

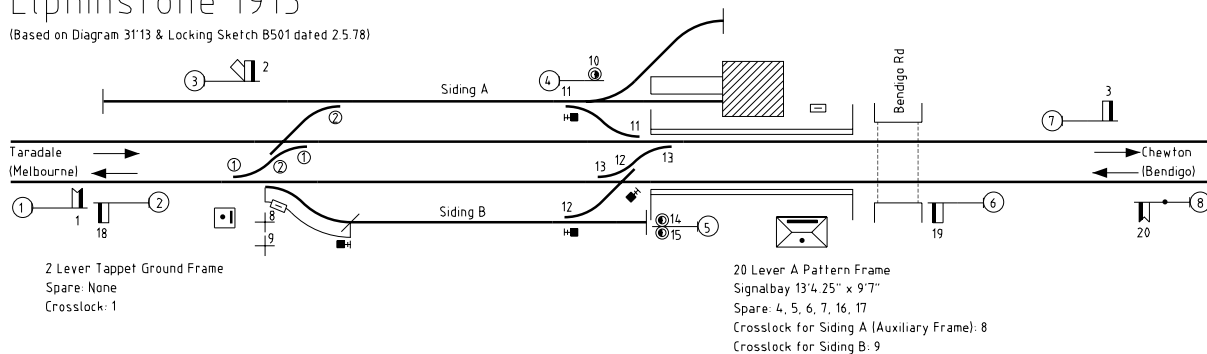
# Elphinstone

ELPHINSTONE (70 MILES 19 CHAINS)

- 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)
- 24.03.1863 Contract let for construction of passenger station and other works to Cormack & Irving for £3726/1/1. Additional £730/0/0 granted on 8.9.63 (GG)
- (01.11.1876) By this date Telegraph Block provided on Down line between Elphinstone and Castlemaine (since 1.10.76). Instructions state: "On the Down journey Elphinstone is a block station with reference to Castlemaine, i.e. no train can leave Elphinstone on the Down journey until "Line Clear" has been received from Castlemaine". (Working Timetable)
- ??1883 Telegraph Block provided in both directions Elphinstone - Castlemaine (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 (WTT)
- 08.06.1887 By this date (since 19.1.87) Winters Block replaced Telegraph Block on the sections Elphinstone - Chewton - Castlemaine. Chewton must not give Line Clear to Elphinstone until Line Clear has been received by Chewton from Castlemaine. Subsequent WTTs did not include this instruction, and from 12.8.89 the WTTs went back to showing the Up sections as Castlemaine - Chewton - Elphinstone and the Down section as Elphinstone - Castlemaine. In practice, Chewton probably remained a repeating post in the Down direction. (WTT)
- 01.03.1889 Contract let for erection of a shed to T Whight for £421/7/2 (GG)
- (11.08.1890) By this date (since 17.3.90) Double Line Block (using Winters Block instruments) extended to Redesdale Jn. Sections Taradale - Elphinstone (WTT)
- (01.07.1899) By this date has Up and Down Distant, Home and Starting signals (Signals at Non Interlocked Places)
- (01.02.1908) At this date has only one main line crossover situated at Up end (General Appendix)
- (29.07.1912) Down Starting signal removed from the post holding the Up Home to a separate post on the left hand side of the line 35 yards further out than the Up Home (WN 31)
- (11.08.1913) Down Home signal removed from the post holding the Up Starting signal to a new post on the left hand side of the line opposite the Up Starting signal (WN 32)
- 22.08.1913 Station interlocked with a 20 lever frame provided in a signalbay on Up platform. Siding B and crossover near platform probably provided. (WN 34, Interlocking Register)

## Elphinstone 1913

(Based on Diagram 31'13 & Locking Sketch B501 dated 2.5.78)



13.02.1924 Siding for Elphinstone Red Gum Sawmilling Coy provided. Open for full truck loads inwards and outwards account the siding holder. Siding in 107 yards outside Siding B. Siding has accommodation for 12 trucks. Post 3 relocated 120 yards further out. New Post 1B provided 472 yards in advance of Post 2 and 200 yards in advance of the points at the Up end of the new siding. Trailing connections are provided to both Up and Down main lines and are secured by Annett locks (A pattern at Up end and B pattern at Down end) with duplicate locks on the frame. When a Down train stops at Post 3 to work the siding, care must be taken

that the Van brake is screwed down and sufficient truck brakes applied to hold the train on the incline. (WN 8 & 9, IR, 23/11810)

20.03.1924 Co-acting signal provided for Down Starting signal. Co-acting signal is situated on new post 7 on right hand side of line opposite existing Post 7 (WN 13, Locking Sketch B501)

(01.02.1928) By this date Down Trains may be accepted provided the line is clear to Post 3 (Block Terminal conditions) (General Appendix)

20.07.1928 Redgum Sawmilling Coy Siding abolished. Main line points and rodded connections removed. Levers 4 & 5 became spare (WN 30, LS B501)

07.08.1933 Signalman responsible for working hand gates

29.08.1954

14.10.1959

27.01.1960

05.10.1960

23.08.1961

27.02.1964

due to the withdrawal of Gatekeeper. Gates are to be kept open to road traffic with signals at stop. (Memo from DS, Safeworking Scrapbook)

Stationmaster withdrawn. Now supervised by SM Malsbury. (WN 37)

Post 2 renewed (Chronological Index)

Post 6 moved to be 30 feet from track but the same distance from platform (WN 5)

