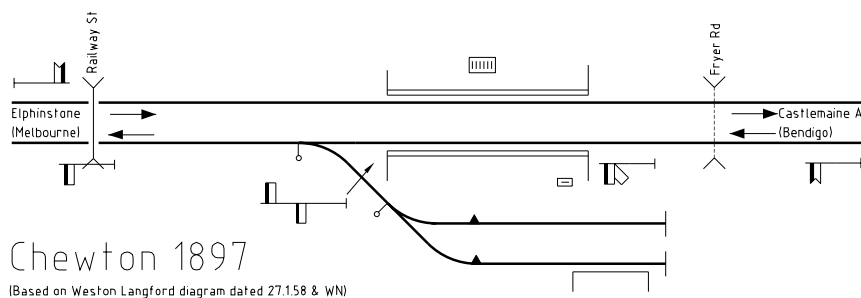


Chewton

CHEWTON (74 3/4 MILES)

- 23.09.1862 Contract let for construction of platforms for passenger station at Elphinstone, Chewton, Harcourt, and Kangaroo Flat to George Piggins for £3327/6/6 (Government Gazette)
- 21.10.1862 Line opened. Station probably opened to passengers and goods (Victorian Railways to '62, Leo J. Harigan)
? Closed due to difficulty in braking trains on the Down journey (?)
- 01.10.1878 Re-opened for passengers only (Chronological Index, WTT)
- 03.12.1885 By this date Chewton opened as a Telegraph Block Post (since 1.12.82), but in the Up direction only. Down section remained Elphinstone - Chewton (Working Timetable)
- (19.01.1887) By this date open for light goods (WTT)
- (08.06.1887) By this date (since 19.1.87) Winters Block replaced Telegraph Block on the sections Elphinstone - Chewton - Castlemaine. Block working applied in both directions, but Chewton must not give Line Clear to Elphinstone until Line Clear has been received by Chewton from Castlemaine. By this date Chewton was equipped with a 2 ton crane. (WTT)
- (01.10.1888) By this date (since 12.87) block sections shown as Elphinstone - Castlemaine on the Down and Castlemaine - Chewton - Elphinstone on the Up. Chewton probably remained a repeating post in the Down direction. (WTT)
- (21.05.1894) By this date (since 9.5.92) Chewton now switches out after last Up Goods or No 23 Down Pass has passed (2228) until first Up Pass next morning (WTT)
- 28.11.1895 When Castlemaine A box is switched out, the block section for Up and Down trains will be Elphinstone - Castlemaine B. Trains must be signalled on block instruments directly connecting Castlemaine and Elphinstone (WN 22)
- (02.12.1895) Consequent on switching out Castlemaine A box, Chewton will switch out after 1920 Up Pass clears instead of after last Up Goods. Castlemaine A to wait until Chewton has switched out before switching out the Up line instrument. Implies that there are separate Up and Down line instruments with Up instrument having sections Castlemaine A - Chewton - Elphinstone, and Down instrument Elphinstone - Castlemaine A - Castlemaine B (WN 23)
- (17.05.1897) Up Goods trains must always be placed in the Siding before the engine is detached. No vehicles are to be left on the main line. Should the Up Starting signal be passed at Danger when shunting into the siding, the train must not proceed on its journey until the Driver has been authorised by the OiC. However, if the Starting signal is at clear when the train passes it to enter the siding, the Driver may proceed on receipt of the signal from the Guard unless otherwise instructed by the OiC. No engine or vehicle must be allowed to foul the main line without permission of the OiC who must supervise the shunting. (WN 45)
- (28.06.1897) Up Home relocated to be 50 yards from Up platform. Up Distant replaced by new post 650 yards from Home. New Up Advanced Starting signal provided near bridge. Instructions about passing Starting signal in WN 45 cancelled (WN 51)

