eventually resulted in the new station being built at Marshall, closer to Geelong, instead.

Deakin University

The Deakin University campus at Waurn Ponds had the beginnings in the Gordon Institute of TAFE, who purchased land there in 1969. A building for the Applied Sciences was first built, followed by a library and student lodgings in 1975. In 1976 the Gordon Institute was divided into two parts, with academic courses becoming part of the newly formed Deakin University based at the Waurn Ponds campus.

Deakin enrolled its first students at its Waurn Ponds campus in 1977. Today the university is located on a 365-hectare (900-acre) site, has over 1,000 staff and over 4000 on-campus students.

Deakin offers many social groups for students to join, the main Association is DUSA, followed closely by the Deakin Students' Commerce Society Deakin University Student Association Deakin Commerce Students' Society

Retail

The Waurn Ponds Shopping Centre, located on the corner of Colac Road (Princes Highway) and Pioneer Road, is a regional-level shopping centre servicing the southern suburbs of Geelong and the surrounding region. It was opened in the early 1990s, and has been continually expanded. The most recent expansion was completed in August 2014, and increased the total area of the centre to 47,000 square metres. There are over 160 different shops.

The Geelong Homemaker Centre, located on the Colac Road (Princes Highway) at the intersection and Pigdons Road, opened in mid-2005. It includes Bunnings Warehouse and Harvey Norman stores, as well as a number of smaller stores, such as Supercheap Auto, Beacon Lighting, Snooze, Ray's Outdoors and, most recently, JB-Hi-Fi.

Waurn Ponds Plaza, located at the intersection of Rossack Drive and the Colac Road (Princes Highway), is another shopping centre in Waurn Ponds. It is the location of the office of the federal member for Corangamite, Libby Coker.

No Wikipedia page for Marshall.

Date	Event	WN, WON or Other
South Geelong Station History		
Thu, 1 Nov 1883	Opened	
Fri, 1 Sep 1882	Tenders called for erection of Station Buildings (etc).	(Waugh 2003, Government Gazette)
Mon, 30 Jun 1884	By this date, traffic returns show goods revenue.	(Waugh 2003, Victorian Railways Commissioners Report)
Fri, 8 Oct 1886	Tenders called for lease of firewood allotments.	(Waugh 2003, Government Gazette)
Fri, 21 Jan 1887	Tenders called for extension of platform.	(Waugh 2003, Government Gazette)
Fri, 6 Jan 1888	Tenders called for erection of fencing (etc).	(Waugh 2003, Government Gazette)
Fri, 23 Mar 1888	Tenders called for erection of goods shed.	(Waugh 2003, Government Gazette)
Mon, 9 May 1892	By this date, open as a block post in the Geelong - Queenscliff Junction staff section.	(Waugh 2003, Working Time Table)
Fri, 1 Jul 1898	By this date, has two Home signals and a Starting signal.	(Waugh 2003, Register of Signals at Non-Interlocked Places)
Thu, 29 Mar 1900	Opened as an Electric Staff station, sections Geelong C - South Geelong - Queenscliff Junction.	(Waugh 2003, Book of Signals, WN40/1900)
1901	By this date, first use of divisible electric staffs to enable Connewarre to switch in as a staff station when required, enabling race and ballast trains to lock away from the mainline. A special electric staff was provided at Queenscliff Junction for the section to Moriac. When withdrawn from the machine it could be split into two portions, for Queenscliff Junction - Connewarre and Connewarre - Moriac, these two sections then worked under normal Staff and Ticket working (with telegraph block). The staff for the section Connewarre - Moriac was sent to and returned from Connewarre as a parcel. When both halves were reunited at Queenscliff Junction and sunk into the instrument there, normal working resumed.	(Somersault Vol.3 No.5 pp45-49)

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

Date	Event	WN, WON or Other
Mon, 5 Aug 1901	Established as electric staff and train staff and ticket station. Electric staff sections Geelong "D" - South Geelong - Mount Moriac; train staff and ticket section is South Geelong - Drysdale. Provide interlocking. 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). Made a Staff and Ticket station, when Queenscliff line was extended from Queenscliff Junction to South Geelong.	(WN06/1901) (Waugh 2003, WN06/1901, Interlocking Register) (Somersault Vol.3 No.6 pp60-62)
Mon, 1 Apr 1912	By this date, mainline deviated to temporary alignment between 45M 61C and 46M 16C. Former mainline now works siding, secured by staff lock at up end and Annett lock at down end duplicated on interlocking. Down home signal post 2 moved 50 yards further out. 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.	(WN14/1912) (Waugh 2003, Special Locks Register III, WN14/1912)
Mon, 13 May 1912	By this date, works siding now connected at up end only. By this date, down end connection to Works Siding abolished.	(WN20/1912) (Waugh 2003, WN20/1912)
Mon, 3 Feb 1913	By this date, mainline restored to former alignment.	(WN05/1913)
Thu, 13 Feb 1913	Main line restored to former alignment.	(Waugh 2003, WN05/1913)
Mon, 24 Feb 1913	By this date, down home signal post 2 moved 20 yards further in. By this date, post 2 moved 20 yards further in.	(WN08/1913) (Waugh 2003, WN08/1913)
Mon, 21 Jul 1913	By this date, provide electric staff in lieu of train staff and ticket to Drysdale. By this date, Electric staff replaced Train Staff and Ticket South Geelong - Drysdale.	(WN29/1913) (Waugh 2003, WN29/1913)
Mon, 23 Feb 1914	By this date, Duneed opened as a staff station. Section now South Geelong - Duneed.	(Waugh 2003, WN08/1914)
Mon, 14 Sep 1914	By this date, level crossing at Bellarine Street (46M 27C) closed, provide hand gates at Swanston Street (46M 20C). Level crossing at Bellarine Street (46M 16C) closed. Hand gates provided at Swanston Street (46M 40C) in lieu of cattle guards. Gatekeeper provided. By this date, Post 3 moved 15 yards further in.	(WN37/1914) (Waugh 2003, WN37/1914) (Waugh 2003, WN49/1914)
Mon, 14 Dec 1914	By this date, provide goods sidings, interlocked at up end and secured by staff lock at down end, key is electric staff for South Geelong - Duneed section. Provide discs on posts 3 and 3A.	(WN50/1914)
Mon, 9 Aug 1915	By this date, Duneed closed as a staff station. Section now South Geelong - Moriac.	(Waugh 2003, WN32/1915)
Mon, 17 Jul 1916	By this date, provide miniature electric staff in lieu of large electric staff to Drysdale. By this date, Miniature Electric Staff instruments replace Large instruments South Geelong - Drysdale.	(WN29/1916) (Waugh 2003, WN29/1916)
Mon, 14 Jan 1918	By this date, Geelong Racecourse provided with switching instruments (with train). Long section South Geelong - Moriac (or Duneed, when open as a staff station).	(Waugh 2003, WN02/1918)
Tue, 26 Jul 1921	By this date, Duneed permanently closed as a staff station.	(Waugh 2003, WN30/1921)
Tue, 12 Dec 1922	By this date, provide composite electric staff in section to Moriac, divisible at Grovedale. By this date, Composite Staff provided in Moriac instrument to open Grovedale as block post.	(WN50/1922) (Waugh 2003, WN50/1922)
Thu, 20 Aug 1925	Disc 15 moved from right hand side of Post 3A to left.	(Waugh 2003, Interlocking Register)

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Tour Notes

Date	Event	WN, WON or Other
Wed, 20 Jun 1928	Provide miniature electric staff in lieu of large electric staff from Geelong "B".	(WN28/1928)
	Miniature Electric Staff instruments replace Large instruments Geelong "B" - South Geelong.	(Waugh WN28/1928) 2003,
Tue, 18 Feb 1930	By this date, provide composite electric staff in Drysdale section, divisible at Leopold.	(WN07/1930)
	By this date, Composite Staff provided in Drysdale instrument to open Leopold as block post.	(Waugh WN07/1930) 2003,
Mon, 8 Jun 1931	By this date, provide train staff and ticket to Queenscliff in lieu of electric staff to Drysdale.	(WN25/1931)
	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.	(Waugh WN25/1931) 2003,
Tue, 23 May 1933	By this date, provide bank engine key to Pettavel or 603/4 miles on down side of Moriac.	(WN21/1933)
	By this date, Bank Engine Key provided. Bank Engine may work to Pettavel or 60-60 on Down side of Moriac.	(Waugh WN21/1933) 2003,
Tue, 11 Sep 1934	Provide 2 up home signals on post 5 worked by gatekeeper at Swanston Street, provide gatekeepers control of down home signals on post 3.	(WN39/1934)
	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.	(Waugh WN39/1934, Locking Sketch) 2003,
Tue, 5 Sep 1939	By this date, provide automatic electric staff exchange apparatus for down trains only.	(WN36/1939)
	By this date, Automatic Staff Exchanger provided for Down trains (only).	(Waugh WN36/1939) 2003,
Sat, 16 Mar 1940	Goods yard extended 200 yards in down direction.	(WN13/1940)
	Goods yard extended 200 feet in Down direction.	(Waugh WN13/1940) 2003,
Tue, 2 Feb 1943	By this date, provide siding for state electricity commission.	(WN05/1943)
	By this date, State Electricity Commission Siding provided.	(Waugh WN05/1943) 2003,
Wed, 21 Mar 1945	More detection added. Home 2 now detects Points 7, and Homes 3 and 4 detect 14.	(Waugh 2003, Locking Sketch)
Fri, 15 Jun 1956	Geelong Racecourse closed as staff station. Short section instruments removed.	(Waugh WN25/1956) 2003,
Tue, 29 Sep 1959	Siding A abolished.	(WN41/1959)
	Siding A abolished. Levers 6, 7, 8, & 11 now spare.	(Waugh WN41/1959, Interlocking Register) 2003,
Tue, 10 Oct 1961	By this date, Bank Engine Key withdrawn from use.	(Waugh WN41/1961) 2003,
Fri, 13 Nov 1964	Provide bank engine key to stop board at 54M 47C.	(WN47/1964)
Thu, 16 Nov 1967	Provide flashing lights at Wood Street (47M 03C).	(WN48/1967)
Mon, 13 Sep 1976	Provide flashing lights in lieu of hand gates at Swanston Street (MP46+814). Up home signals posts 5 abolished. Points to siding secured by Annett lock in lieu of staff lock. Provide staff-Annett key exchange apparatus at siding points. Provide staff-Annett key exchange apparatus in station office and Annett key circuit controller at level crossing to permit stabling on Queenscliff line.	(WN38/1976)
	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.	(Waugh WN48/1967, Locking Sketch) 2003,
Sat, 6 Nov 1976	Goods service beyond Cheetham's Sdg (Queenscliff line) discontinued.	(Waugh Working Time Table) 2003,

