

Meredith

RMS P 12

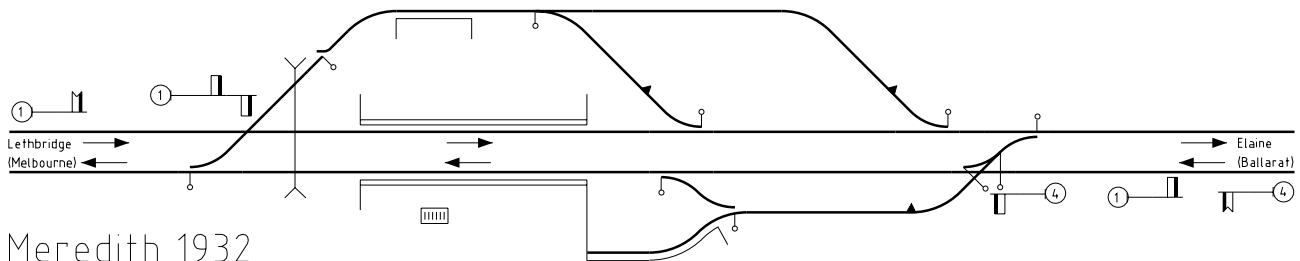
68 MILES 63 CHAINS

27.05.1958 Opened. Not situated at a level crossing. Supervised by SM Warrenheip (WTT 38/58, WN 5/59)
(18.07.1978) Closed (WN 29)

MEREDITH

70 MILES 76 CHAINS 75 LINKS, 114.198 KM

- 11.04.1862 Probably opened for passengers with commencement of regular traffic between Geelong and Ballarat. Official opening of Geelong - Ballarat line was the previous day (10.4). Traffic returns in the Select Committee's report quote an opening date of either 10.4 (Appendix N) or 12.4 (Appendix A). Double track extended from North Geelong to nearly Buninyong (Yendon). (Report of the Select Committee of the Legislative Council on Railways (Votes & Proc Legislative Council 1862-3, The Star 11.4.62)
- 20.08.1862 Probably opened for goods traffic. Goods traffic between Geelong and Ballarat commenced on this day. Definitely open for goods traffic by or in January 1863. (The Star 20.8.62 p1, VPP 1862-3 Vol 2 p1, Victorian Railways to '62, Leo J Harrigan)
- (07.1866) Renamed from Meredith to 'Meredith & Steiglitz' (Bradshaws Guide)
- (01.07.1876) Renamed from 'Meredith & Steiglitz' to 'Meredith' (ETT)
- (01.09.1879) Firewood dealers ask for extension of siding for firewood. On 26.8.79 instructions issued to be done at once (VPRS 433p0u1 p247)
- (10.03.1882) Wood carters request construction of a siding for wood dealers. Minister declines (VPRS 433p0u6 p197)
- (07.12.1883) Catch points reported as being provided in Meredith Siding (VPRS 433p0u10 12235/83)
- (07.04.1884) EEL Branch Inspector reports that all green glasses have been removed from the semaphores and an iron strap provided to prevent semaphores being worked to third position. This is to make the semaphores conform to the new rulebook (VPRS433p0u11 2601/84, 2750/84)
- (16.05.1884) Instructions issued to lengthen carriage dock. Firewood dealers ask that siding for firewood is lengthened to hold five trucks on 10.4.84. EEL and GTM do not recommend, but Commissioners decide it is to be done. (VPRS433p0u12 3832/84, 4999/84)
- (17.02.1885) Home signal renewed. Reported as requiring replacement on 5.11.84. Although instructions issued to forward replacement, this was not done and it was reported as being in a dangerous state and completely rotten on 23.1.85. (VPRSp0u14 10857/84, 794/85, 1674/85)
- (31.12.1885) By this date (since 1.12.82) Winters Block in use Lethbridge - Meredith for Up trains only (Working Timetable)
- (1888) New arm fixed on down home post. To be Up starting signal (C211/88)
- (17.03.1890) By this date (since 12.8.89) Winters Block in force in both directions Lethbridge - Meredith (WTT)
- (29.07.1892) Traffic notifies EEL that it is intended to open the block telegraph section Meredith - Yendon in a few days (VPRS433 Book 75 11149/92)
- 10.10.1892 Down starting signal ready for use (VPRS 433 Book 78 15167/92)
- (21.05.1894) By this date (since 9.5.92) Winters Block in force Meredith - Elaine (WTT)
- (01.07.1898) By this date has Up and Down home and starting signals but only an Up distant. Crossover provided at Down end. Trains may be accepted under Block Rule VI. (GA)
- (16.05.1904) Gates at No 14 Crossing (70 miles 73 chains at the Up end of Meredith) replaced by cattle pits. (Weekly Notice 20)
- 28.05.1909 Block Rule VI specifically authorised (probably indicates general banning elsewhere) (WN 28)
- (21.02.1910) Medina opened as a block post dividing the Lethbridge - Meredith section for Up trains only. Periodically opened until 1914 (WN 8)
- (06.03.1911) Down Starting signal placed on separate post on same side of the line but 100 yds further out. Down Distant provided on left hand side of line, 500 yds from Home (WN 10)

