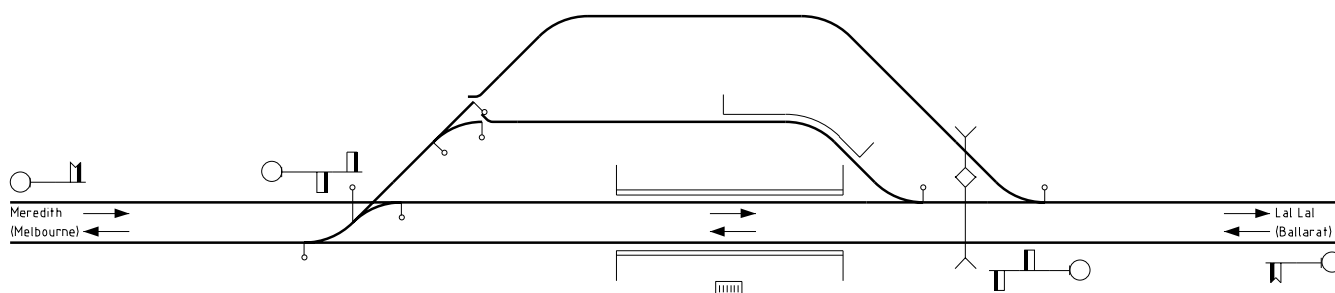


Elaine

ELAINE

76 MILES 32 CHAINS 25 LINKS, 122.959 KM

- 03.04.1872 Elaine opened. Goods only carried at owner's risk. (Chronological Register, Argus 3.4.72 p1)
- (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)
- (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)
- 02.10.1892 Up and Down starting signals provided on Up and Down Home signal posts (VPRS 433 Book 78 14901/92)
- (21.05.1894) By this date (since 9.5.92) double line block working introduced with sections Meredith - Elaine - Lal Lal (Working Timetable)
- (01.07.1898) By this date had full complement of signals: 2 starting signals, 2 homes, and 2 distants. Crossover in centre of station. (General Appendix)
- (23.07.1906) Gates removed from No 16 Crossing (76 miles 37 chains 46 links) at Down end of station and replaced by cattle grids (WN 30, PCR Book)
- (01.03.1909) Now open as a block post for all trains (WN 9)
- (26.02.1912) Post with Down Home and Up Starting signal moved 50 yards further from platform on the same side of line as formerly (WN 9)
- (01.04.1919) By this date, Elaine had two crossovers. (GA)
- (06.06.1922) Switches in: M to Sa 0515 until No 11 clears (approx 1858). (WTT)
- (01.02.1928) By this date: Block Terminal on down journey (GA)



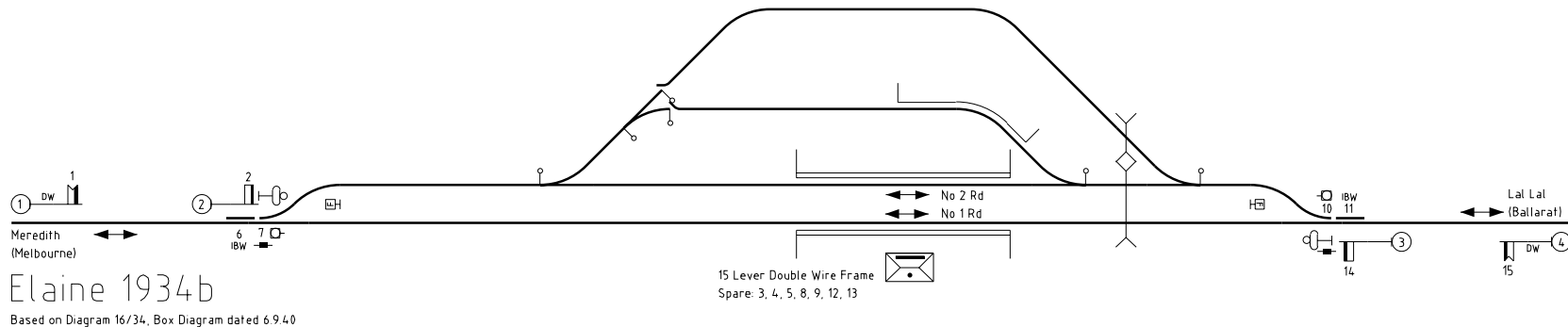
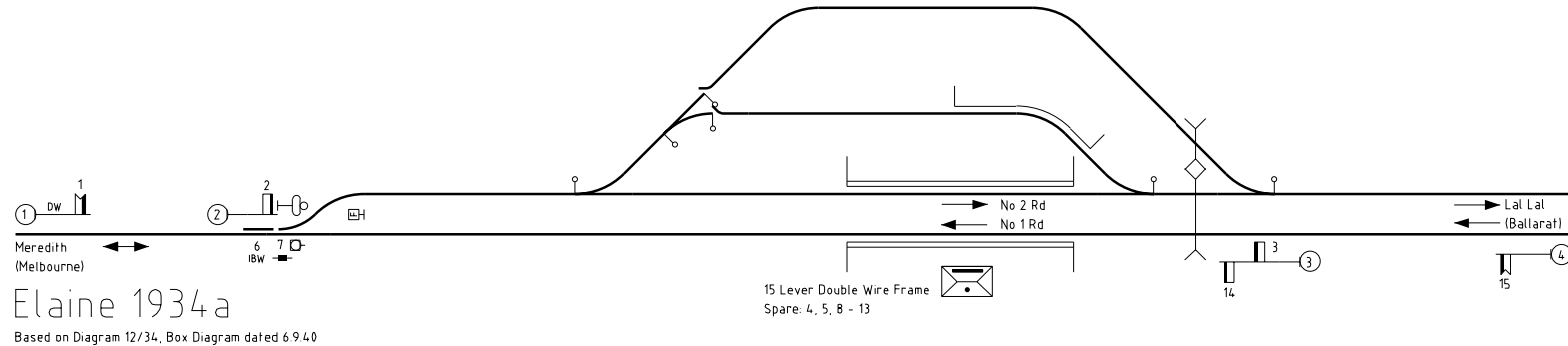
Elaine 1932