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

Date	Event	WN, WON or Other
Tue, 12 Dec 1978	Provide composite electric staff in section to Whittlesea, divisible at Moriac. Moriac provided with a switch out instrument (without train). Long section South Geelong - Winchelsea. Composite Staff provided in Winchelsea instrument to open Moriac as block post. Switching instruments were provided and when switched out the long section will be South Geelong - Winchelsea. Two Composite Staffs have been provided in the long section instruments to enable Moriac to be a Block Post as required. Moriac is only switched in as required and the intermediate electric staff instrument at Waurn Ponds is connected to the long section. Special instructions have been issued to allow for a South Geelong - Moriac staff to be transferred to and from Waurn Ponds in the event that Moriac has been opened.	(WN51/1978) (Waugh 2003, WN51/1978) (Somersault Vol.2 No.1 pp1-4)
Wed, 19 Mar 1980	Bracket post 5 (2 up distants) replaced by straight mast, one arm, up distant from Warrnambool line. Lever 17 removed. Distant 17 (Queenscliff) abolished. Post 5 replaced by straight mast with Warrnambool line distant only. Bracket post 5 replaced by a straight mast, post 5, on which is also mounted the Up distant for the Warrnambool line. Lever 17 removed from the frame.	(WN14/1980) (Waugh 2003, WN14/1980, Locking Sketch, Interlocking Register) (Somersault Vol.3 No.3 pp20-23)
Tue, 19 Jan 1982	No.10 points spiked normal, no.9 lever made pilot, no.14 points disconnected from interlocking and secured by Annett lock duplicated on lever 13. Top arm on post 3 and right-hand arm on post 4 and discs on posts 3 and 3A abolished. Levers 4, 10, 12, 14, 15 and 16 sleeved normal. 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.	(WN05/1982) (Waugh 2003, Special Locks Register III, WN05/1982, Interlocking Register)
Wed, 5 May 1982	Run-around facilities restored. Post 4 and 5 provided.	(Waugh 2003, Interlocking Register, Locking Sketch)
Wed, 19 Jan 1983	Provide catch points at up end of siding A.	(WN05/1983)
Sun, 27 Oct 1985	Staff locked pints at up end moved 20 metres further out. Staff locked points at Up end moved 20 metres further out.	(WN43/1985) (Waugh 2003, WN43/1985)
Mon, 24 Feb 1986	Provide boom barriers in lieu of hand gates at Yarra Street (74.341km). Down distant post 1 moved 4 metres further out and converted to light. Up distant post 7 moved 386 metres further out and connection to light and renamed post 9. Provide new light up home signal post 3 and dwarf post 4. Posts 3, 4, 5 and 6 renumbered 5, 6, 7 and 8 respectively. Provide electric staff switching facility without train. Bank engine key to stop board at 87.850km abolished.	(WN09/1986)
Thu, 27 Feb 1986	Locking alterations due to boom barriers and provision, but not commissioning of, switch out facility. 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 to 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 18 provided with custom locking but not brought into use; remains sleeved normal for decades.	(S1929/82 Rev.A) (Waugh 2003, WN09/1986, Locking Sketch, Interlocking Register)
Fri, 7 Nov 1986	Calling on signal on Post 2 provided.	(Waugh 2003, WN44/1986, Locking Sketch)
Tue, 28 Jun 1988	Block facing point lock added, on right-hand side of lever 18.	(S1929/82 Rev.B)
Sun, 13 Nov 1988	Provide train order working South Geelong - Warrnambool. Electric staff to Winchelsea abolished. Establish as train order terminal station. 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.	(WN46/1988) (Waugh 2003, WN46/1988)

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

Date	Event	WN, WON or Other
Sun, 19 Feb 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.	(Waugh 2003, Special Locks Register III, WN08/1989, Locking Sketch)
Tue, 28 Feb 1989	By this date, siding B and no.1 goods siding baulked on up side of Swanston Street level crossing. Down end Annett locked points abolished. Staff-Annett key exchange apparatus remains but is electrically disconnected.	(WN08/1989)
Thu, 3 Aug 1989	Up home signal post 8 moved 150 metres further out and converted to light. Detector type 34MI added to Lever 19. Home 19 was relocated 150 m in the Down direction and converted to a light signal.	(WN32/1989) (S1929/82 Rev.C) (Waugh 2003, WN32/1989, Locking Sketch)
Sun, 10 Dec 1989	Electric staff from Geelong "B" abolished. Up departure home signal post 3 converted to 3 position and renamed post 8. Posts 7 and 8 controlled by Geelong "A". 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.	(WN50/1989) (Waugh 2003, WN50/1989)
Thu, 5 Jul 1990	Up home signal post 8 altered to show medium speed aspects.	(WN26/1990)
Thu, 21 May 1992	Annett locked points to sidings C and D abolished.	(WN19/1992)
Sat, 13 Jun 1992	Annett locked points at down end reinstated 50 metres further out. Connection to siding B moved 50 metres further out. Post 5 moved 30 metres further out. Discs posts 6 and 7 replaced by dwarf signals 80 metres further out. 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.	(WN22/1992) (Waugh 2003, WN22/1992)
Thu, 18 Jun 1992	Circuit controllers added to levers 14, 15 and 16.	(S1929/82 Rev.D)
Tue, 26 Jan 1999	By this date, 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.	(Waugh 2003, WN03/1999)
Sat, 11 Jun 2005	Signals 7 and 8 electrically inhibited to prevent a Proceed aspect being displayed	
Tue, 6 Apr 2021	Start and End TPWS signs will be progressively removed, in line with updates to Section 36 of the 1994 Book of Rules and Operating Procedures (as amended) which will be issued on a separate SW Circular.	(WON 13/2021, SW.0041/2021)
Thu, 6 May 2021	Effective 03:42 hours on Thursday 6th May 2021, access to the Queenscliff Siding at South Geelong between KP: 74.844 and KP: 75.100 has been Booked Out of Service by V/Line Network Maintenance due to Wide Gauge, until further notice. A Track Closure Device has been provided on the up side of the Swanston Street Level Crossing (KP: 74.844), the keys to which are held by the South West V/Line Track Supervisor or their delegate.	(WON 19/2021, TON.0218/2021)
Fri, 7 May 2021	Effective 03:45 hours on Friday 7 th May 2021, access to the Queenscliff Siding at South Geelong between KP: 74.844 and KP: 75.100 has been Booked Back into Service by V/Line Network Maintenance following Repairs. The Track Closure Device provided on the up side of the Swanston Street Level Crossing (KP: 74.844) has been withdrawn.	(WON 20/2021, TON.0225/2021)
Thu, 8 Sep 2022	From 11am, the down end of the Queenscliff Siding, from 75.100km to 75.224km, is booked out due to track condition. Baulks are placed at 75.100km allowing sufficient room for 2x3VL to stable.	(WON 36/2022, TON.0422/2022)
Sat, 5 Nov 2022	The goods siding is abolished from 74.578km to 74.814km. Lever 13 with its "B" Pattern Annett Lock is secured normal, points A and rodded connections to the derail and wheel crowder at the down end of the platform are secured normal, and the points are clipped and padlocked normal. Baulks are provided on the siding just beyond the derail, and the siding will be progressively removed.	(WON 44/2022, SW.0257/2022)
Thu, 19 Jan 2023	CCTV is provided in the signal box, with camera mounted on the veranda, to assist the Signaller in viewing signal post No.5 (down home from platform to Warrnambool or to Queenscliff siding). The signaller is to confirm the aspect of the signal and position of the train before and after operating the relevant lever; in the event that the CCTV is not functioning, the Signaller must observe these from the platform.	(WON 03/2023, SW.012/2023)
Sat, 22 Apr 2023	As at 0200 hours, an absolute occupation is granted covering Siding A, from Signal 14 to the site opposite signal 8 on the mainline. This track now ceases to exist.	

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Date	Event	WN, WON or Other
	<p>In conjunction with these works, Points 6U and Catch 6D are electrically secured normal and padlocked. Lever 5 is retained as a pilot lever. Levers 6, 7, 14 and 15 are secured in the normal position.</p> <p>The Limit of Shunt board on the up side of Yarra Street level crossing is abolished.</p>	(WON 17/2023, SW.0113/2023, SWO.0475/2023)
Tue, 23 May 2023	By this date, the rule book is updated to remove reference to Dwarf Signal 7.	(WON 21/2023, SW.0134/2023)
Sat, 12 Aug 2023	Absolute Occupation granted from 0300 hours from 75.100km to 75.315km at South Geelong. The existing track from 75.100km to 75.224km will be abolished to make way for future track works as required by the Waurn Ponds Duplication Project. The Queenscliff Siding (down side of Swanston Street, before Wood Street) will have a stabling capacity of 155 metres, sufficient for 2x 3VL sets as required for present V/Line services.	(WON 33/2023, SW.0269/2023)
Tue, 15 Aug 2023	60 km/h speed restriction 75.600 to 75.900km due to construction works.	(WON 33/2023, TS.0162/2023)
Wed, 8 Nov 2023	<p>From 8th to 20th November, Siding "A" is abolished vide SW.0113/2023, with turnout AU in the mainline and derail and crowder AD in the siding now abolished. The Annett Key remains in the lever frame, and the lever is secured normal.</p> <p>A new pedestrian footbridge is provided on the platform, 100 metres from the down end, to connect to the future second platform. The footbridge will not be available for general use until further advised.</p>	(WON 45/2023, SW.0374/2023)
Sat, 3 Feb 2024	An absolute occupation may be granted between South Geelong (76.400km) and Marshall (77.150km) to enable construction of the second track.	(WON 06/2024, V/Line SW.0046/2024)
Sun, 11 Feb 2024	By this date, signal gantries are provided at 75.460km (up and down signal posts), 76.294km (up signal posts) and 76.615km (down signal posts). No signal heads or number plates are provided.	(WON 06/2024, V/Line SW.044/2024)
Mon, 22 Apr 2024	<p>By this date, the following signal masts will have heads and theatre box indicators provided, turned 90 degrees away from the running line, bagged and locked:</p> <ul style="list-style-type: none"> • Down Signal, Future West Line, 75.443km • Down Signal, Future East Line, 75.443km • Up Signal, Future West Line, 75.443km • Up Signal, Future East Line, 75.443km • Down Signal, Future West Line, 76.616km • Down Signal, Future East Line, 76.616km <p>The mechanical interlocking and signalling relays at South Geelong are abolished.</p> <p>The following are abolished: (WON 25/2024, V/Line SW.0192/2024)</p> <ul style="list-style-type: none"> ◦ Post 2 – Down Home & Calling On ◦ Post 4 – Up Home ◦ Post 8 and 8P – Up Home & Co-acting ◦ Post 14 – Down Dwarf ◦ Post 15 – Up Dwarf ◦ Post 1 (Marshall) – Up Distant ◦ Points 6U and Catch 6D ◦ Points 10D and 10D ◦ Interlocking Machine and all associated equipment ◦ Notice Boards and Approach Section Indicator Boards for movements on Siding "B" and the Queenscliff Siding towards the Swanston Street level crossing ◦ Maud Street pedestrian crossing 73.571km is abolished <p>The Signaller at South Geelong is to confirm the last train has cleared the Station Limits and then provide the Absolute Occupation by way of Train Authority to Control; on repeat back of details, the Signaller may then cease duty. The Signaller's copy of the Absolute Occupation will then be transferred to Control by the Operational and Safeworking Supervisor.</p> <p>Master Key No.96 for North Geelong to Yelta, Robinvale and Kulwin withdrawn.</p>	(WON 17/2024, V/Line SW.0107/2024)
		(WON 25/2024, V/Line SW.0193/2024)
		(WON 25/2024, V/Line SW.0196/2024)
Date	What was provided	WN or WON Notice
Mon, 19 Aug 2024	• A new interlocking is commissioned at South Geelong, interfacing with the existing Geelong interlocking, and with the new Marshall interlocking at 78.350km.	(WON 25/2024, V/Line SW.0192/2024)

