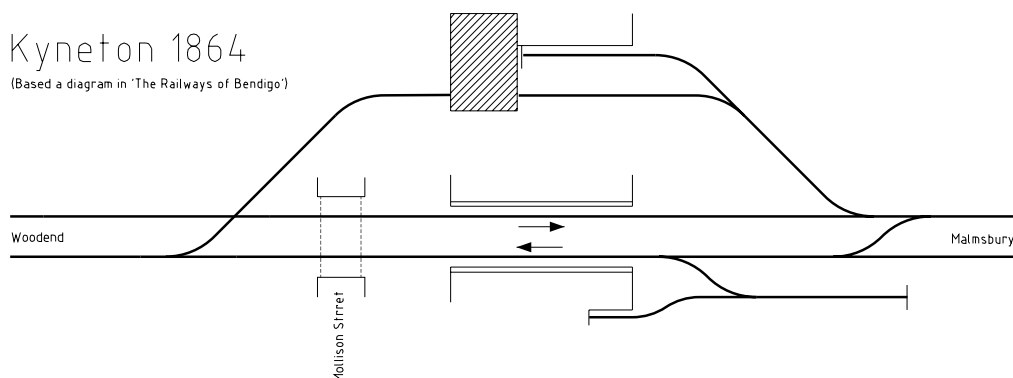


Kyneton

KYNETON (40 MILES)

Kyneton was the terminus of the third section; the line was opened to Kyneton in April 1862 and extended to Castlemaine in October 1862. Kyneton had a small goods yard to serve the township and the refreshment rooms as most trains stopped for water. From 1891 to 1953 the Redesdale line trains originated and terminated at Kyneton (the actual junction was at Redesdale Junction, the next station north). Block working (using Winter's instruments) had been introduced by 1890 and the station was interlocked in 1891; the frame and signalbox remain in use today. An Auxiliary Frame was provided to work the connections at the Down end of the yard (which are difficult to see from the box due to the curvature of the yard) in 1913; this was removed in 1992. Kyneton is currently the terminus of the interurban service from Melbourne and consequently remains a busy and important mechanically signalled location.

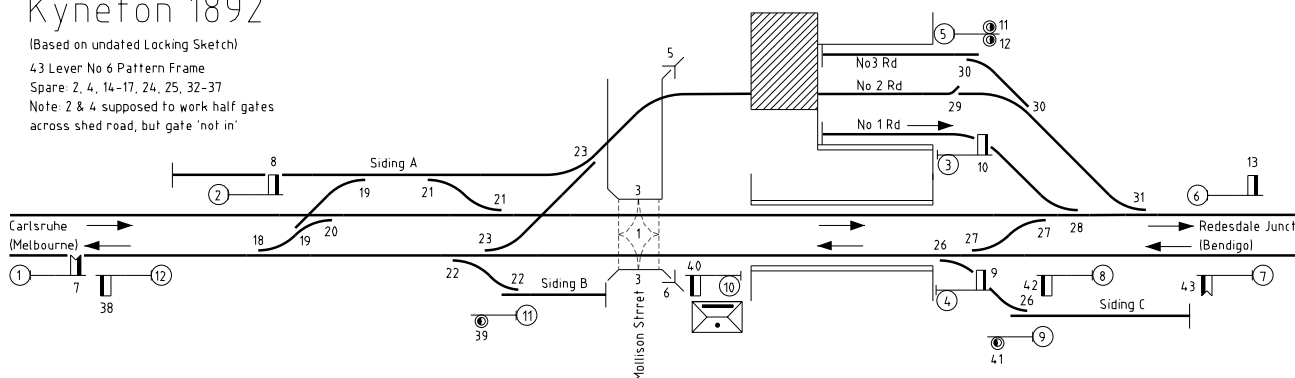
- 04.04.1862 Contract let for erection of station, out-buildings, platforms etc to William Murray for £4953/7/1 (GG)
- 25.04.1862 Line opened Woodend - Kyneton (VR62)
- 15.10.1862 Line opened Kyneton - Castlemaine (VR62)
- 06.06.1862 Contract let for manufacture & erection of WI tanks, pumps, pipes & steam engines for water supply on Melbourne - Sandhurst railway to Enoch Hughes for £2190/0/0 (GG)
- 18.07.1862 Contract let for construction of tank house and engine house to John L. McDonald & Co for £827/13/6 (GG)
- 03.02.1863 Contract let for construction of goods shed, platform, refreshment room & other works to R Turnball & Co for £5737/2/11 (GG)