Based on Diagram 12/34 & sketch dated 23.3.32

09.08.1934 Down distant moved 410 yards further out (WN 34, AGST 9/420/3)
 23.08.1934 Line from Meredith singled. Double Line Block Working on the section Meredith - Elaine replaced by Electric Staff working on same section using large instruments. Signal bay provided on Up platform with 15 lever double wire frame. Trackwork at Up end modified. Up Starting signal and Down end crossover abolished. Elaine is no longer a Block Terminal in the Down direction. Until line to Lal Lal is singled, Down Home on Post 2 will only apply to No 2 Road. Diagram 12/34 provided. (WN 36, AGST 9/431/2)

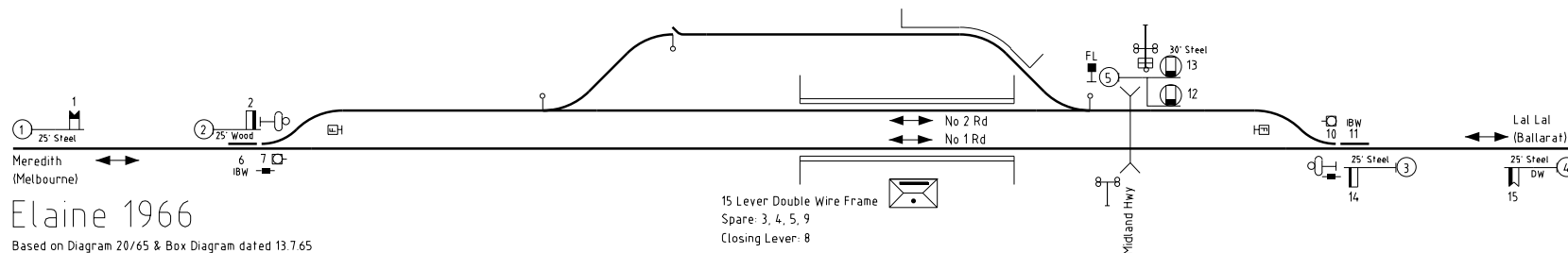
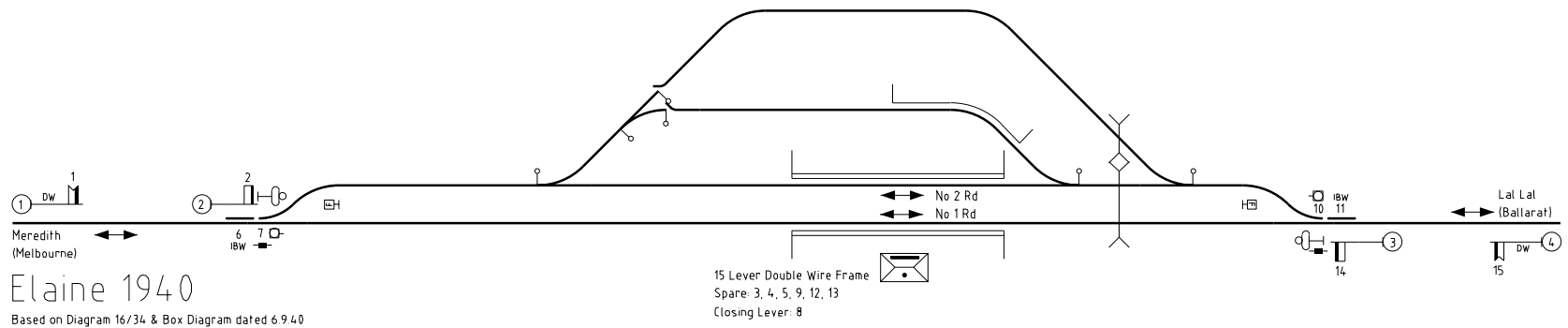
27.09.1934 Line to Lal Lal singled. Double Line Block Working on the section Elaine - Lal Lal replaced by Electric Staff working on same section using large instruments. Down Starting signal abolished (worked by lever 3). Diagram 16/34 replaced 12/34. (WN 41, IR, IS, AGST 9/458/1)
 24.10.1934 Post 3 moved 180 yards further out. Amend Diagram 16/34. (WN 46)
 25.10.1934 Post 4 moved 180 yards further out. Amend Diagram 16/34. (WN 46)
 12.11.1934 Stationmaster removed. Station now worked by Signal Porters under supervision of SM Meredith. (WN 46, 34/11224)