Date	What was provided	WN or WON Notice
	<ul style="list-style-type: none"> • The existing corridor displays at Centrol are updated to reflect new arrangements at Geelong, South Geelong, Marshall and Waurn Ponds. • All track circuits Geelong to Waurn Ponds are now operated by axle counter equipment. 	
	<p>See Line Speeds in Chart in Marshall Notes</p> <ul style="list-style-type: none"> • Track alterations: <ul style="list-style-type: none"> ◦ Points SOG7 will be commissioned at 74.147km, Up side of Yarra Street level crossing, normal lie for West Line, 65 km/h diverge with Dual Control Point Machine ◦ Points SOG27 will be commissioned at 77.138km, Down side of Barwon Terrace level crossing, normal lie for West Line, 80 km/h diverge with Dual Control Point Machine ◦ The existing single line between Points SOG7 and SOG27 is now the West line. The new track over the former Sidings A and B is now the East line. ◦ The existing platform (181m long) is now named Platform 1. ◦ A new Platform 2, 180m long, is provided on the East line. ◦ A new raised alignment with the East and West tracks is provided between 75.510km and 76.610km, facilitating removal of the Wood Street / Fyans Street level crossing. ◦ Curve Board 85 km/h Down Right provided 75.510km West Line ◦ Curve Board 85 km/h Down Right provided 75.510km East Line ◦ Curve Board 85 km/h Up Left provided 76.382km West Line ◦ Curve Board 85 km/h Up Left provided 76.382km East Line • New signals: <ul style="list-style-type: none"> ◦ Up Home SOG8 (73.482km), Normal and Reduce to Medium aspects, interlocked with McKillop Street level crossing. ◦ Down Home SOG4 (73.723km, wrong sided), Normal, Reduce, Medium and Low aspects, with 65 km/h indicator, interlocked with Kilgour Street level crossing. ◦ Down Home Arrival SOG6 (74.049km), Normal, Reduce, Medium and Low aspects, with 65 km/h indicator, interlocked with Yarra Street level crossing. ◦ Up Home Departure SOG10 (74.367km) from West line, Normal aspects, interlocked with Yarra Street level crossing. ◦ Up Home Departure SOG12 (74.379km, wrong sided) from East line, Medium aspects with 65 km/h indicator, interlocked with Yarra Street level crossing. ◦ Down Home SOG40 (74.568km) from Platform 1 along West line towards SOG34, Normal, Reduce and Low aspects, interlocked with Swanston Street level crossing. ◦ Down Home SOG42 (74.568km) from Platform 2 along East line towards SOG36, Normal, Reduce and Low aspects, interlocked with Swanston Street level crossing. ◦ Up Home SOG16 (75.443km, gantry), West line towards Platform 1, Normal, Medium and Low aspects, interlocked with Swanston Street level crossing. ◦ Up Home SOG18 (75.443km, gantry), East line towards Platform 2, Reduce, Medium and Low aspects, interlocked with Swanston Street level crossing. ◦ Down Home SOG34 (75.443km, gantry) from Platform 1 along West line towards SOG30, Normal, Reduce, Medium and Low aspects. ◦ Down Home SOG36 (75.443km, gantry) from Platform 2 along East line towards SOG32, Medium and Low aspects, with an 80 km/h indicator. ◦ Up Home SOG20 (76.295km, gantry) along West line towards SOG16, Normal, Medium and Low aspects ◦ Up Home SOG22 (76.295km, gantry) along East line towards SOG18, Normal, Medium and Low aspects ◦ Down Home SOG30 (76.616km, gantry) along West line towards G775, Normal and Reduce aspects, interlocked with Barwon Terrace level crossing. ◦ Down Home SOG32 (76.616km, gantry) along East line towards G775, Medium aspects with 80 km/h indicator, interlocked with Barwon Terrace level crossing. ◦ Up Home Arrival SOG26 (77.427km), single line towards West or East lines, Normal, Reduce, Medium and Low aspects, with 80 km/h indicator, interlocked with Barwon Terrace level crossing. ◦ All signals fitted with TSS; additionally, SOG4, SOG6, SOG12, SOG16, SOG18, SOG34, SOG36, SOG20, SOG26, SOG32 fitted with OSS. ◦ Wood Street level crossing 76.665km is abolished ◦ McKillop Street level crossing (73.445km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. 	

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Date	What was provided	WN or WON Notice
	<ul style="list-style-type: none"> ◦ Kilgour Street level crossing (73.737km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. ◦ Yarra Street level crossing (74.341km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. ◦ Swanston Street level crossing (74.884km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. Pedestrian crossings either side of roadway are upgraded to motorised gates and magnetic latches. 	
Tue, 10 Dec 2024	By this date, the signal box is deleted from the list of standard signal box operating hours.	(WON 50/2024, V/Line TON.0730/2024)

South Geelong Line History

Sat, 25 Nov 1876	Line Opened	Geelong - Winchelsea
Thu, 1 Dec 2005	Track Block Provided	Geelong - Marshall

Waurn Ponds Station

Sun, 12 Oct 1914	Opened as Duneed	
Mon, 23 Feb 1914	By this date, Duneed was established as electric staff crossing station at 52 ³ / ₄ M on South Western line. Sections South Geelong - Duneed, Duneed - Moriac. Provide signals, interlocking and signal box.	(WN08/1914)
Mon, 9 Aug 1915	By this date, dis-established as electric staff station, signals crossed, points disconnected and spiked.	(WN32/1915)
Tue, 26 Jul 1921	By this date, permanently closed as electric staff station.	(WN30/1921)
Tue, 13 Mar 1923	By this date, up and down home signals removed.	(WN11/1923)
Fri, 22 Mar 1963	Open for traffic for Victorian Portland Cement Company Pty. Ltd. Points each end secured by Staff locks. Provide intermediate electric staff instrument in South Geelong - Moriac section.	(WN14/1963)
Tue, 6 Jun 1967	By this date, provide flashing lights at Anglesea Road (53M 54C).	(WN23/1967)
Thu, 19 Jun 1984	Provide flashing lights at Ghazepore Road (85.138km).	(WN25/1984)
Tue, 28 Jun 1984	Provide flashing lights at Reservoir Road (88.678km). Provide 2 position down automatic signal. Provide Annett lock in lieu of staff lock and staff-Annett key exchange apparatus.	(WN27/1984)
Sun, 13 Nov 1988	Provide train order working South Geelong - Warrnambool. Intermediate electric staff instrument removed. Train not permitted to cross.	(WN46/1988)
Sun, 6 May 2007	The incandescent light unit in Signal A was replaced with a Westinghouse LED unit.	(SW.094/2007, WN17/2007)
Tue, 6 Apr 2021	Effective 0800 hours 6th April 2021 Start and End TPWS signs will be progressively removed, in line with updates to Section 36 of the 1994 Book of Rules and Operating Procedures (as amended) which will be issued on a separate SW Circular.	(WON 13/2021, SW.0041/2021)
Fri, 9 Apr 2021	<ul style="list-style-type: none"> • A left-handed set of motorised points facing Down direction trains will be installed between KP84.224 and KP.84.537, 57 metres on the Up side of Signal Post WPD6. • A right-handed set of motorised points facing Up direction trains will be installed between KP85.382 and KP85.507, 400 metres on the Down side of the Ghazepore Road (KP 85.138) level crossing. • Both points will be fitted with dual control point machines. • The points and the motors will be secured by independent padlocks. • On completion of works, the points will be secured Normal pending further instruction. <p>On completion of these works, diagram 04/01 (sic?) replaces diagram 26/16 (Waurn Ponds).</p>	(WON 14/2021, SW.0048/2021)

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Date	What was provided	WN or WON Notice
Wed, 26 May 2021	<p>Commencing 0700 hours on Wednesday 26th May 2021 an occupation may be granted at Waurn Ponds per SWO Circular PR-0050/2021, applicable between 84.172km and 85.415km, for the purpose of track construction.</p> <p>During this time, track machine and Road/Rail vehicle activities may occur on the new sections of track with Permits to Foul setup in accordance with Section 34-135 Clauses 20 and 28, and with the following conditions:</p> <ul style="list-style-type: none"> • The new track will be installed on the southern side of the railway reserve, adjacent to the Single Line at Waurn Ponds under the cover of the above Absolute Occupation. • Each constructed section will be protected at either end with baulks. • When not in use, these vehicles will be protected by baulks and the tines and blades will be lowered to prevent movement. • A Permit to Foul the Line will be issued when the Track Vehicle needs to perform work on newly constructed sections of track. • Track vehicles may not traverse any Active Level Crossings by use of the Test Switch. • All works are to cease on the approach of a train. <p>The Track Force Protection Coordinator holding the Absolute Occupation of the newly constructed track listed above may cease duty provided all construction activities have ceased.</p>	(WON 21/2021, SW.0087/2021)
Sat, 5 Jun 2021	Install new signal mast, ladder and landing at 82.957, 83.884, 84.516, 84.806, 85.604, 86.931, 88.365, 88.492, 89.501, 90.667 and 91.960km. No signal heads or number plates yet.	(WON 22/2021, SW.0101/2021)
Sat, 18 Feb 2023	TPWS equipment between 79.192 and 79.779km is relocated to the Up side of the single line.	(WON 08/2023, SW.0034/2023)
Sat, 22 Apr 2023	The trackside lighting along No.2 Road is abolished.	(WON 17/2023, SW.0114/2023)
Sat, 3 Feb 2024	<p>An absolute occupation may be granted from Marshall (80.600km) to Waurn Ponds (84.350km) to enable construction of the second track.</p> <p>An absolute occupation may be granted between South Geelong (76.400km) and Marshall (77.150km) to enable construction of the second track.</p> <p>An absolute occupation may be granted at the Up end of Marshall (79.390km to 79.500km) to enable construction of the second track.</p> <p>An absolute occupation may be granted at the Down end of Marshall (79.830km to 80.600km) to enable construction of the second track.</p>	<p>(WON 06/2024, V/Line SW.0049/2024)</p> <p>(WON 06/2024, V/Line SW.0046/2024)</p> <p>(WON 06/2024, V/Line SW.0047/2024)</p> <p>(WON 06/2024, V/Line SW.0048/2024)</p>
Sun, 11 Feb 2024	<p>By this date, signal posts (without heads or number plates) will be provided thus: -</p> <ul style="list-style-type: none"> • Up signal - single line - 77.427km • Down signal - single line - 77.427km • Down signal - single line - 78.559km • Down signal - future East line - 79.852km • Down signal - future West line - 79.852km <p>Circular amended by WON 08/2024, V/Line SW.0061/2024 - works descoped to only include the single down east signal at 79.852km.</p> <p>By this date, a signal gantry is provided at 80.752km, with signal posts for future Up signals over the East and West lines. No signal heads or number plates are provided.</p> <p>By this date, signal gantries are provided at 75.460km (up and down signal posts), 76.294km (up signal posts) and 76.615km (down signal posts). No signal heads or number plates are provided.</p>	<p>(WON 06/2024, V/Line SW.042/2024, WON 08/2024, SW.0061/2024)</p> <p>(WON 06/2024, V/Line SW.044/2024)</p> <p>(WON 06/2024, V/Line SW.044/2024)</p>
Sat, 13 Apr 2024	Between Sunday 13 April 2024 and 0330 Hours Monday 22 April 2024, an Up signal mast will be provided at 77.427km on the single line, and a Down signal mast will be provided at 79.852km on the future East line. These masts will not be provided with numbers or heads at this stage.	(WON 16/2024, V/Line SW.0106/2024)