- 25.03.1875 Contract let for enlargement of goods sheds to McGrane & Price for £1622/3/2 (GG)
- 29.11.1878 Contract let for new boiler for pumping engine to P Bevan for £167/10/0 (GG)
- 14.08.1885 Contract let for erection of parcels office, lavatories, closets etc to WE White for £754/1/0 (GG)
- 19.08.1887 Contract let for extension of platform verandahs to WT Tonks for £261/3/2 (GG)
- 28.10.1887 Contract let for extension of platform verandahs to W Bennett for £3670/0/4 (GG)
- 18.05.1888 Contract let for erection of dairy produce shed to TW Sutherland for £91/14/0 (GG)
- 07.02.1890 Contract let for erection of signal box to T Bennett for £404/0/7 (GG)
- 07.03.1890 Contract let for erection of Cool Store to T Whight for £352/6/11 (GG)
- 22.08.1890 Contract let for erection of turntable and water supply works to J Couston for £378/2/2 (GG)
- 20.01.1891 Interlocked with 43 lever (16 spare) Rocker frame. Gates are not connected. (IR)
- 11.03.1891 Gates connected to frame. Now 14 spare (IR)

Kyneton 1892

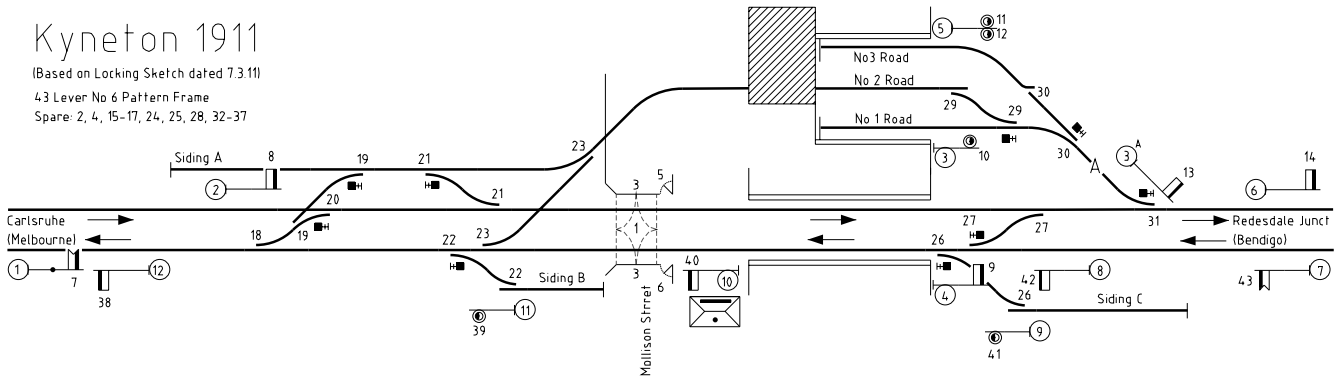
(Based on undated Locking Sketch)
43 Lever No 6 Pattern Frame
Spare 2, 4, 14-17, 24, 25, 32-37
Note: 2 & 4 supposed to work half gates
across shed road, but gate 'not in'



- (09.05.1892) Block working (with Block Instruments) Carlruhe - Kyneton - Redesdale Junction (since 1.10.88) (WTT)
- 21.12.1894 Tenders called for removal of Gatehouse 1, Redesdale line, to Kyneton (GG)
- 28.03.1911 Points 28 removed and No 1 Road connected to lead of Nos 2 & 3 Roads. Disc replaced Home 10 on Post 3. New Post 3A (Down Home 13) provided leading from 'A' (neck of Nos 1 - 3 Roads) to Down line. Down Starting 13 now worked by lever 14. Distant now released by all Homes in advance (WN 10, LS, IR)