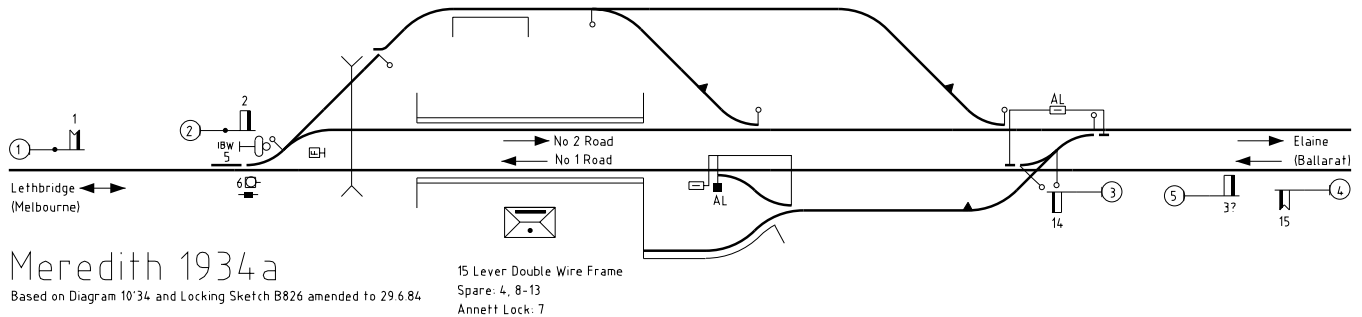


Based on a diagram in Station Book dated 23.3.32

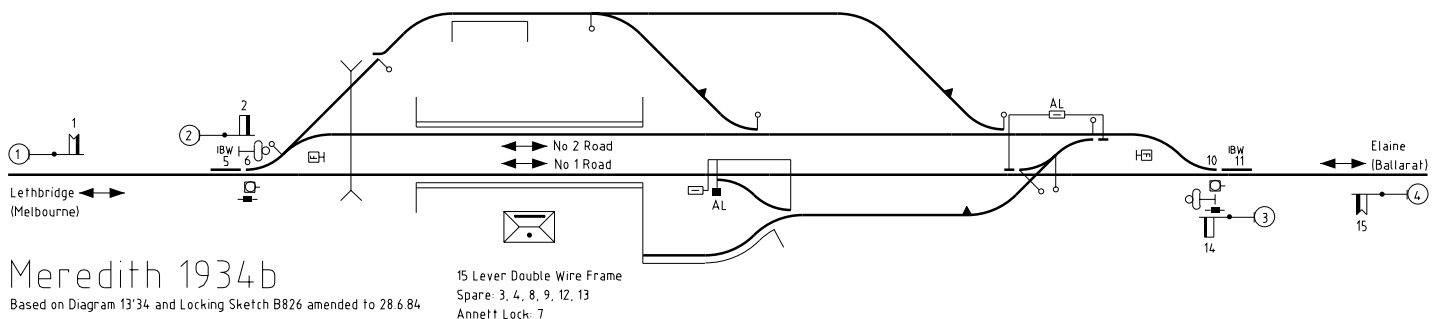
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- (01.12.1913) By this date, Up and Down Goods trains may be accepted under Rule VI provided no passenger trains are within the clearing distance. (1913 General Appendix)
- (17.01.1922) Block Rule VI prohibited for Down trains (WN 3 extracts)
- (06.06.1922) By this date open as a block post continuously (WTT)
- (01.02.1928) By this date Block Terminal on Down journey. Rule VI still authorised for Up and Down Goods when no passenger train is in clearing distance (GA)
- (09.07.1929) Block Rule VI now prohibited for Down goods trains (WN 28)
- (19.07.1932) Medina disestablished as double line block post in Lethbridge - Meredith section. (WN ext, SLR)
- 10.07.1934 Line singled between Lethbridge and Meredith. Double Line Block system Lethbridge - Meredith replaced by Electric Staff system (with large instruments). Signal bay provided on Up platform with 15 lever double wire frame. Home 2 will initially only apply to the Down Platform Road (No 2 Road). Points to Goods and Stock Siding and points of crossover at Down end secured by Annett Lock with duplicate lock on frame. Diagram 10'34 in service. Permission to accept Up trains under Rule 6 or Down trains under Block Terminal conditions cancelled (WN 31, Locking Sketch B826, AGST 9/387/1)

