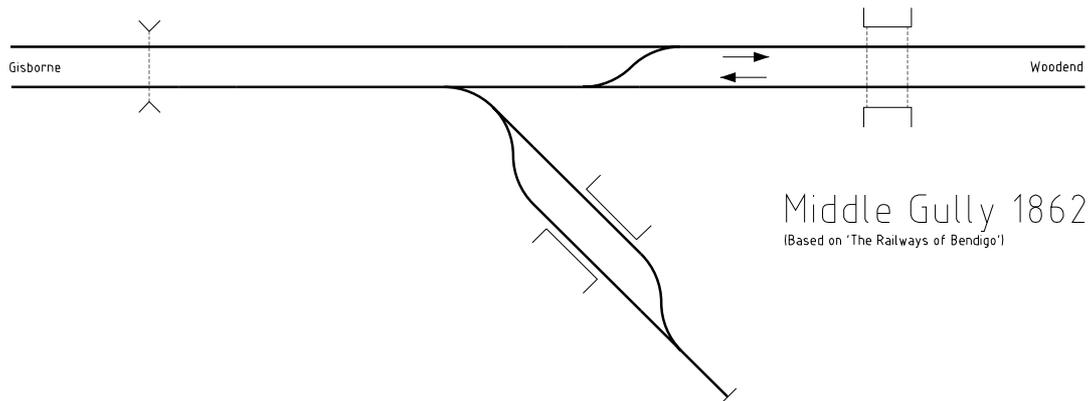


Macedon

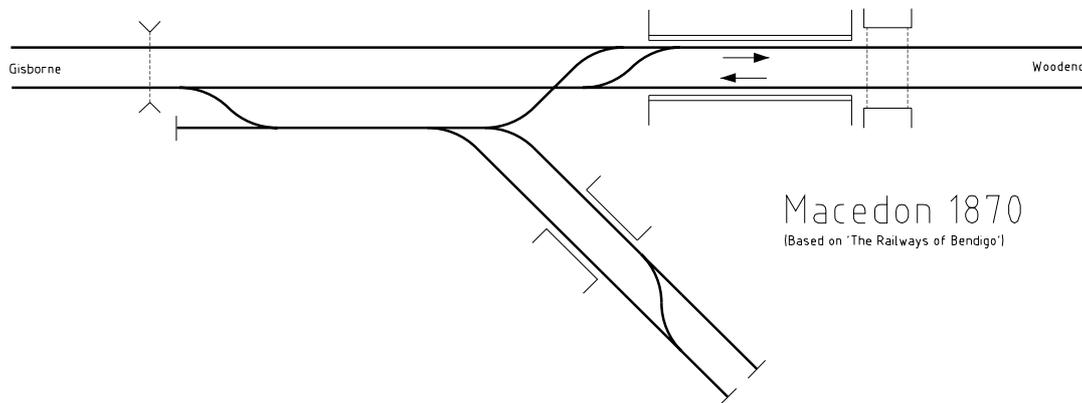
MACEDON (43 1/4 MILES)

Macedon, originally known as 'Middle Gully', was opened around 1862. It was a block post (using the telegraph instrument) by 1879 but only for the Up line. The Down line was worked under block conditions by 1888 and Winter's instruments had been provided by 1890. A six lever frame was provided in 1913, but, like the other stations between Diggers Rest and Woodend, the frame only worked the signals. Macedon was closed as a block post in 1994 but the frame was relocated to Woodend to replace the signalbox there.

- 23.04.1861 Contract let for erection of engine house at Jackson's Creek (Woodend) and Middle Gully to John Bett for £656/12/4 (GG)
- 16.12.1862 Contract let for construction of two timber platforms & other works at Middle Gully to A. Amos & Co for £548/14/6 (GG, additional £55/19/11 on 31.3.63)



- 18.12.1863 Contract let for construction of timber platform etc at Middle Gully to Alfred Clotts for £186/0/0 (GG)
- 09.08.1864 Contract let for construction of SM residence & other works at Middle Gully to Richardson & Holt for £791/14/8 (GG)
- (?.12.1865) Known as 'Middle Gully' (WTT)