Kyneton 1911

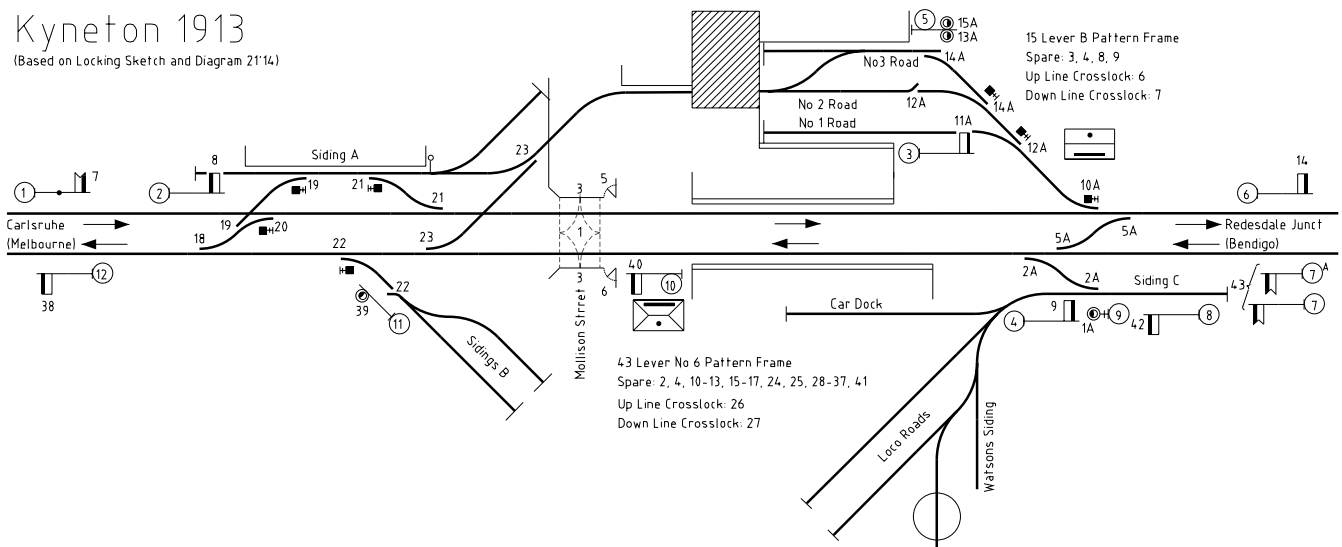
(Based on Locking Sketch dated 7.3.11)
 43 Lever No 6 Pattern Frame
 Spare: 2, 4, 15-17, 24, 25, 28, 32-37



- (25.06.1911) Disc 12 removed from Post 5 to Post 3 (WN 26)
- (17.07.1911) 'Fog arms' (co-acting arms) provided for Up and Down Distant. Co-acting arm for Down Distant provided on new Post 1A erected on left hand side of line opposite Post 1. Co-acting arm for Up Distant provided on new Post 7A (WN 29)
- (08.07.1912) Post 1 moved 100 yards further out and to the left hand side of the line. Co-acting signal on Post 1A probably removed. Post 2 moved 35 yards further out (WN 28)
- (13.01.1913) Co-acting arm provided on Post 12 (WN 2)
- (06.06.1913) Home 8 track locked by track circuit on Down line between Posts 2 and 4 (WN 22)
- (20.10.1913) No 2 Siding connected to No 3 Siding inside Catch 30. Points 29 & Discs 10 & 12 (Post 3) abolished (WN 42)
- (10.11.1913) Crossover 26 moved 87 yards further out. Post 9 replaced by a ground disc (WN 45)
- (17.11.1913) Post 3A relocated 11 yards nearer platform and on opposite side of No 1 Road (WN 46)
- 30.11.1913 15 Lever Auxiliary Frame provided at Down end. Except for main line signals on Post 4, 6, 7, 7A, and 8, all points and signals at Down end worked from Auxiliary Frame. Crosslocks 26 & 27 provided (WN 49, IR)