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Date	What was provided	WN or WON Notice
Sat, 20 Apr 2024	<p>By this date, undressed signal masts are provided for:</p> <ul style="list-style-type: none"> • Up signal, single line, 77.427km • Down signal, single line, 77.427km • Down signal, future East Line, 79.852km <p>By this date, the following signal masts will have heads and theatre box indicators provided, turned 90 degrees away from the running line, bagged and locked:</p> <ul style="list-style-type: none"> • Up Home, Future West Line, 81.385km • Up Home, Future East Line, 81.385km • Up Home, Future West Line, 82.150km • Up Home, Future East Line, 82.150km <p>(WON 17/2024, V/Line SW.0116/2024)</p>	(WON 17/2024, V/Line SW.0115/2024)
Mon, 22 Apr 2024	<p>By this date, the following signal masts will have heads and theatre box indicators provided, turned 90 degrees away from the running line, bagged and locked:</p> <ul style="list-style-type: none"> • Up Home, Future West Line, 80.752km • Up Home, Future East Line, 80.752km 	(WON 17/2024, V/Line SW.0107/2024)
Sat, 11 May 2024	<p>Provision of a pedestrian footbridge 70 metres from the down end of the existing platform to form a connection to the new platform presently under construction. The footbridge will not yet be open for the public.</p>	(WON 20/2024, V/Line SW.0133/2024)
Mon, 20 May 2024	<p>By this date, a new signal mast will be provided for a future Up signal, at 78.458km. The signal mast will be fitted with lights etc, de-energised, turned 90 degrees from the track and bagged. Additionally, the mast previously provided for a future Down home at 77.427km will be similarly equipped.</p>	(WON 20/2024, V/Line SW.0134/2024)
Fri, 14 Jun 2024	<p>From 23:15 Friday 14 June to 03:30 Saturday 19 August 2024, the Waurn Ponds Duplication Upgrade project will proceed under Absolute Occupation. The existing corridor displays at Centrol are updated to reflect new arrangements at Geelong, South Geelong, Marshall and Waurn Ponds.</p> <ul style="list-style-type: none"> • The prior interlocking at Marshall is abolished. ◦ Post 1 – Down Distant ◦ MSL4 – Down Home ◦ MSL6 – Down Home and Calling Ons ◦ MSL8 – Up Home ◦ MSL10 & MSL10P – Up Home & Co-acting ◦ MSL12 – Up Home ◦ MSL22 – Up Distant ◦ MSL24 – Up Home ◦ MSL26 – Up Home & Calling Ons ◦ MSL28 – Down Home ◦ MSL30 – Down Home ◦ MSL32 – Down Home ◦ Points 7 and DCPM ◦ Points 27 and DCPM ◦ Barwon Heads Road level crossing 78.805km is abolished ◦ Surf Coast Highway level crossing 81.700km is abolished 	(WON 25/2024, V/Line SW.0192/2024)
Aug-2024	<p>In conjunction with the duplication works vide SW.0192/2024, the permanent speed boards previously provided vide SW.0023/2020 at 78.992km and 80.065km have been abolished.</p>	(WON 32/2024, V/Line SW.0278/2024)
Mon, 19 Aug 2024	<ul style="list-style-type: none"> • A new interlocking is commissioned at Marshall, covering 78.350km to 82.350km (Waurn Ponds). • The existing corridor displays at Centrol are updated to reflect new arrangements at Geelong, South Geelong, Marshall and Waurn Ponds. • All track circuits Geelong to Waurn Ponds are now operated by axle counter equipment. 	(WON 25/2024, V/Line SW.0192/2024)

New Line Speeds

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KP	Track	Location	VLocity Sprinter	N Class	Freight G, XR, BL	Speed
KP 72.914 KP 73.336	Single line	Signal GLG160 to Down end tunnel	40	40	25	25
KP 73.336 KP 74.129	Single line	Down end tunnel to Points SOG7	65	65	50	50
KP 74.129 KP 74.827	East, West lines	Points SOG7 Swanston Street	65	65	50	50
KP 74.827 KP 77.138	East, West lines	Swanston Street Points SOG27	115	115	70	70
KP 77.138 KP 79.275	Single line	Points SOG27 Points MSL7	115	115	70	70
KP 79.275 KP 84.626	East, West lines	Waurn Ponds Station Footbridge SOG27 Points MSL7	115	115	70	70
KP 84.626 KP 85.473	East, West lines	Waurn Ponds Station Footbridge Points WPD27	115	115	70	65
KP 85.473 KP 87.092	Single line	Points WPD27 Points WPD26	115	115	70	65

Date	Event	WN, WON or Other
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- Track alterations:

- Points MSL7 will be commissioned at 79.286km, Up side of Marshalltown Road level crossing, normal lie for East Line, 80 km/h diverge with Dual Control Point Machine
- Points MSL17U and MSL17D will be commissioned between 79.991km and 80.084km, crossover between East and West lines, 65 km/h diverge with Dual Control Point Machines.

- Existing single line between Points MSL7 and MSL17U is now the East line; the new track is the West line.

- The existing platform on the East line is now Platform 1, 196 metres. A new platform 2 is provided on the West line. This numbering is reverse of normal, matching Diamond Creek.

- New signals:

- Down Home G775 (77.427km) towards MSL6, Normal, Reduce, Medium aspects and 80 km/h indicator

- Down Home Arrival MSL6 (78.548km), Normal, Medium and Low aspects, with 80 km/h indicator, interlocked with Marshalltown Road level crossing.

- Up Home MSL8 (78.548km) along single line towards SOG26, Normal and Reduce aspects and 80 km/h indicator

- Up Home Departure MSL10 (79.528km) from Platform 1, Medium aspects, with 80 km/h indicator, interlocked with Marshalltown Road level crossing.

- Up Home Departure MSL12 (79.528km, wrong-sided) from Platform 2, Normal and Reduce aspects, interlocked with Marshalltown Road level crossing.

- Down Home Departure MSL30 (79.866km, wrong-sided) Platform 1 to MSL38, Normal aspects, interlocked with Reserve Road level crossing.

- Down Home Departure MSL32 (79.866km, wrong-sided) Platform 2 to MSL38 and MSL40, Normal and Medium aspects, with 65 km/h indicator, interlocked with Reserve Road level crossing.

- Up Home MSL18 (80.752km, gantry), West line to MSI10 or MSL12, Normal, Medium Low aspects and both 65 km/h and 80 km/h indicators, interlocked with Reserve Road level crossing.

- Up Home MSL20 (80.752km, gantry), West line to Platform 2 and MSL12, Normal, Medium and Low aspects, interlocked with Reserve Road level crossing.

- All signals fitted with TSS; additionally, MSL6, MSL10, MSL12, MSL32, MSL18, MSL20, MSL22 and MSL24 fitted with OSS.

- Down Home MSL38 (81.385km, gantry) on West line towards WPD2, Normal, Reduce aspects

- Down Home MSL40 (81.385km, gantry) on East line towards WPD4, Normal, Reduce aspects

- Up Home MSL22 (82.150km, gantry) on West line towards MSL18, Normal, Reduce and Medium aspects, 65 km/h indicator

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Date	Event	WN, WON or Other
	<ul style="list-style-type: none"> ◦ Up Home MSL24 (82.150km, gantry) on West line towards MSL20, Normal, Reduce and Medium aspects. ◦ Barwon Terrace level crossing (76.669km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. ◦ Marshalltown Road level crossing (79.436km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. ◦ Reserve Road level crossing (80.526km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. Pedestrian crossings either side of roadway are upgraded to motorised gates and magnetic latches. 	
Mon, 14 Oct 2024	From Monday 14th to Wednesday 16th October, between 7:30am-5:30pm daily, drainage works will require points MSL17U and WPD7U secured normal.	
Waurn Ponds Station Line History		
Sat, 25 Nov 1876	Line Opened	
Thu, 1 Dec 2005	Track Block Provided	
Marshall Station History		
Tue, 26 Apr 2005	Marshall reopened closed October 1957	
Fri, 1 Feb 1878	Line opened from Race-course Junction to Geelong Race-course. Two miles in length. Authorised by 41 Vict No 580.	(Waugh 2005, Commissioners Report FY 1902/03)
	Must have been open as a staff station on Race days.	(Somersault Vol.3 No.6 pp60-62)
Mon, 14 Jul 1879	Connewarre flag station opened.	(Waugh 2005, Victorian Railways Chronological Index)
	Renamed Connewarre, was Geelong Racecourse Junction.	(Somersault Vol.3 No.6 pp60-62)
1883	In this year trains were run to the Racecourse on 1st February, 2nd February (2 ex Melbourne & 5 ex Geelong), and 9th August (2 ex Geelong).	(Waugh 2005, Government Gazette)
Mon, 29 Mar 1897	By this date, caretaker in charge.	(WN38/1897)
Mon, 14 Jun 1897	By this date, carriage dock removed.	(WN49/1897)
Wed, 1 Sep 1897	Woman in charge will cease duty at 1800 hours. Guard in charge of working for trains after this time; must place Home to danger to protect train, collect tickets from those alighting, and book passengers joining. Signal and platform lamps to be lit by husband of women in charge (as usual) and extinguished by Guard. No trains may shunt after dark (C.62/1898) unless permitted by Chief Traffic Manager.	(Waugh 2005, WN38/1897, C.62/1898)
1898	Opened as a staff and ticket station, sections Queenscliff Junction - Connewarre and Connewarre - Pettavel Road.	(Somersault Vol.3 No.6 pp60-62, WN50/1898)
Tue, 19 Jul 1898	Established as temporary Train Staff and Ticket station in Queenscliff Junction - Pettavel Road Train Staff and Ticket section for ballast trains (shunted to Racecourse line).	(WN03/1898)
	Opened as a temporary Staff and Telegraph station due to the working of the Ballast train on the Port Fairy line. Sections Queenscliff Junction - Connewarre - Pettavel Road. Only the Ballast train engaged in regrading to shunt at Connewarre for other trains, and train will use the Racecourse line to do so.	(Waugh 2005, WN03/1898)
Sat, 1 Jul 1899	By this date, there were 2 Homes at Connewarre and 2 Homes on the "Connewarre R.C. Line" (one at Connewarra, the other at the Racecourse?).	(Waugh 2005, Register of Signals at Non-Interlocked Places)
Thu, 29 Mar 1900	Provide staff lock, key is electric staff for section, signals crossed.	(WN40/1900)
	Electric Staff introduced. Main line points secured by Staff Locks and rodded to catch points. Home signals fitted with crosses.	(Waugh 2005, WN40/1900, Special Locks Register I, Special Locks Register II)

ARHS Melb LOG #23 Waurm Ponds & Deer Park Tour Notes

Date	Event	WN, WON or Other
1901	By this date, first use of divisible electric staffs to enable Connewarre to switch in as a staff station when required, enabling race and ballast trains to lock away from the mainline. A special electric staff was provided at Queenscliff Junction for the section to Moriac. When withdrawn from the machine it could be split into two portions, for Queenscliff Junction - Connewarre and Connewarre - Moriac, these two sections then worked under normal Staff and Ticket working (with telegraph block). The staff for the section Connewarre - Moriac was sent to and returned from Connewarre as a parcel. When both halves were reunited at Queenscliff Junction and sunk into the instrument there, normal working resumed.	(Somersault Vol.3 No.5 pp45-49)
Wed, 17 Apr 1901	Established as temporary electric staff station in Queenscliff Junction - Mount Moriac electric staff section for ballast trains, signals uncrossed. Instructions issued that no trains other than ballast trains were to cross here.	(Somersault Vol.3 No.6 pp60-62, WN42/1901)
Fri, 19 Jul 1901	Closed as temporary Electric Staff station. Section once again Queenscliff Junction - Mount Moriac. Signals crossed.	(Waugh 2005, WN04/1901)
Sat, 13 Jan 1906	Last race meeting at Racecourse, and last use of the Racecourse branch.	
Mon, 1 Apr 1907	Renamed Marshall, was Connewarre.	(Somersault Vol.3 No.6 pp60-62, WN12/1907)
Sat, 1 Feb 1908	By this date, the line to the Racecourse was worked by Train Staff & Ticket with the section Marshall - Geelong Racecourse. Arrival of trains to be telegraphed or telephoned to the station in the rear. All classes of engine can run on branch and Home signals provided at Marshall and Racecourse.	(Waugh 2005, 1908 General Appendix)
Tue, 29 Dec 1908	By this date, roadmaster at Geelong instructed to lift Racecourse line.	(Waugh 2005, Memo in VPRS 421/P0 Unit 405 File 93/3807)
1909	Must have remained open as a Staff station to this date (on which the Geelong Race Course branch was closed and replaced with a new station).	(Somersault Vol.3 No.6 pp60-62)
Mon, 7 Jun 1909	By this date, Geelong Racecourse line closed.	(WN23/1909)
Mon, 16 Feb 1914	Notice board provided at facing points in siding that lead into Stone and Siddley's Siding. Board lettered "Notice - Engines or Vehicles attached to Engines must not pass this Post into Private Siding".	(WN07/1914, Waugh 2002)
Thu, 17 Apr 1941	Opened as a temporary Electric Staff station due to the working of Ballast train for regrading. Sections Queenscliff Junction - Connewarre - Mount Moriac. Only ballast train may shunt to allow trains to pass or cross. Crosses removed from signals.	(Waugh 2005, WN42/1901)
Mon, 2 Nov 1953	Now worked under No-one-in-charge conditions supervised by Station Master South Geelong.	(Waugh 2005, WN43/1953, 53/9665)
Mon, 14 Oct 1957	Probably closed to passengers. Now open for goods and livestock in truck loads only.	(Waugh 2005, WN41/1957, 53/9665)
Mon, 17 Feb 1964	Closed to all traffic.	(WN05/1964, Waugh 2005, 63/11036)
Tue, 6 Jun 1967	By this date, provide flashing lights at Barwon Heads Road (48M 77C).	(WN23/1967)
Wed, 31 Aug 1983	Provide flashing lights at Reserve Road (80.526km).	(WN11/1983)
Mon, 26 Apr 2004	New station opened on Down side of Marshalltown Road in site of former goods yard.	(Waugh 2005, Rail News Victoria)
Wed, 20 Jul 2005	VHLC Computer Based Interlocking commissioned. VDU Workstation provided at the Geelong Signalling Centre for remote control, emergency workstation provided at Marshall. Station (on main line, No.1 road) and crossing loop provided with power operated points (7 and 27), worked by by TD84m dual control point machines. Marshall was opened as an Intermediate Terminal Station with the Train Order sections now South Geelong - Marshall - Winchelsea. Two position light signals were provided to control movements. The panel operates using Entrance-Exit principles. A level crossing predictor was commissioned at Barwon Heads Road. Diagram 150/05 in service. No.1 - Down Distant No.3 - Up Home No.5 - Up Home No.1 Road No.7 - Down Home No.1 Road No.9 - Up Home - Bracket post with calling-on signals No.11 - Up Home	