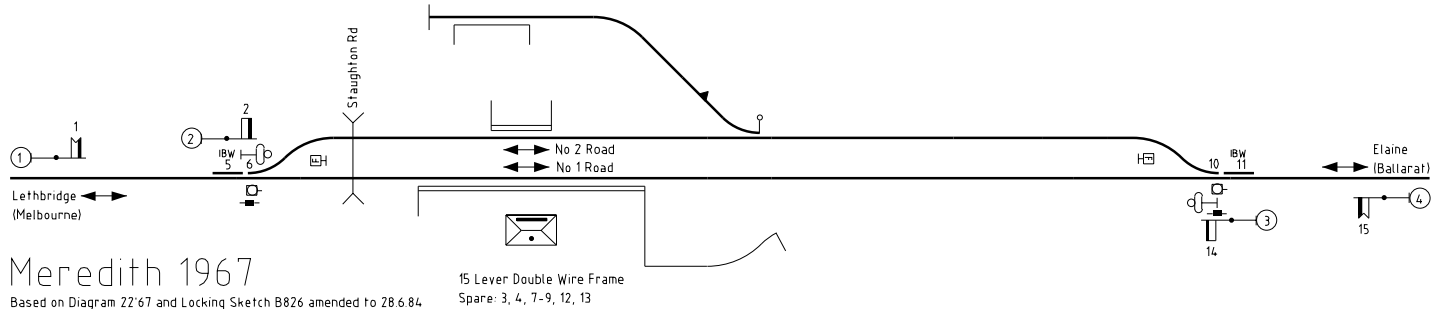


- 19.07.1934 Medina opened as a staff station dividing Lethbridge - Meredith section. Provided with switch out facilities. (WN 31)
- 02.08.1934 Post 4 moved 410 yds further out (WN 33, AGST 9/415/1 and 3)
- 07.08.1934 Post 3 moved 300 yds further out (WN 33, AGST 9/415/1 and 3)
- 23.08.1934 Line singled between Meredith and Elaine. Double Line Block system Meredith - Elaine replaced by Electric Staff system (with large instruments). Double Wire points 10 and Lockbar 11 brought into service. Down starting signal, Post 5, abolished. Diagram 13'34 replaced 10'34. (WN 36, LS B826, IR)