Kyneton 1913

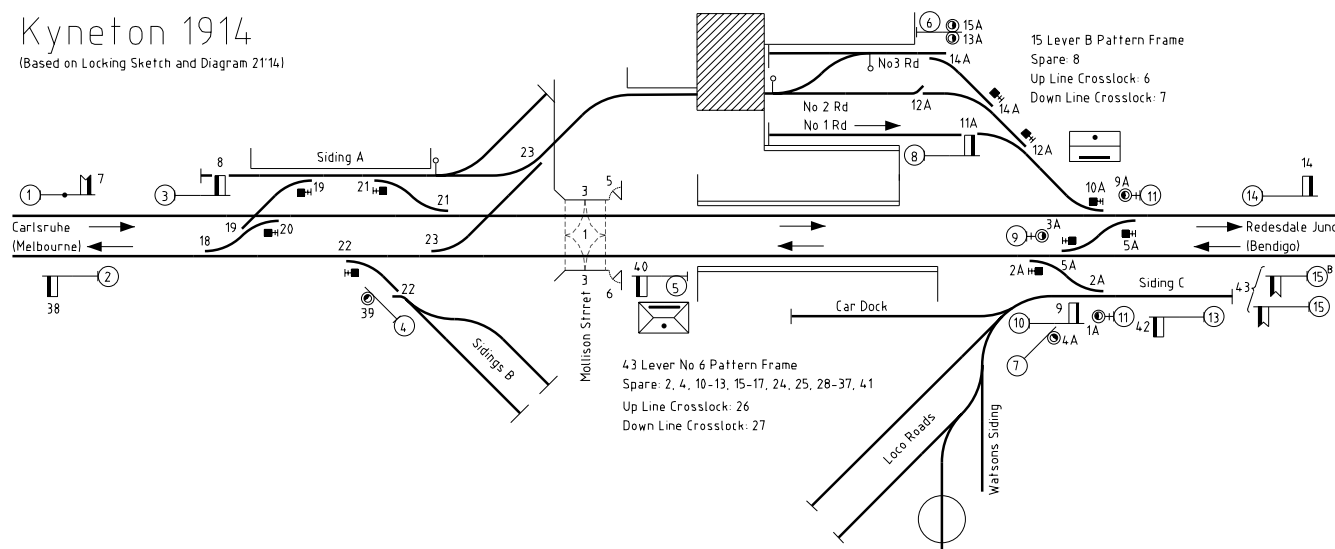
(Based on Locking Sketch and Diagram 21/14)



03.08.1914 Signalling at the Down end augmented. Ground Discs 3A (Up line to Siding C, Post 9) & 9A (Down line to Nos 1, 2, or 3 Roads, Post 12) provided. Disc 4A (Loco Roads or Dock to Siding C) provided on new Post 7. Points indicators provided on Points 2AD, 5AU & 5AD. Posts renumbered (WN 31, IR)

Kyneton 1914

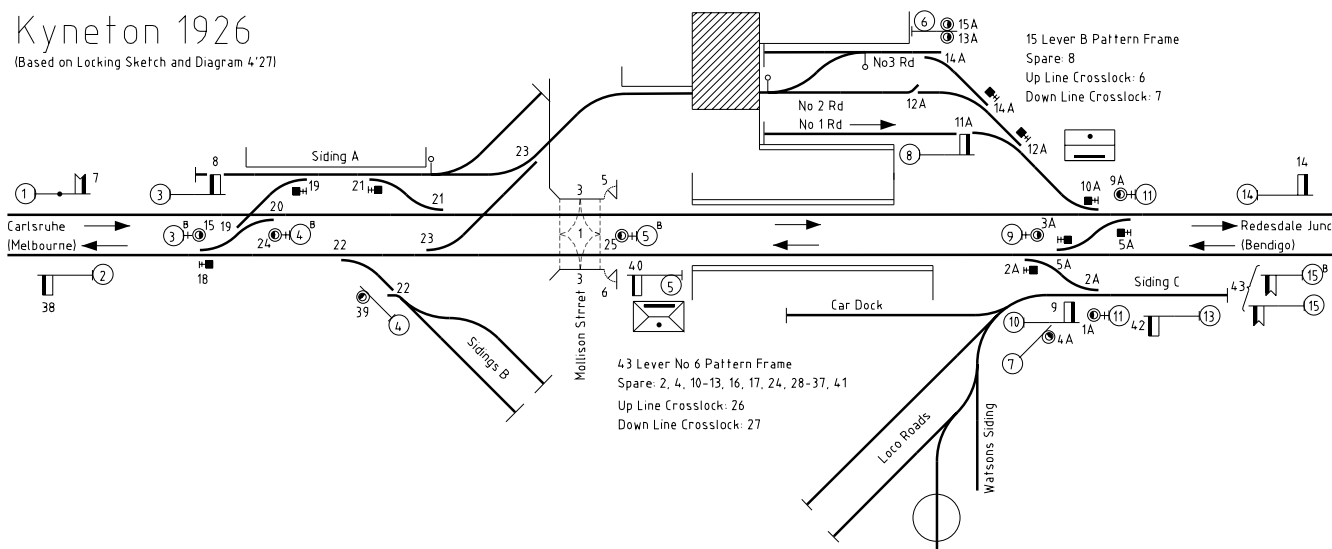
(Based on Locking Sketch and Diagram 21'14)