(15.11.1938) Staff Exchange Box provided. To be used for No 1 Tuesday to Saturdays, or for a Down special scheduled to run after Signalman has finished duty for the day. (WN 46, AGST 12/23/2)



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19.12.1939	Switch out instrument (without trains) provided. Long section Meredith - Lal Lal and short sections Meredith - Elaine - Lal Lal. Modified instruments provided due to the use of large electric staff instruments. The switchout instrument is special. Local staffs to be obtained, placed in box and secured. Switching handle can then be turned to OUT which will release front lock on closing lever 8. Closing lever pulled to half way position which secures staffs and releases signals. Reversing closing lever to full reverse switches in long section. Interlocking cannot be freed for shunting when through section is in use. Closing lever 8 provided in frame (WN 2, IR, AGST 12/299/1)	(16.08.1955) Switched in: M, Th 1340 until No 23 clears, Tu, W, F & Sa 0855 until No 15 clears and 1450 until No 23 clears (WN 33)	19.04.1966	Down distant temporarily out of service a/c conversion to motorised signal. (CI)
(03.07.1945)	Switched in M - F 0900-1600, Sa 0900-1200 (WN 27)	21.05.1957 Post 4 renewed (CI)	21.04.1966	Flashing lights provided at Midlands Hwy (76 miles 37 chains). Post 5 provided 15 feet on Up side of level crossing with two light Down Home Departure signals (note diagram 20/65 shows mechanical home signals). Flashing lights controlled through track circuits, signals, and push buttons. Push buttons provided in signal bay and at the level crossing to operate the flashing lights during shunting. Diagram 20/65 replaced 16/34. (IR, WN 18, IS)
(21.04.1953)	Elaine switched in as arranged by Train Control, Geelong. (WN 16)	22.05.1957 Post 3 renewed (CI)	18.06.1967	One (only?) Class 5 ASM position replaced by signal assistant (WN 26)
		23.05.1957 Post 1 renewed (CI)	(?)	Diagram 22/67 (Bannockburn - Yendon) replaced 20/65 (?)
		(01.06.1957) Open for general goods. Has Sheep Race. Supervised by Warrenheip (DirStat)	25.11.1970	Lockbars 6 & 11 replaced by lever locks and track circuits. (WN 49, IS)
		(08.10.1957) Only switched in M & Th 1100 until No 19 (Roadside) clears Lal Lal (i.e. only regularly switched in for shunting the siding). This remains the regular switching hours until at least 1963 (WN 41)		
		(13.01.1959) No 4 Rd abolished. Amend Diagram 16/34. (WN 2)		
		(16/07/1962) By this date, sheep race has been removed (DirStat)		
		(02.11.1964) By this date only switched in as arranged by the Train Controller (WTT)		



Version 1.0 (November 2010)

- (18.03.1974) By this date only switched in as required. (WTT)
- (09.1977) By this date open for passengers & goods in wagon loads inwards and outwards, small consignments and parcels (DS)
- (11.1978) Railcar service replaced by bus. Bus stops in township at the General Store. 153 HP Railcar had become so dilapidated that a temporary bus service was arranged during Nov (WTT, Newsrail Jan/Feb 79)
- (20.03.1979) Now no-one-in-charge instead of being worked under Caretaker conditions (by signal assistant?) (WN 12)
- (06.1983) By this date apparently still open for goods in wagon loads (less than wagon loads served by Freight Centre) (DS)
- 19.07.1983 Disestablished as staff station. Electric staff section now Meredith - Lal Lal (i.e. former long section). All signals, points, and interlocking removed. Flashing Lights now operate automatically. Effectively closed for goods. (WN 4, IR)
- 22.04.1999 Healthy state indicator fitted to the Up side mast at the Midland Hwy (WN 19)