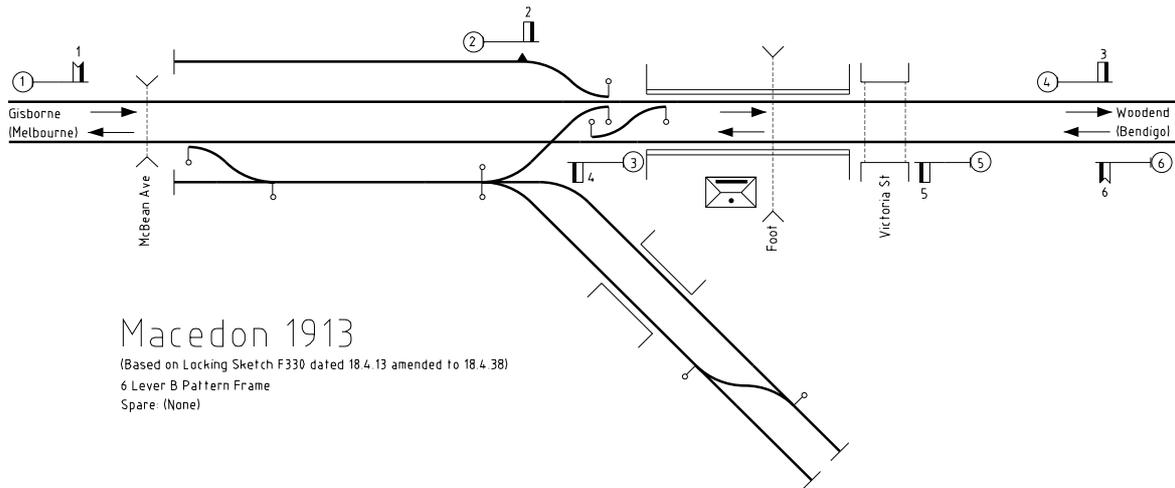
- 20.04.1877 Contract let for new boiler for pumping engine to Humble & Co for £150/10/0 (GG)
- (01.12.1879) By this date, block (worked by telegraph) only on Up line. Sections Woodend - Macedon - Riddell's Creek (WTT)
- (03.12.1885) By this date, telegraph block worked on both lines with sections Gisborne - Macedon - Woodend (since 1.12.82) (WTT)
- 03.02.1888 Contract let for erection of Gate Cottage (etc) to JJ Smith for £136/1/3 (GG)
- (01.10.1888) By this date Block working (with Block Instruments) Gisborne - Macedon - Woodend (since 19.12.87) (WTT)
- 29.03.1889 Contract let for construction of subway to W Park for £604/11/11 (GG)
- (19.12.1898) Two 400 gallon tanks provided (for Down trains) (WN 25)
- (01.07.1899) Up/Down Distant, Homes & Starting signals (SANP)
- 08.07.1908 Down Home replaced by a new post 90 yards further out & Up Starting placed on new post (WN 26)
- (17.04.1911) Block switch provided? Switches out after last Down Goods on Saturday until first train Monday. Permanently a block post in Dec 1909 WTT, but switches in Dec 1913 WTT. (WN 16)
- (16.09.1912) Dead end siding trailing off Down line at Up end extended to hold 2 engines & 50 trucks. Refuge must be kept

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clear (WN 38)

18.04.1913 Interlocking (6 lever B pattern frame) provided in Signalbay to work signals. Up Home and Up Starting signals removed from existing posts on opposite side of the line (WN 16, IR, SANP)



(22.03.1915) Down Starting moved 200 yards further out (WN 12)

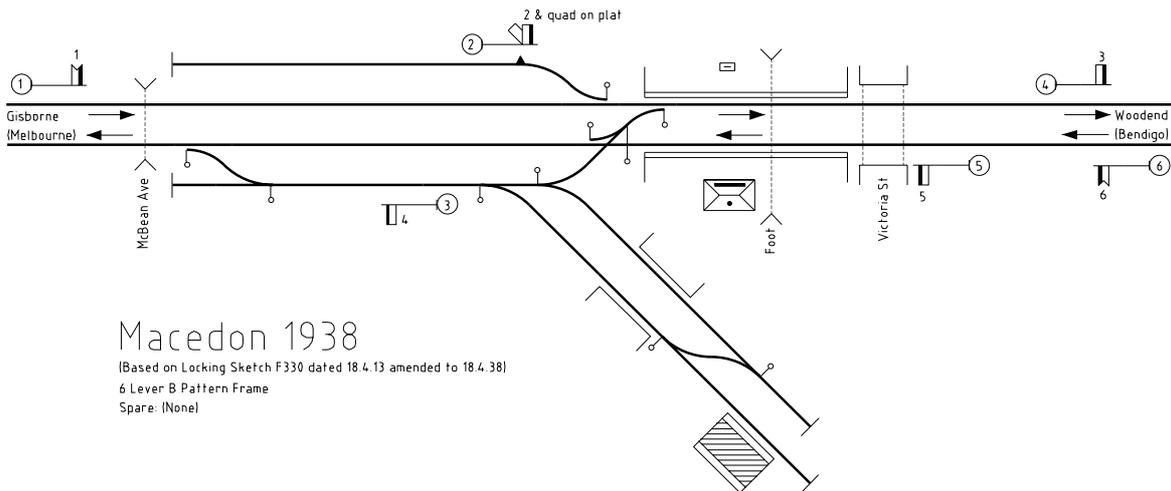
18.08.1915 Tenders called for supply of MS girders etc for renewal of bridge at 42 miles 78 chains 7 links (GG)

04.02.1922 Down goods broke away in Woodend section. Rear portion ran back and Guard was killed (SS)

(03.11.1925) Catch points provided in Down main line, 3,450 feet on Up side of Down Home (WN 44*)

(08.12.1925) By this date Block Terminal on the Down (probably since 1922) (WN 49)

06.03.1935 Catch points in Down main line at 42 miles 47 chains 48 links removed (WN 13)



12.03.1940 Level crossing gates to be closed and locked across roadway when switched out. When switched in, gates to be open for road traffic and will be attended to by Signalman (or competent member of staff under Signalman's directions) (WN 11)

05.07.1948 Block hours altered. Requires that the notice board at the gates be changed as gates are secured across road when station is switched out (SS)

30.05.1982 SM Class 5 and Station Officer Class 2 replaced by two Station Officers (class to be determined) (WN 36)

15.01.1984 By this date crossover and lead to sidings removed, as had out track in front of goods shed. (Pers Obs)

09.10.1985 Post 6 moved 840 m further out and converted to electro-hydraulic operation. Repeater provided. (WN 46)

19.05.1994 Disestablished as Double Line Block Post. All signals abolished and interlocking removed (to Woodend as new frame). Victoria Street hand gates permanently closed to road traffic except for CFA and PTC under emergency conditions (WN 19*)

02.10.1995 Victoria Street level crossing closed (WN 40)