01.10.1918 Machine timbers renewed by works branch. Machine tested (IR)
 (08.12.1925) By this date Block Terminal on Up (probably since 1922) (WN 49)
 29.01.1926 Ground Discs 15 (Up line to Siding A, Down line, or Up line, Post 3B), 24 (Down line to Up line, Post 4B), and Disc 25 (Along Down line, Post 5B) provided. Point indicator provided on Points 18U and point indicator removed from Points 18D. (WN 6*, LS, IR)

Kyneton 1926

(Based on Locking Sketch and Diagram 4'27)

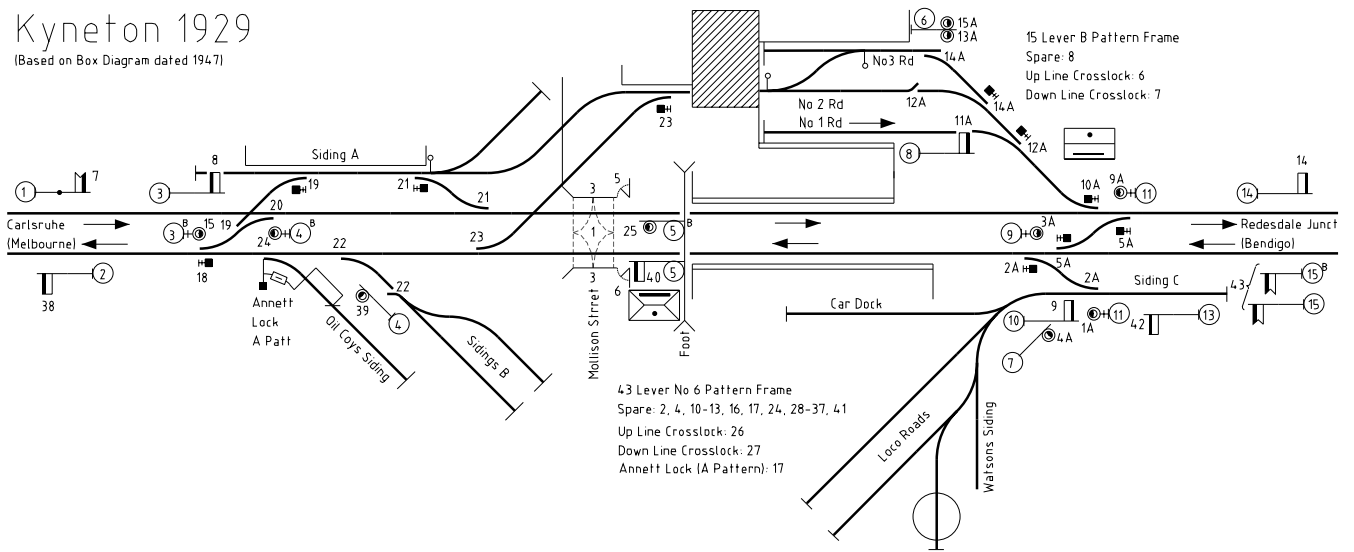


19.03.1926 Lever 3 fitted with two cams (gate cam and ordinary cam) (LS)
 27.01.1927 Post 2 moved 90 yards further out (WN 5*)
 (22.02.1927) Additional main line water column provided 1600 feet on Up side of Mollison Street with 40' ash pit (WN 8*)
 28.06.1927 Ground Disc 5B relocated to footbridge (WN 27*)
 (01.02.1928) Special instruction: In order to take full advantage of Block Terminal conditions on Up, Guards may use telephone in Auxiliary Cabin to inform Signaller that their train is complete. OIC to do the same for Up passenger trains. Instruction repeated in GAs up to and including 1979 GA (GA)
 (23.10.1928) Block Terminal in both directions in clear weather (previously only in Up direction) (WN 43)

07.08.1929 Siding for Shell Coy & Vacuum Oil Coy provided. Has accommodation for 11 trucks. Trails into Down line and is secured by A Pattern Annett lock. Key normally held in duplicate lock on Lever 17. (WN 33, LS)