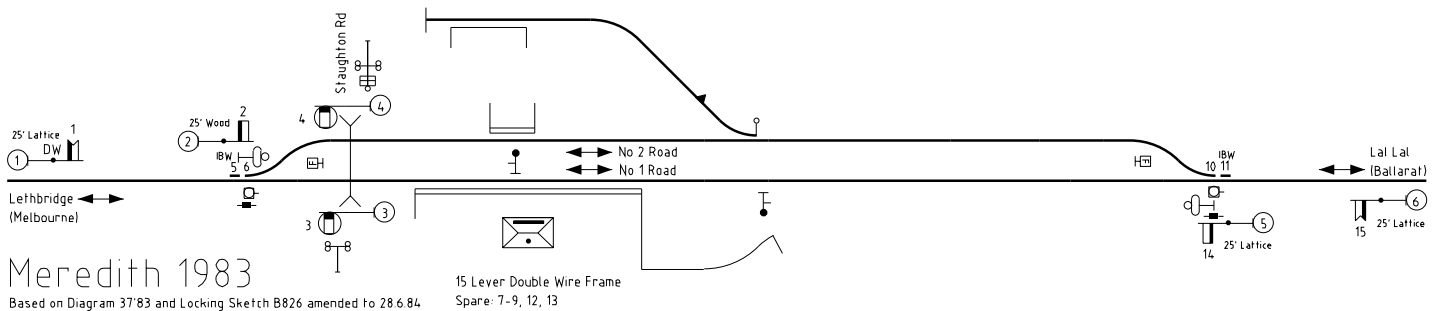


- (12.05.1942) Two composite staffs provided in Lethbridge section so that Medina can be opened as block post. (WN 19, AGST 14/407/2)
- (13.10.1942) Crossover between No 2 Rd and Shed Rd removed (WN 41, AGST 15/18/1)
- (21.02.1950) Composite staffs for Lethbridge section withdrawn (WN 8)
- (17.03.1953) Telegraph Instrument removed (WN 11)
- 23.05.1954 Stationmaster (class 8) removed and two ASM (class 5) positions created. Now supervised by Warrenheip (WN 23, 54/4690)
- 15.05.1957 Post 3 renewed in existing position as 30' Steel mast (Chronological Index)
- (10.06.1957) By this date: Open for general goods. Had 3 ton crane, 10 ton private weighbridge, sheep and cattle races. Up platform 301 ft, down 78 ft. (Directory of Stations)
- (14.01.1958) Staff Exchange Box provided. May be used for No 158 Fridays. Signaller will go off duty after departure of No 89 (M-Th) provided it crossings No 158 at Meredith, and after departure of No 87 (Fr). The Staff for No 87 will also be used for No 158 (see WN 50/57) (WN 2)
- 09.04.1958 Large electric staff instruments on the Lethbridge - Meredith section replaced by miniature instruments. Large type Staff Exchange Box replaced by special Staff Exchange Box formerly at Lethbridge (WN 15)
- (16.07.1962) By this date: Weighbridge removed. Supervised by Ballarat East (DS)
- (01.07.1966) By this date: Sheep and cattle races had been removed. Supervised by Gheringhap. Has 260' Car Dock (not shown previously) (DS)
- 18.06.1967 One (or both?) ASM (class 5) positions replaced by signal assistants (WN 26)

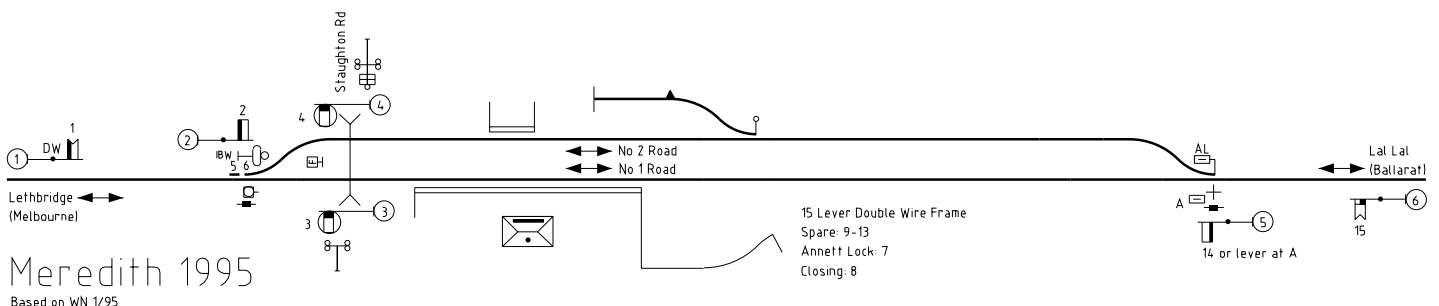
24.10.1967 Shed Road abolished. Annett locked crossover from No 1 Rd to Goods siding removed. Annett Lock removed from frame. Lever 7 now spare. (WN 45, LS B826)