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

Date	Event	WN, Other	WON	or
	No.12 - Up Distant Run around loop and signalling provided. Marshall was opened as an Intermediate Terminal Station with the Train Order sections now South Geelong - Marshall - Winchelsea. Two position light signals were provided to control movements. The points at each end of the loop are worked by TD84m dual control point machines. The computer based interlocking is controlled from either a VDU panel located at the Geelong Regional Control Centre or the Marshall station building. The panel operates using Entrance-Exit principles. A level crossing predictor was commissioned at Barwon Heads Road. Diagram 150/05 in service.	(Vaugh	2005,	
Sat, 5 Jun 2021	Install new signal mast, ladder and landing at 81.657km. No signal heads or number plates yet.	(WON	22/2021,	
		SW.0101/2021)		
Sat, 18 Feb 2023	TPVS equipment between 79.192 and 79.779km is relocated to the Up side of the single line.	(WON	08/2023,	
		SW.0034/2023)		
Sat, 22 Apr 2023	The trackside lighting along No.2 Road is abolished.	(WON	17/2023,	
		SW.0114/2023)		
	An absolute occupation may be granted between South Geelong (76.400km) and Marshall (77.150km) to enable construction of the second track.	(WON	06/2024,	
		V/Line		
		SW.0046/2024)		
	An absolute occupation may be granted at the Up end of Marshall (79.390km to 79.500km) to enable construction of the second track.	(WON	06/2024,	
		V/Line		
		SW.0047/2024)		
	<ul style="list-style-type: none"> • Up signal - single line - 77.427km • Down signal - single line - 78.559km • Down signal - future East line - 79.852km • Down signal - future West line - 79.852km 			
	Circular amended by WON 08/2024, V/Line SW.0061/2024 - works descope to only include the single down east signal at 79.852km.			
	By this date, signal gantries are provided at 75.460km (up and down signal posts), 76.294km (up signal posts) and 76.615km (down signal posts). No signal heads or number plates are provided.	(WON	06/2024,	
		V/Line	SW.044/2024)	
Sat, 20 Apr 2024	By this date, undressed signal masts are provided for:	(WON	17/2024,	
		V/Line		
		SW.0116/2024)		
	<ul style="list-style-type: none"> • Down signal, future East Line, 79.852km • Up Home, Future West Line, 81.385km • Up Home, Future West Line, 82.150km 			
Mon, 22 Apr 2024	By this date, the following signal masts will have heads and theatre box indicators provided, turned 90 degrees away from the running line, bagged and locked:	(WON	17/2024,	
		V/Line		
		SW.0107/2024)		
	<ul style="list-style-type: none"> • Up Home, Future West Line, 80.752km • Up Home, Future East Line, 80.752km 			
Sat, 11 May 2024	Provision of a pedestrian footbridge 70 metres from the down end of the existing platform to form a connection to the new platform presently under construction. The footbridge will not yet be open for the public.	(WON	20/2024,	
		V/Line		
		SW.0133/2024)		
Mon, 20 May 2024	By this date, a new signal mast will be provided for a future Up signal, at 78.458km. The signal mast will be fitted with lights etc, de-energised, turned 90 degrees from the track and bagged. Additionally, the mast previously provided for a future Down home at 77.427km will be similarly equipped.	(WON	20/2024,	
		V/Line		
		SW.0134/2024)		
Fri, 14 Jun 2024	From 23:15 Friday 14 June to 03:30 Saturday 19 August 2024, the Waurn Ponds Duplication Upgrade project will proceed under Absolute Occupation. The existing corridor displays at Centrol are updated to reflect new arrangements at Geelong, South Geelong, Marshall and Waurn Ponds.			
	<ul style="list-style-type: none"> • The prior interlocking at Marshall is abolished. ◦ Post 1 – Down Distant ◦ MSL4 – Down Home ◦ MSL6 – Down Home and Calling Ons ◦ MSL8 – Up Home ◦ MSL10 & MSL10P – Up Home & Co-acting ◦ MSL12 – Up Home ◦ MSL22 – Up Distant ◦ MSL24 – Up Home ◦ MSL26 – Up Home & Calling Ons ◦ MSL28 – Down Home 			

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

Date	Event	WN, Other	WON	or	
Mon, 19 Aug 2024	<ul style="list-style-type: none"> ◦ MSL30 – Down Home ◦ MSL32 – Down Home ◦ Points 7 and DCPM ◦ Points 27 and DCPM ◦ Barwon Heads Road level crossing 78.805km is abolished ◦ Surf Coast Highway level crossing 81.700km is abolished • A new interlocking is commissioned at Marshall, covering 78.350km to 82.350km (Waurn Ponds). • The existing corridor displays at Centrol are updated to reflect new arrangements at Geelong, South Geelong, Marshall and Waurn Ponds. • All track circuits Geelong to Waurn Ponds are now operated by axle counter equipment. <p>From Waurn Ponds Speed Table</p> <ul style="list-style-type: none"> • Track alterations: <ul style="list-style-type: none"> ◦ Points MSL7 will be commissioned at 79.286km, Up side of Marshalltown Road level crossing, normal lie for East Line, 80 km/h diverge with Dual Control Point Machine ◦ Points MSL17U and MSL17D will be commissioned between 79.991km and 80.084km, crossover between East and West lines, 65 km/h diverge with Dual Control Point Machines. ◦ Existing single line between Points MSL7 and MSL17U is now the East line; the new track is the West line. ◦ The existing platform on the East line is now Platform 1, 196 metres. A new platform 2 is provided on the West line. This numbering is reverse of normal, matching Diamond Creek. • New signals: <ul style="list-style-type: none"> ◦ Down Home G775 (77.427km) towards MSL6, Normal, Reduce, Medium aspects and 80 km/h indicator ◦ Down Home Arrival MSL6 (78.548km), Normal, Medium and Low aspects, with 80 km/h indicator, interlocked with Marshalltown Road level crossing. ◦ Up Home MSL8 (78.548km) along single line towards SOG26, Normal and Reduce aspects and 80 km/h indicator ◦ Up Home Departure MSL10 (79.528km) from Platform 1, Medium aspects, with 80 km/h indicator, interlocked with Marshalltown Road level crossing. ◦ Up Home Departure MSL12 (79.528km, wrong-sided) from Platform 2, Normal and Reduce aspects, interlocked with Marshalltown Road level crossing. ◦ Down Home Departure MSL30 (79.866km, wrong-sided) Platform 1 to MSL38, Normal aspects, interlocked with Reserve Road level crossing. ◦ Down Home Departure MSL32 (79.866km, wrong-sided) Platform 2 to MSL38 and MSL40, Normal and Medium aspects, with 65 km/h indicator, interlocked with Reserve Road level crossing. ◦ Up Home MSL18 (80.752km, gantry), West line to MSL10 or MSL12, Normal, Medium Low aspects and both 65 km/h and 80 km/h indicators, interlocked with Reserve Road level crossing. ◦ Up Home MSL20 (80.752km, gantry), West line to Platform 2 and MSL12, Normal, Medium and Low aspects, interlocked with Reserve Road level crossing. ◦ All signals fitted with TSS; additionally, MSL6, MSL10, MSL12, MSL32, MSL18, MSL20, MSL22 and MSL24 fitted with OSS. ◦ Down Home MSL38 (81.385km, gantry) on West line towards WPD2, Normal, Reduce aspects ◦ Down Home MSL40 (81.385km, gantry) on East line towards WPD4, Normal, Reduce aspects ◦ Up Home MSL22 (82.150km, gantry) on West line towards MSL18, Normal, Reduce and Medium aspects, 65 km/h indicator ◦ Up Home MSL24 (82.150km, gantry) on West line towards MSL20, Normal, Reduce and Medium aspects. ◦ Barwon Terrace level crossing (76.669km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. ◦ Marshalltown Road level crossing (79.436km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. ◦ Reserve Road level crossing (80.526km) is upgraded to axle counters, no reset switch, on/off-tracking road vehicles not permitted. Pedestrian crossings either side of roadway are upgraded to motorised gates and magnetic latches. 				

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes

Date	Event	WN, WON or Other
Mon, 14 Oct 2024	(WON 25/2024, V/Line SW.0192/2024) From Monday 14th to Wednesday 16th October, between 7:30am-5:30pm daily, drainage works will require points MSL17U and WPD7U secured normal.	(WON 42/2024, V/Line SW.0367/2024)

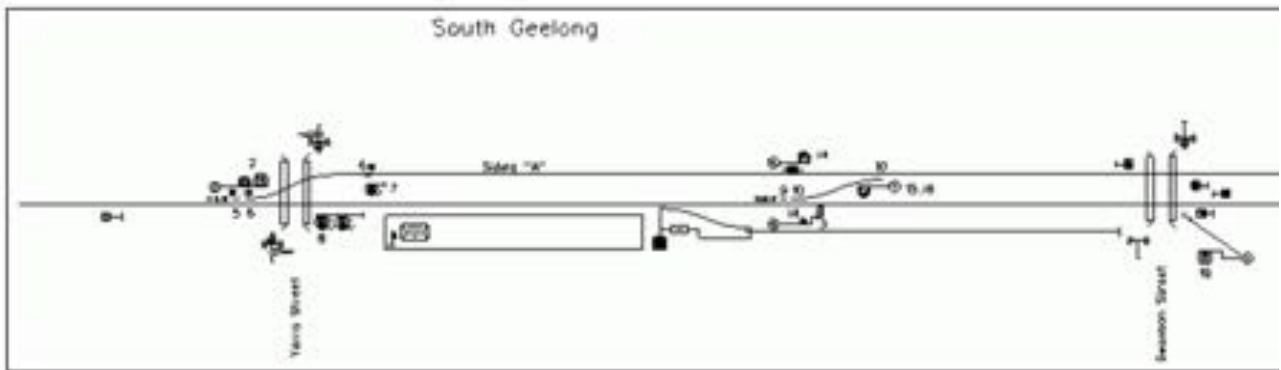
Line History

Sat, 25 Nov 1876	Line Opened	Geelong - Winchelsea
Thu, 1 Dec 2005	Track Block Provided	South Geelong - Marshall