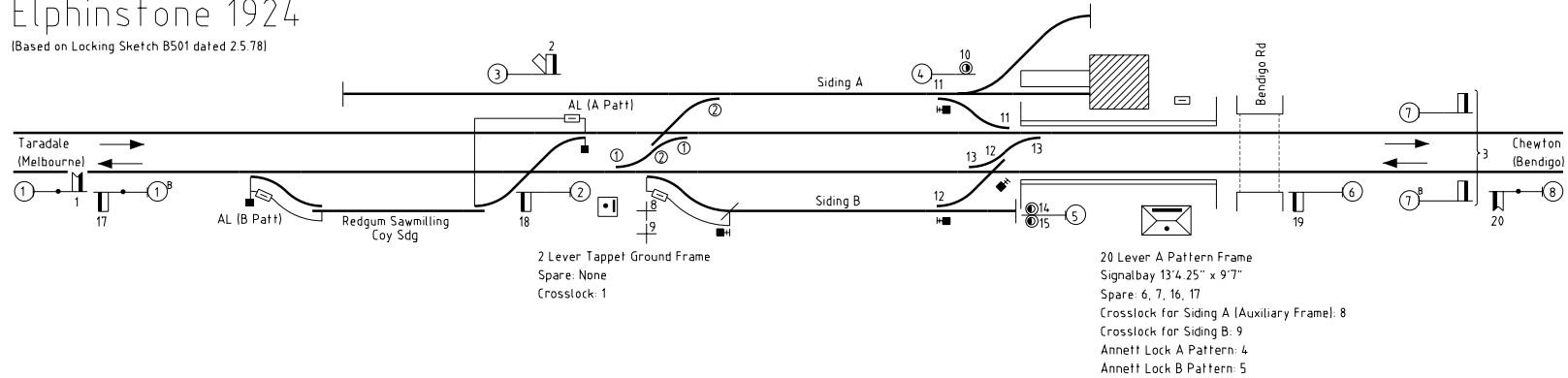
Catch rod springs provided on ground frame levers (CI)

Main line crossover and Down end connection to Siding B removed. Crossovers 12 and 13 were removed. Disc 15 was removed. (WN 36, IR, LS B501, ACTM 21/51/2)

Post 6 renewed (CI)

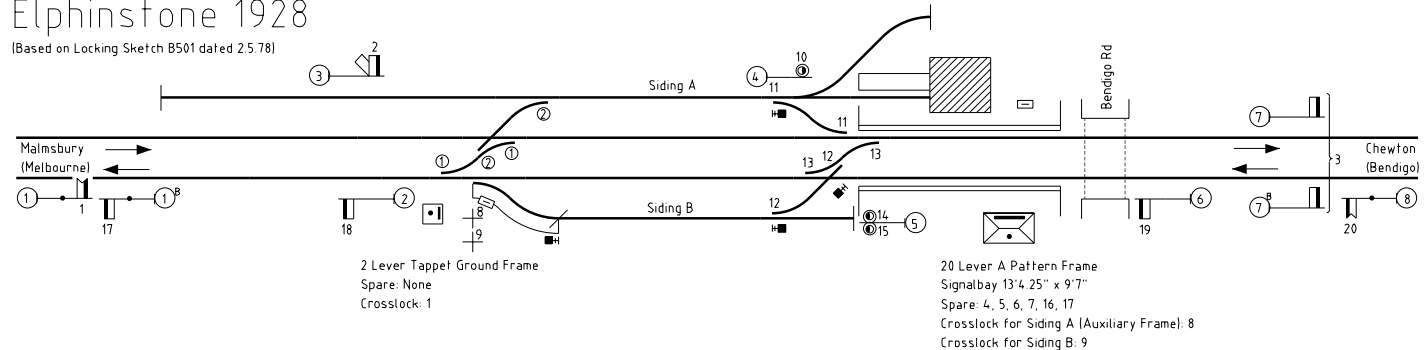
### Elphinstone 1924

(Based on Locking Sketch B501 dated 2.5.78)



### Elphinstone 1928

(Based on Locking Sketch B501 dated 2.5.78)



- 21.05.1970 Post 2 provided with co-acting arm due to construction of Calder Hwy bypass (WN 22, LS)
- 23.03.1971 Down trains must be kept at Post 3 until Line Clear obtained. However, any Down train that needs work at Elphinstone may be brought into the station after the train has been brought to a stand at Post 3. The Signaller must walk to a position in the yard where he can see that the train has come to a stand. (Memo from Safeworking Office, Station Scrapbook)
- 22.04.1971 Posts 7 & 7B relocated to a new location between platform and level crossing. Post 7B renumbered 8. (LS, CI)
- 14.07.1971 Hand gates at Old Calder Highway (70 miles 23 chains) at Down end of platforms replaced by flashing lights. Posts renumbered. Double line block swithout facilities were provided. Block hours will be Mon, 1330 until No 109

- (08.11.1976) By this date: block hours: M 1200 until No 15 clears next morning (0345), Tu-F 0715 until No 15 clears next morning (0329), Sa 0715 until No 93 clears (1529) (WTT)
- 02.05.1978 Siding B abolished. Crosslock 9 abolished. Amend Diagram 16/73. (WN 19, LS B501, IR)
- 18.07.1979 Post 1 relocated 1023 feet in the Up direction. (WN 30)

- (06.08.1979) By this date block hours: 1200 M until No 40 clears Sa (WTT)
- 25.03.1981 Distant 1 electrically lit (WN 13)
- 26.10.1981 Distant 20 electrically lit (WN 49)
- (05.10.1982) Closed to passenger traffic (WN 40)
- 05.04.1984 Homes 3 (both), 17, and 18 electrically lit (WN 16)
- 04.07.1984 Home 2 electrically lit (WN 28)
- 19.07.1984 Home 19 electrically lit (WN 30)
- 09.02.1988 Abolished as a double line block post. Block section now Kyneton - Castlemaine A. All points and signals removed and interlocking frame abolished. Remove from list of Block Terminal posts on the Down. (IR, WN 21 was issued on 31.5.88)