- 28.07.1969 Both signal assistant positions upgraded to ASM (class 5) (WN 31)
- 06.10.1970 Lockbars 5 and 11 replaced by track circuits and lever locks. (LS B826, WN 41)
- (01.09.1977) By this date, crane removed. Now open only for goods in truck loads and parcels (DirStat)
- (11.1978) Railcar service replaced by bus. Bus stops at both railway station and in township. 153 HP Railcar had become so dilapidated that a temporary bus service was arranged during Nov (WTT, Newsrail Jan/Feb 79)
- 30.03.1981 Geelong - Ballarat DRC formally withdrawn. (WTT 4/81)
- 19.07.1983 Elaine closed as a Staff station. Large instruments still in use prior to this on Meredith - Elaine - Lal Lal section with Elaine switching (WN 4)
- 27.10.1983 Flashing lights provided at Staughton St (114.127km). Up Homes 3 (Post 3) and 4 (Post 4) provided. Home 2 & 14 and Distant 1 & 15 fitted with reversers. Up and down automatic staff exchangers provided but not yet commissioned. Diagram 37'83 (Gheringhap - Yendon) replaced 22'67 (Bannockburn - Yendon). (WN 18, LS B826)



- 14.01.1984 Staff Exchangers brought into service. Probably indicates the provision of miniature staff instruments on Meredith - Lal Lal section. (CI)
- (20.05.1984) Bus still stops at railway station and in township. Still formally open for passengers? (WTT)
- 28.06.1984 Post 6 relocated 829 metres in the Down direction and motorised (WN 26, LS B826)
- (30.10.1984) Diagram 22/84 (Gheringhap - Yendon) replaced 37/83 (WN 84)
- 05.10.1985 Staff Balancing Magazine provided on both sections (Lethbridge - Meredith - Lal Lal) (WN 40)
- 25.10.1987 Loop extended 350 metres at the Down end. Double wire control of point removed. Points now secured by plunger lock. Up home and distant moved 350 metres further out. Annett Lock provided on frame (lever 7) (IR, SLR, CI)
- (13.11.1988) Diagram 28/88 (Gheringhap - Yendon) replaced 22/84 (WN 45)
- 30.06.1990 Lethbridge closed as staff station. New section Gheringhap - Meredith. (WN 26)
- (22.01.1991) Diagram 52/90 (Gheringhap - Lal Lal) replaced 28/88 (WN 2)
- 07.10.1992 Closing Lever 8 provided, but not commissioned (WN 40)
- 24.12.1994 Section Authority System brought into service Gheringhap and Warrenheip 'for trial' and Electric Staff system suspended. Meredith is a switch in/out location and must be attended for all crossing, passing, or shunting trains. Section Authority sections: Lethbridge Block Point - Meredith - Lal Lal Block Point. Closing lever brought into service and initial block hours are 0300-1230 & 1555 to 2355 (M), 0320-1230 & 1350-2350 (Tu), 0530-1230 & 1555-2355 (W, Fr), 0320-1230 & 1450-2350 (Th) (WN 1)



- (07.02.1995) Special instructions issued to switch in/out. May only be switched in or out when no Section Authorities have been issued. Must be physically switched in or out before being switched in or out in the Section Authority Workstation (WN 5)
- (28.05.1996) Diagram 2/96 (Bannockburn - Lal Lal) replaced 52/90 (WN 21)
- 22.09.1997 From this date only switched in as required (WN 38)
- ? Diagram 4/99 (Bannockburn - Lal Lal) replaced 10/98 (?)
- 25.07.1999 Section Authority System between Gheringhap and Yelta replaced by the Train Order System. Sections (when switched in) Lethbridge BP - Meredith - Lal Lal BP. Special instructions deleted (WN 29)
- (19.02.2008) Meredith may be used for stabling track machines in No 3 Road, but not in No 2 Road as it is a running line. Meredith will only be switched in when there is an Absolute Occupation between Lethbridge BP and Lal Lal BP. Points 6 are booked out of use, and access to No 2 Road is only available at the Down end. (WN 7)
- (26.02.2008) Permission granted to stable plant trains in No 2 Road during an Absolute Occupation. Baulks are provided at the Up end of No 2 Road on the Down side of Post 4. The plant train must stable as close as possible to the baulks, and clear of the points to No 3 Road. Baulks and a portable derail must be applied at the Down end of the plant train. (WN 8)
- (18.01.2011) The procedures in Book of Rules, Section 27, Rule 28 will no longer apply at Meredith and Operating Procedure 75 was issued to cover the operation of the points and signals during crossings. (WN 2)

RMSP 1472 3/4 MILES

- 23.03.1970 Opened at Boundary Road (WN 12, Grades Book, WTT 33/70, 70/952)
- (18.07.1978) Closed (WN 29)