Kyneton 1929

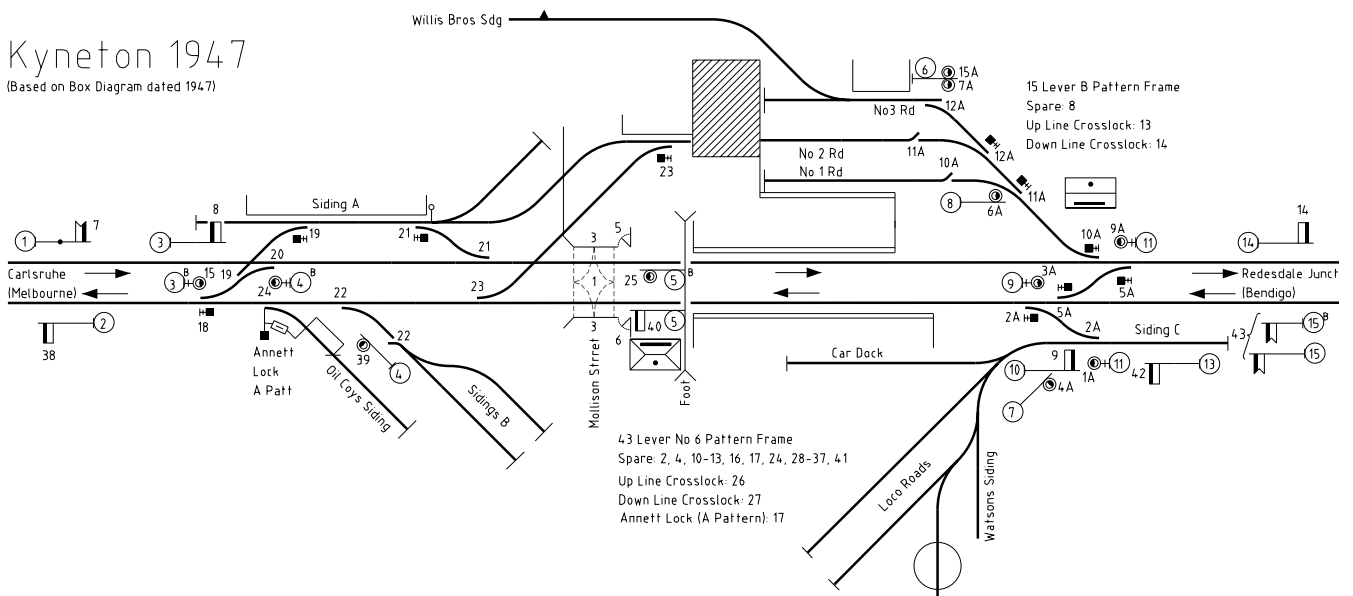
(Based on Box Diagram dated 1947)



- c1935 Instructions issued for Drivers to whistle when approaching Up Distant when signal is at Caution. This allows Signalman to close gates at Mollison Street and allow trains to draw forward to ash pit with being checked at gates (SS)
- 21.02.1936 Post 8 moved 25 feet nearer platform and Home 11 replaced by disc. Catch points provided in No 1 Road (WN 8*, LS)
- 01.06.1941 Leadout timbers renewed (A976)
- (11.11.1941) Siding for Willis Bros provided. Leads off No 3 Road and crosses Trentham Road. Scotch block provided on Up side of road crossing. Siding is 1250' long with standing room of 270' (WN 45*)
- 28.11.1941 Ground disc 4B moved 25 yards further in (WN 49*)
- (14.04.1942) Crossover between Nos 2 and 3 Roads removed (WN 15*)
- 02.05.1945 When a Down Goods train with more than 22 vehicles took water, the train blocked road traffic at the level crossing. Under these circumstances the train must be secured clear of the level crossing and the engine cut off and proceed to water crane. After watering, the engine will be signalled back onto train (SS)
- 23.06.1947 Auxiliary Cabin basement renewed. Point and signal leadouts from Auxiliary Frame renewed and rearranged. Auxiliary Frame renumbered (LS, A649 has 13.6, CI)