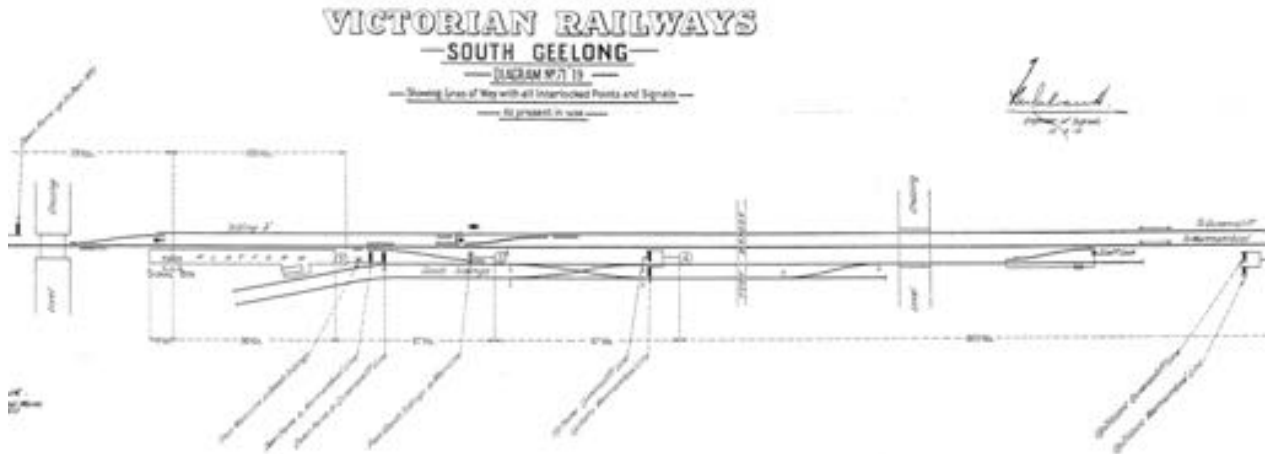
Marshall History

Tue, 26 Apr 2005
Marshall reopened closed October 1957

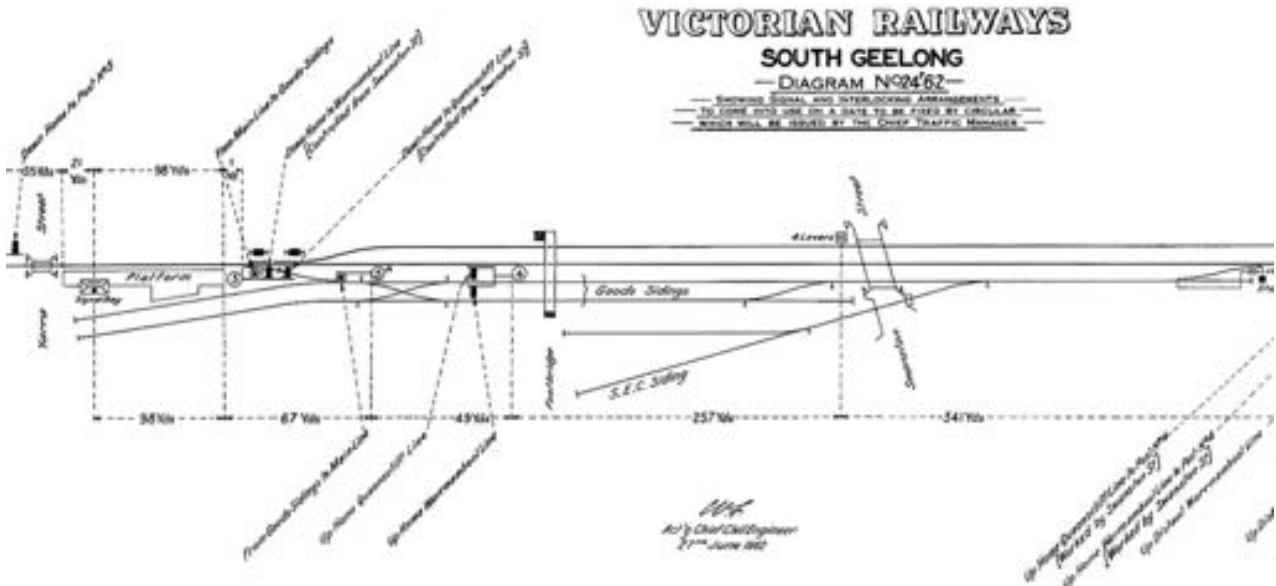
South Geelong Station Diagrams



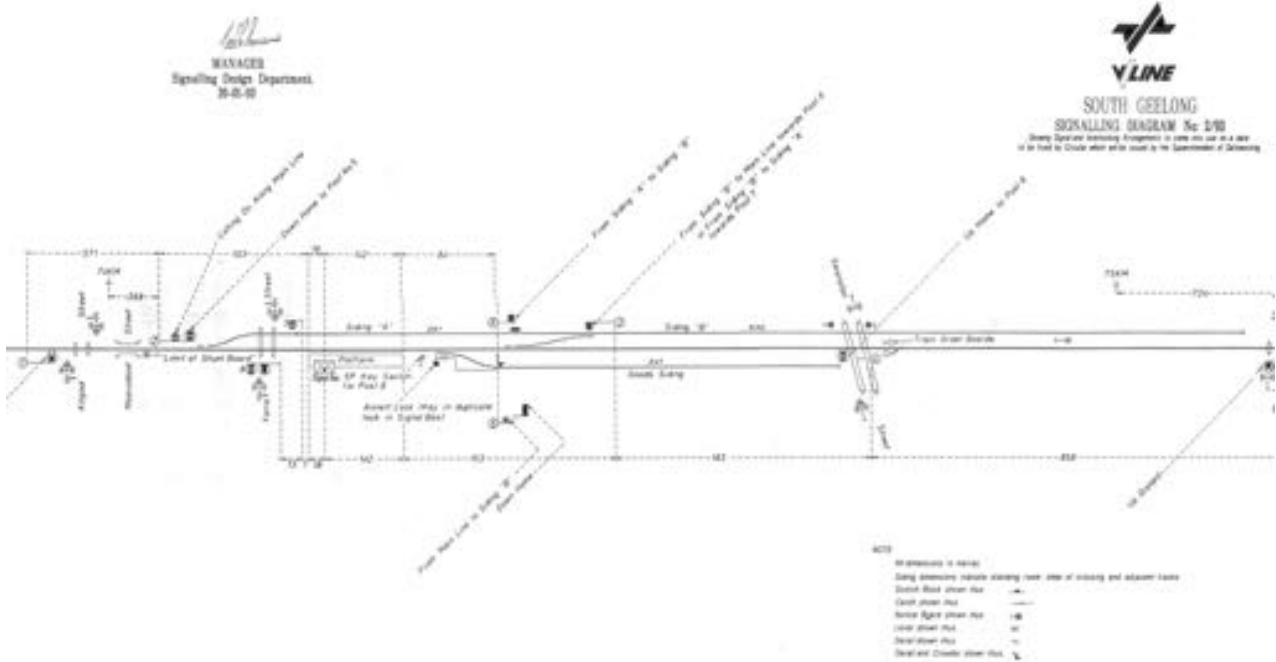
South Geelong no date vicsig.net



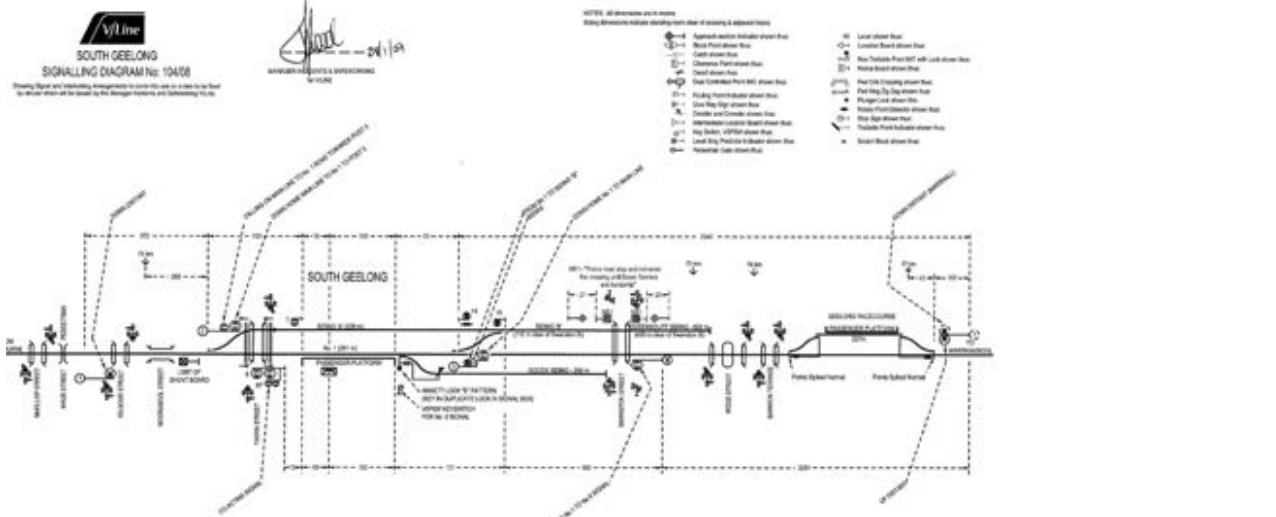
Partial South Geelong 1919-071



Partial South Geelong 1962-024

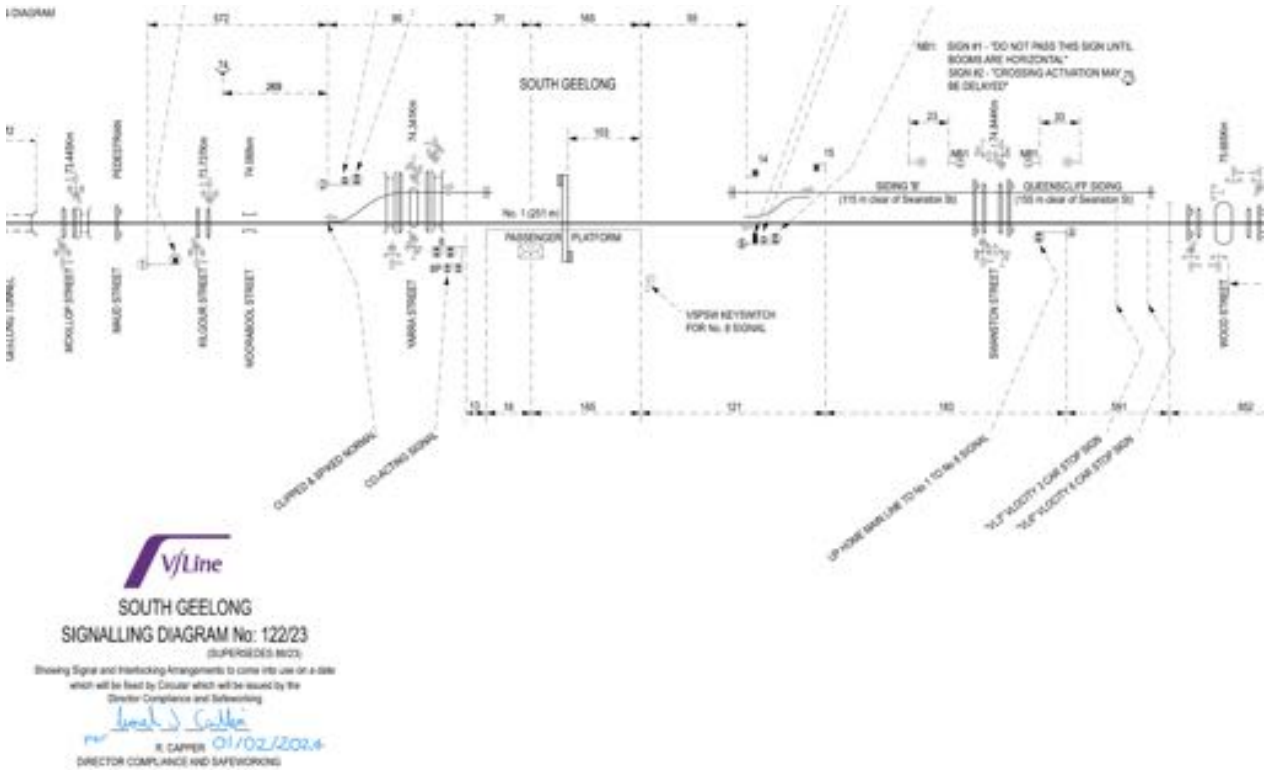


Partial South Geelong 1993-002

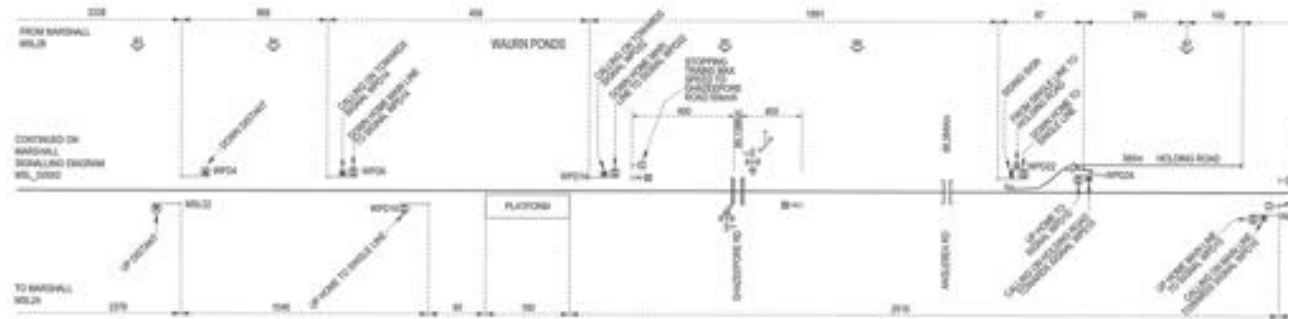


Partial South Geelong 2008-104 Shows the Geelong Racecourse Platform closed? Can't find a closed date?