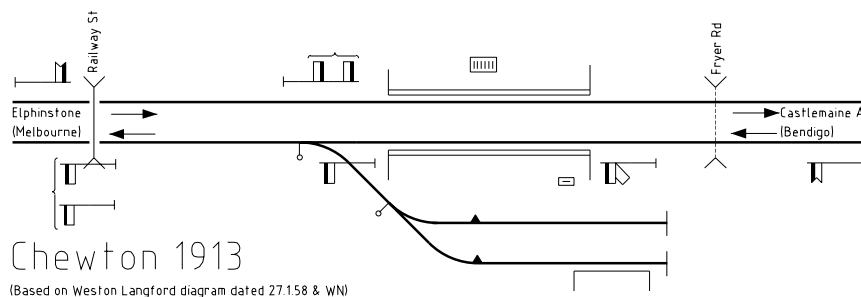


- (01.07.1899) By this date has Up and Down Distant, Home and Starting signals (Signals at Non Interlocked Places)
- 29.01.1902 Contract let for erection of 30 foot Goods Shed to D.A. Jack for £130/6/0 (GG)
- (?.05.1903) Block hours: switched out at the first opportunity after passage of last Up Pass until first Up Pass next morning (provided detention will not be caused to Goods trains at Castlemaine). After switching out OiC remains on duty until last Down Pass passes (WTT)
- (22.01.1906) Open as a block post for all trains. (WN 4)
- (?.12.1909) Block hours: switched out after clearance of last Up Pass until first Up Pass next morning (or earlier if detention will be caused to Goods trains at Castlemaine). After switching out SM or OiC remains on duty until last Down Pass passes (WTT)
- (24.10.1910) Open as a block post for all trains (WN 43)
- (05.12.1910) Switches out on Saturdays after last Up goods clears Elphinstone until first passenger train on Monday (WN 49)

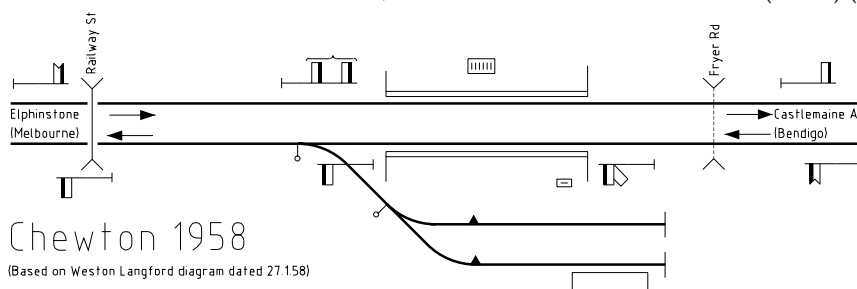
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- (12.02.1912) Co-acting signal provided for Up Starting signal. Co-acting signal on a new post on the left hand side of the line opposite the Up Starting signal (WN 7)
- (22.09.1913) Down Home has been removed from Up Starting signal post to a new post on the opposite side of the line. A co-acting arm provided for the Down Home (WN 38)