Kyneton 1947

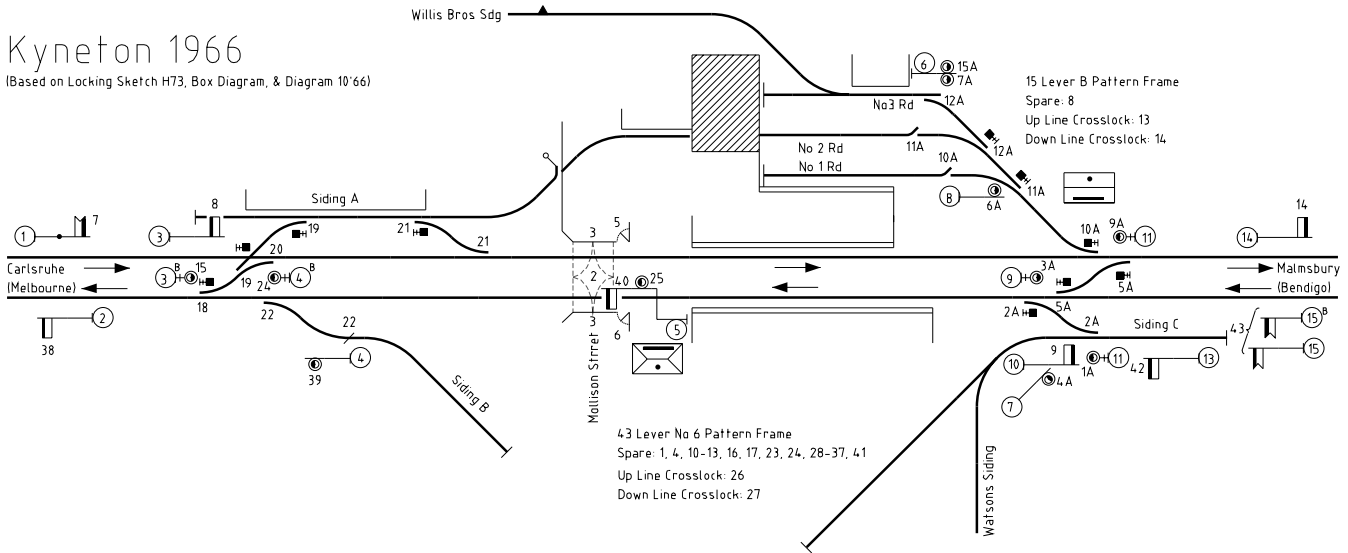
(Based on Box Diagram dated 1947)



- (22.11.1949) Loco Road between Watson's Siding and High Siding abolished (WN 47)
- 09.05.1950 Posts 5 & 5B abolished. New Post 5 provided 5 yards nearer signalbox (WN 20, LS)
- 01.06.1950 Wickets relocated 10 yards nearer signalbox (WN 23)
- 17.10.1950 Wire adjusting apparatus provided for Homes 42 & 14 (CI)
- (13.03.1951) Telegraph instrument removed (WN 11)
- 16.03.1952 Post 5 replaced by lop bracket post (WN 13, LS)
- (23.05.1961) Vacuum Oil Coy Siding baulked 120' from buffer stops (opposite western boundary of site) (WN 21)
- 30.08.1962 Post 14 renewed (CI)
- 12.05.1966 Points 22 and 23 spiked normal. Post 4 abolished. Levers 22, 23, and 39 now spare. (WN 21)
- 23.08.1966 Oil Coy's Siding renamed Siding B and connected to frame. Now worked by Lever 22. Annett lock removed & Lever 17 removed. New Post 4 (Disc 39) provided for moves from siding. (WN 35, IR)

Kyneton 1966

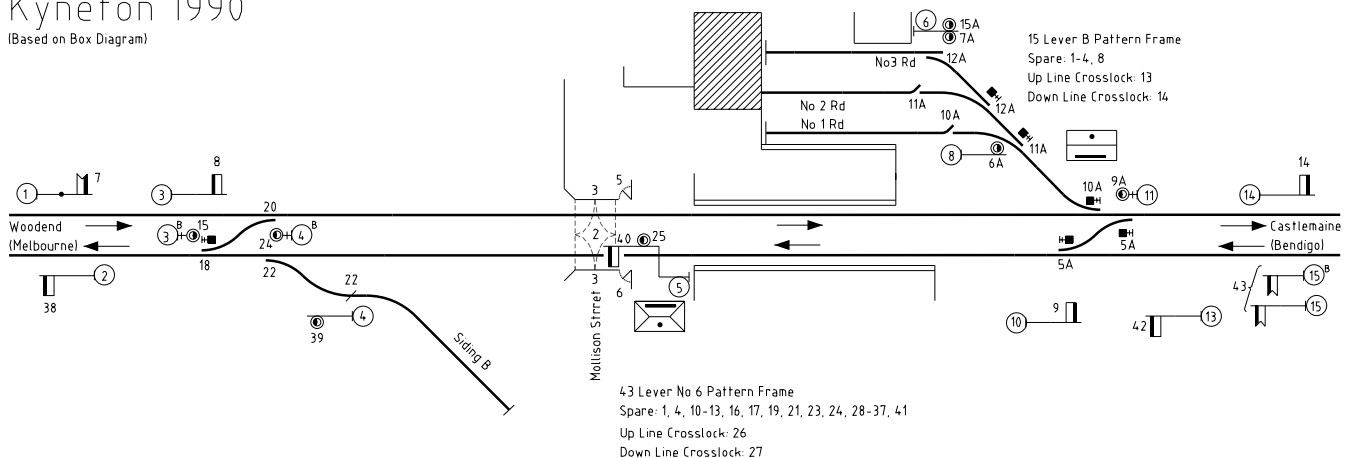
(Based on Locking Sketch H73, Box Diagram, & Diagram 10'66)