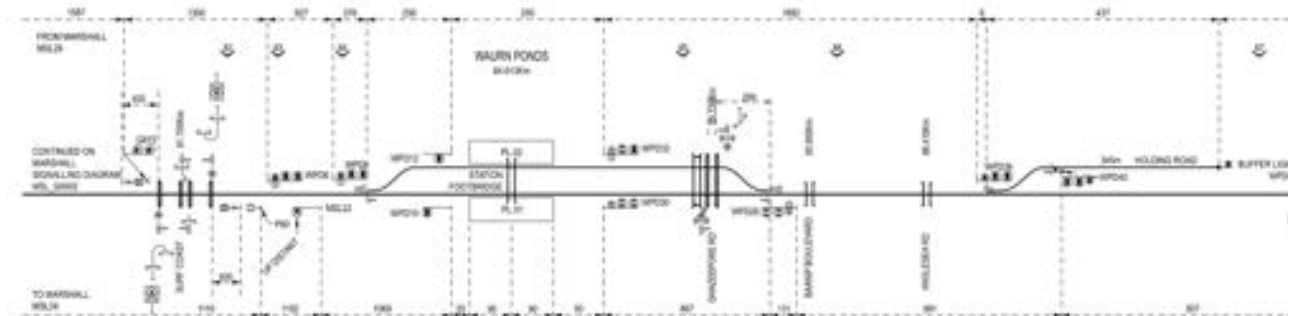
ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes