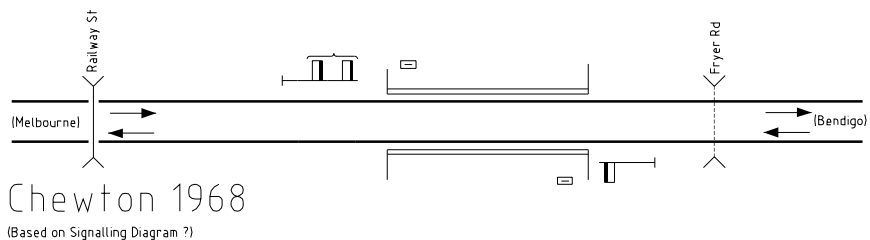


- (01.12.1913) By this date only Goods with single engine loads are to work Has Up/Down Home, Co-acting Up Starting, Down Starting, and no Distant signals (GA, Book of Signals)
- (?.05.1916) By this date block hours: Weekdays: 1500 until lass Up Pass clears (~2010). Specifically states only block post in Up direction (WTT)
- (17.11.1919) Co-acting signal for Up Starting signal removed. Post was situated on the top of the bank (WN 46)
- (06.03.1923) By this date has 2 distant signals, 3 home signals, and 1 starting signal. (BoS)
- (01.12.1924) By this date block hours: M-F 0700 until clearance of No 42 Up Fast Goods (~2300), Sa 0700 until clearance of No 44 Up Pass (~2000) (WTT)
- 22.12.1927 Established as a block post in the Down direction, instead of only in the Up direction. Block hours unchanged. New Down Starting signal provided 440 yards in advance of the Down Home. A Down train may not be accepted until the line is clear to the Starting signal and the preceeding train is proceeding on its journey. A Brake testing board lettered 'Brake Board./Goods trains must not exceed 20 m.p.h. between this board and distant signal." was erected at 73 3/4 miles. (WN 1, Signals at Non-interlocked places)
- (01.02.1928) By this date, except in case of emergency, a double headed train or a train hauled by a C class engine must not be sidetracked. (GA)
- 25.09.1929 Station master withdrawn. Station now worked by Signal Porters supervised by SM Elphinstone (WN 39, 29/11424)
- (21.10.1929) By this date block hours: M-F 0700 until clearance of No 42 Up Fast Goods (~2300), Sa 0700 until clearance of No 44 Up Pass (~2000), Su for Excursion trains (WTT)
- (21.04.1931) Brake board removed. (WN 16, SGTS 8/380/4)
- 20.03.1935 Points in Up line were altered to lie normally for the main line. They are now fitted with a spur lever and secured with a hand locking bar and padlock. A WS lever was provided on points leading to Nos 1 & 2 Sidings instead of Spur lever. Delete Chewton from list of places where there are Catch points in main line. (WN 14, AGST 10/49/1)
- (01.12.1936) By this date, except in case of emergency, a double headed train must not be sidetracked. (GA)
- (06.10.1947) By this date block hours: M-F 0700 until clearance of 2030 No 156 Up Fast Goods (~2238), Sa 0700 until clearance of No 78 Up Pass (~1723) (WTT)
- 26.06.1949 Down Distant renewed (Chronological Index)
- (19.11.1951) By this date Block Hours: M-F 0730-2300, Sa 0730 to clearance of No 78 Pass (~1718) (WTT)



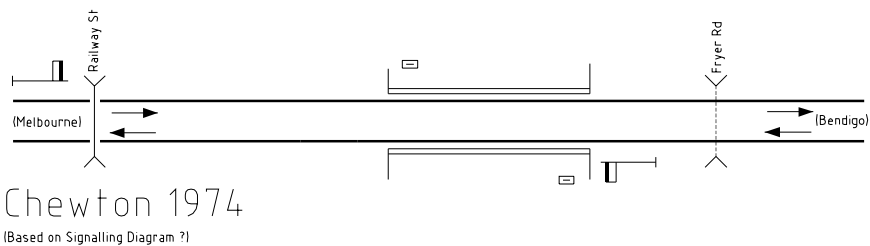
- (10.06.1957) By this date open for general goods traffic. Has two 402 foot platforms. Has rail and postal telephone (Directory of Stations)
- (11.08.1961) By this date Block Hours: M-F 0900-1630 (WTT)
- (15.11.1967) By this date Block Hours: M-F 0900-1630 (WTT)
- 14.06.1966 Assistant Stationmaster Class 5 withdrawn. Now staffed by Caretaker (class to be determined) (WN 25)
- 18.07.1967 Closed as block post (CI)
- 02.11.1967 Closed to all goods business. Previous open for Goods of all descriptions that do not require crane power (WN 41, Directory of Stations)

30.01.1968 All signals except the Up Home and Down Home (co-acting arms) were abolished. (WN 6)



01.03.1971 Caretaker withdrawn. Now no-one-in-charge. Postal telephone removed (WN 10)

07.02.1974 New Down Home signal provided 923 feet in the Up direction on the approach side of the Calder Hwy bridge. Co-acting arm removed (WN 8)



16.06.1975 Closed to all traffic (WN 24)

09.10.1975 Up and Down Home signals removed (WN 42)