- 10.06.1973 Ground Disc 12 and Post 13 relocated 100 feet further out account point renewals (WN 25, CI)
- 25.06.1975 Reverser and repeater provided for Distant 7 (LS, CI)
- (09.08.1977) Kyneton Provender Coy Siding (Willis' Siding) dismantled (WN 32)
- 28.08.1979 Signals on Posts 1, 2, & 3 electrically lit (WN 36*)
- (16.10.1979) Watson's Siding dismantled (WN 42)
- 22.10.1980 Both Up Distant and Down Starting signal electrically lit (WN 45*)
- 14.11.1983 Private siding previously owned by Mobil now owned by Vline. C.J Watson siding dismantled (CI)
- 04.04.1984 Homes 9 and 40 (Posts 10 and 5) electrically lit (WN 16)
- 19.07.1984 Home 42 (Post 13) electrically lit (WN 30)
- 28.08.1990 Siding A, Goods Platform track, and Goods Shed track abolished. Crossovers 19 and 21 abolished. No 2 Track baulked at Down end of Goods Shed. Levers 19 and 21 sleeved normal. At Down end, Siding C, Loco Siding, Crossover 2A and Posts 7, 9, and 11 abolished. Levers 1, 2, 3, 4 (Auxiliary Frame) sleeved normal (WN 34)

Kyneton 1990

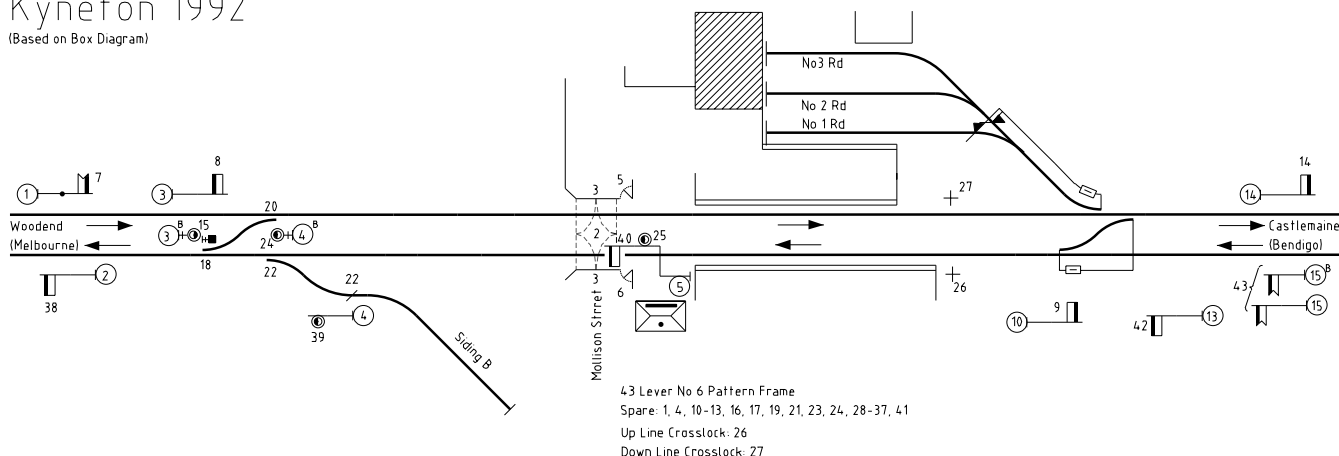
(Based on Box Diagram)



12.03.1992 Auxiliary Frame abolished. Posts 6, 8, and 12 abolished. Down end Crossover and Points to Sidings operated by small point levers. Crosslocks 26 and 27 operate plunger locks and release small point levers (WN 11)

Kyneton 1992

(Based on Box Diagram)



(03.08.1993) Post 1 moved 937 metres further out (WN 28*)

26.02.1999 Due to pit reconditioning, Crosslocks 26 and 27 out of use. Down end Crossover secured by A Pattern Annett lock with duplicate lock on lever 26. Points to Sidings secured by B Pattern Annett lock with duplicate lock on lever 27 (WN 9)

12.07.1999 Crosslocks restored to use and Annett locks removed (WN 27)