Partial South Geelong 2023-122
Waurn Ponds Station Diagrams



Partial Waurn Ponds 2014-090

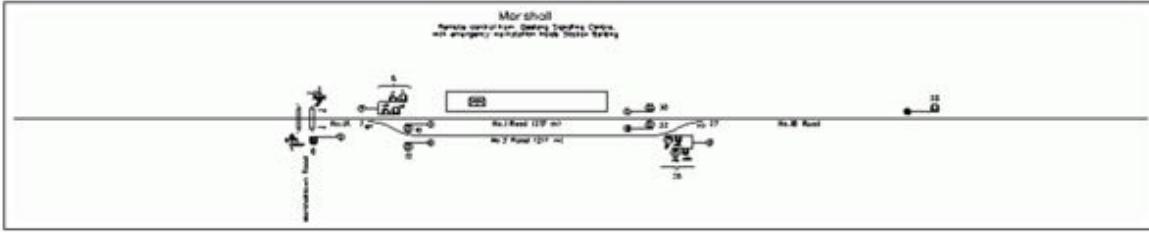


Partial Waurn Ponds 2021-066

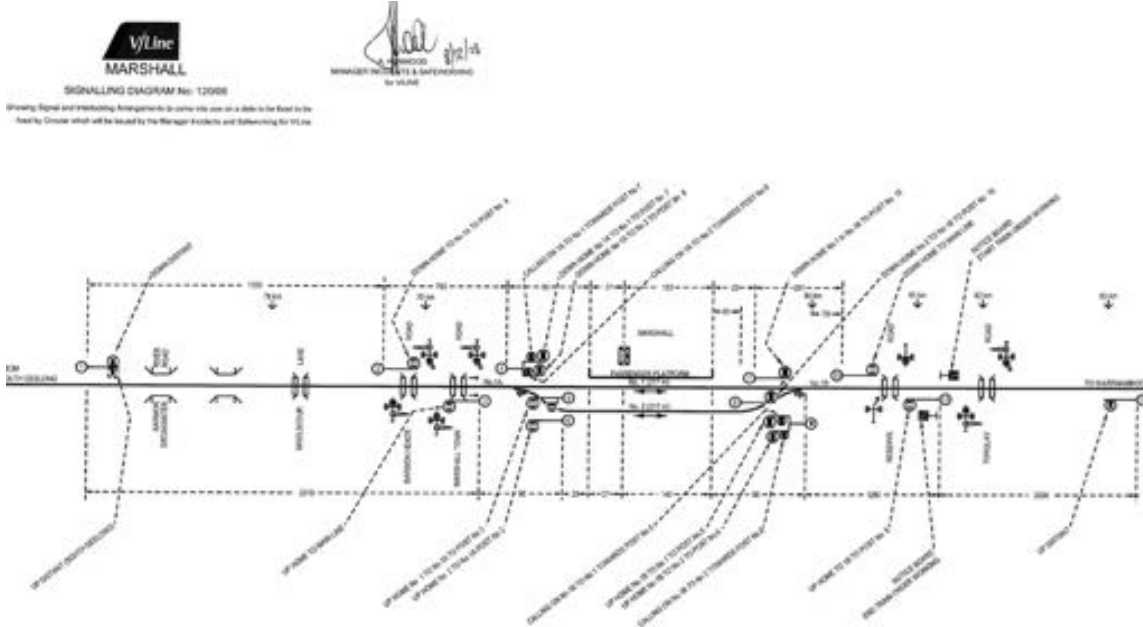


Partial Waurn Ponds 2023-116

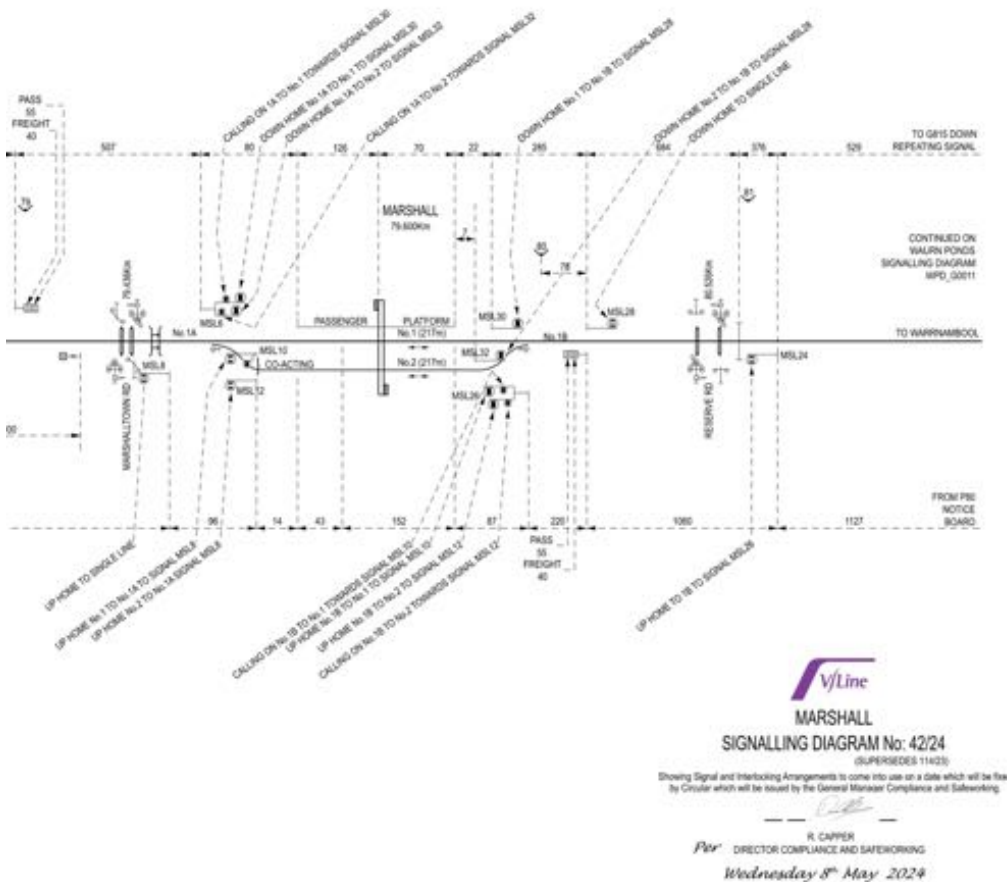
Marshall Station Diagrams



Marshall no date vicsig.net

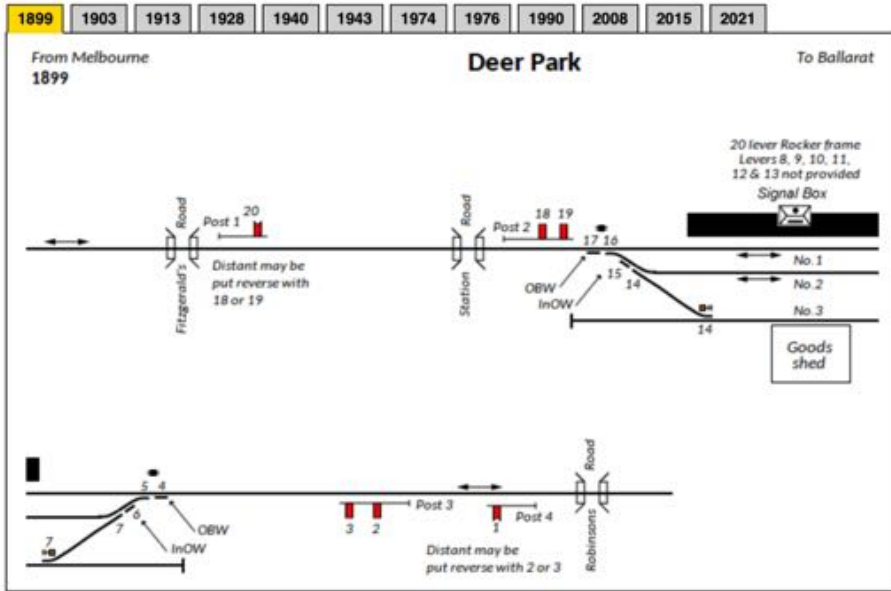


Partial Marshall 2008-120

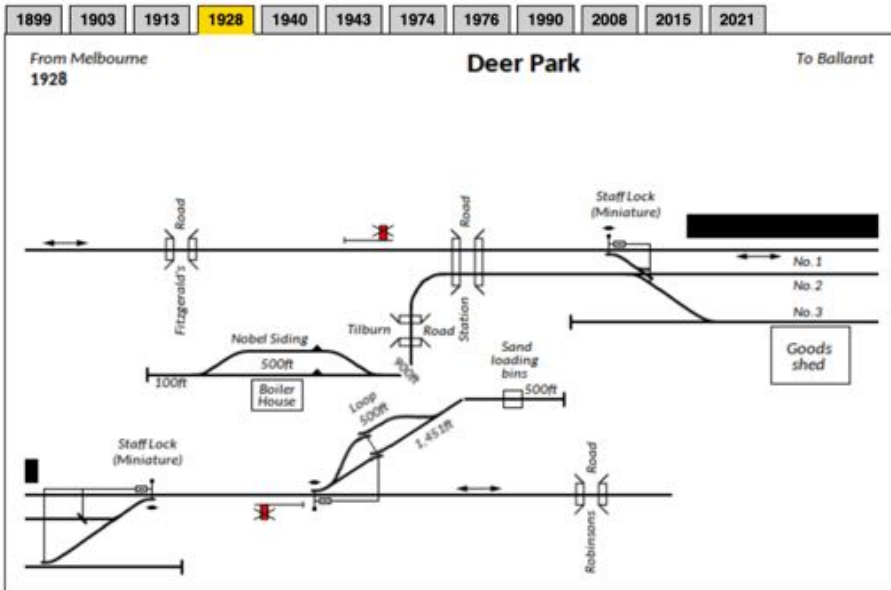


Partial Marshall 2024-042

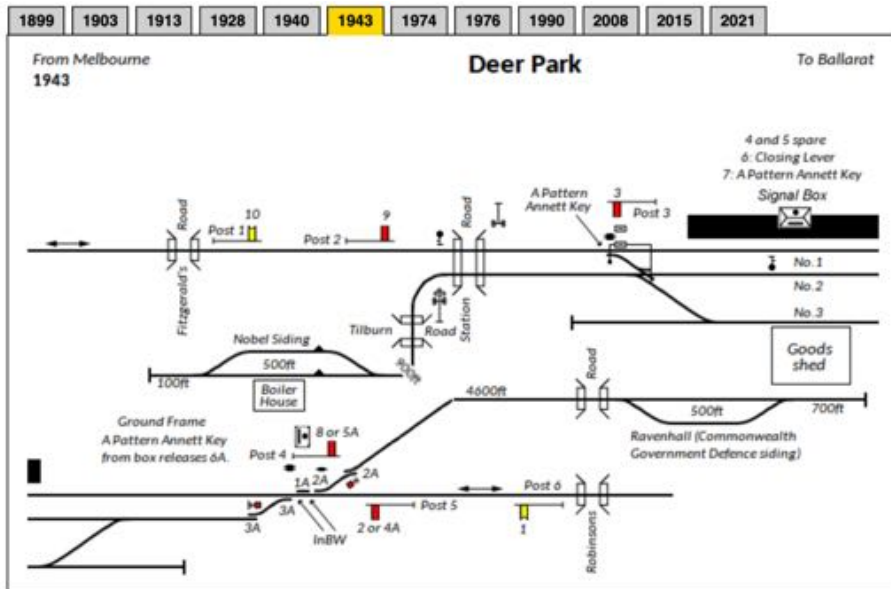
Deer Park Station Diagrams



Deer Dark 1899 Vicsig.net

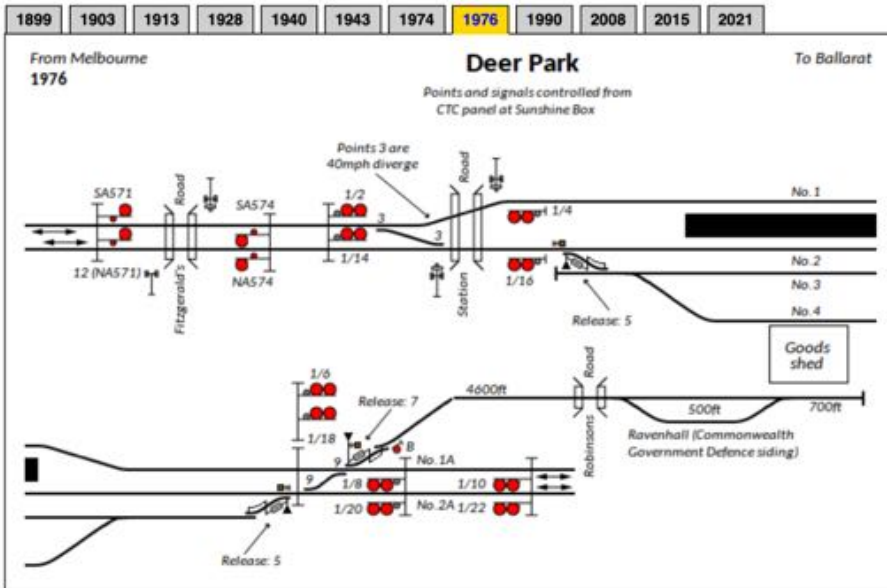


Deer Dark 1928 Vicsig.net

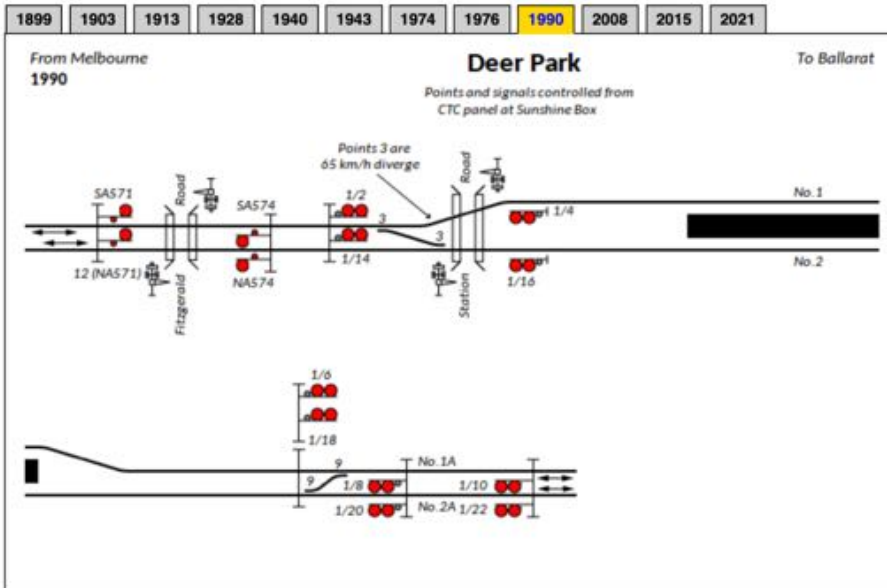


Deer Dark 1943 Vicsig.net

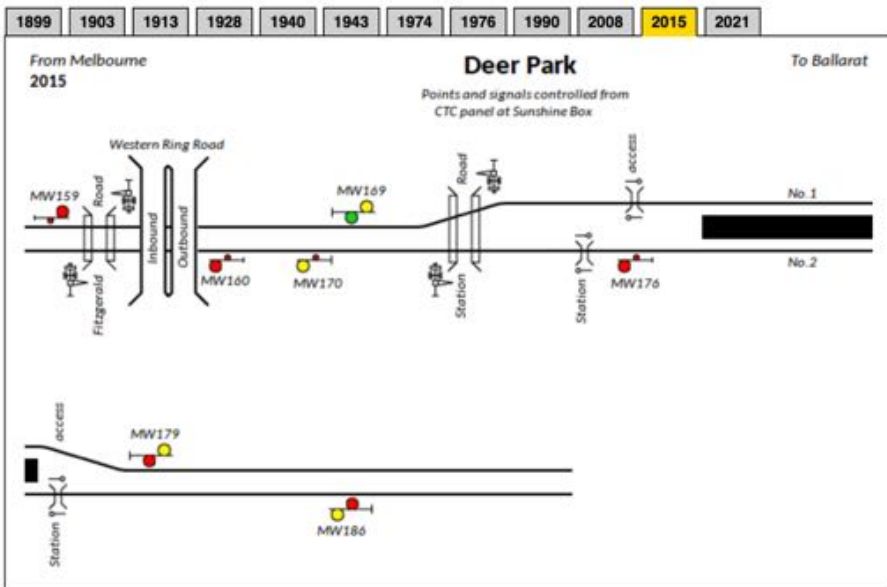
ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes



Deer Dark 1976 Vicsig.net

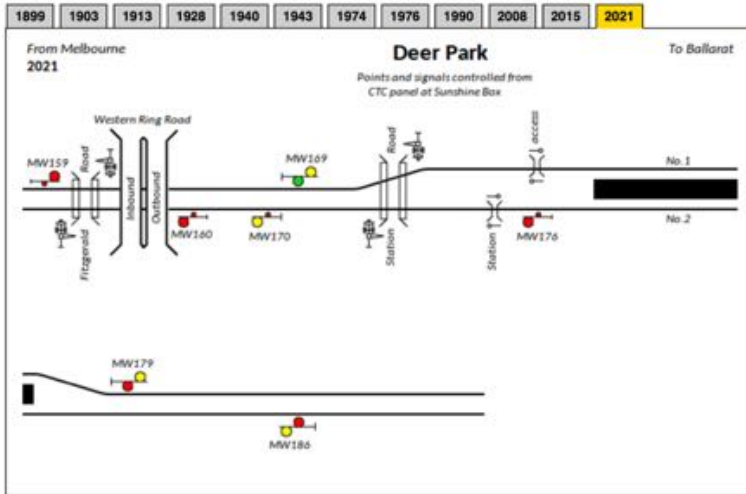


Deer Dark 1990 Vicsig.net



Deer Dark 2015 Vicsig.net

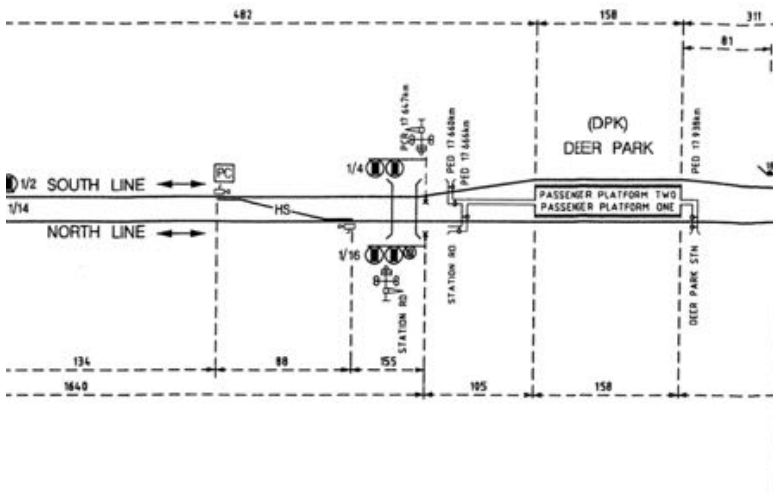
ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes



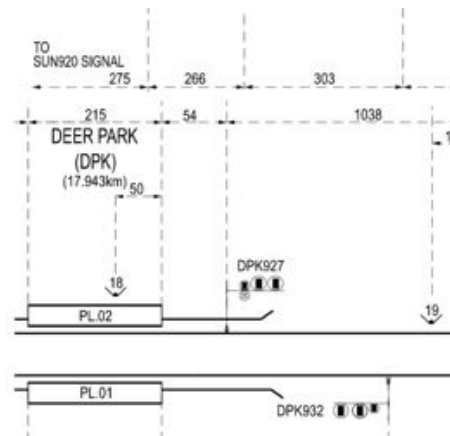
Deer Park 2021 VicSig.net



Partial Deer Park 1976-006



Partial Deer Park 2005-038



Partial Deer Park 2022-054 now an elevated Railway over Station Road

ARHS Melb LOG #23 Waurn Ponds & Deer Park Tour Notes



DEER PARK N464 up Warrnambool pass at new station 202306 - JIscutt



GEELONG LOCO DEPOT - 4 Ns around the turntable 202412



GEELONG LOCO DEPOT with 3 stored R class & Jonathan Scutt 1971 - Ian W Scutt



MARSHALL - up Warrnambool pass at Reserve Rd



N470 with an N set on a race special departs the siding at Geelong Racecourse 20051019 Chris Gordon



STH GEELONG - up pass on bridge over Fyans St 202411



STH GEELONG - up VLocity in turn back siding – JIscutt



SURF COAST HWY - down pass on new bridge 202411

Photos by Chris Gordon, Jonathan Scutt & Ian Scutt, information from <vicsig.net> & Wikipedia.
Notes compiled by Geoff Wallace E&OE