

# Malmsbury

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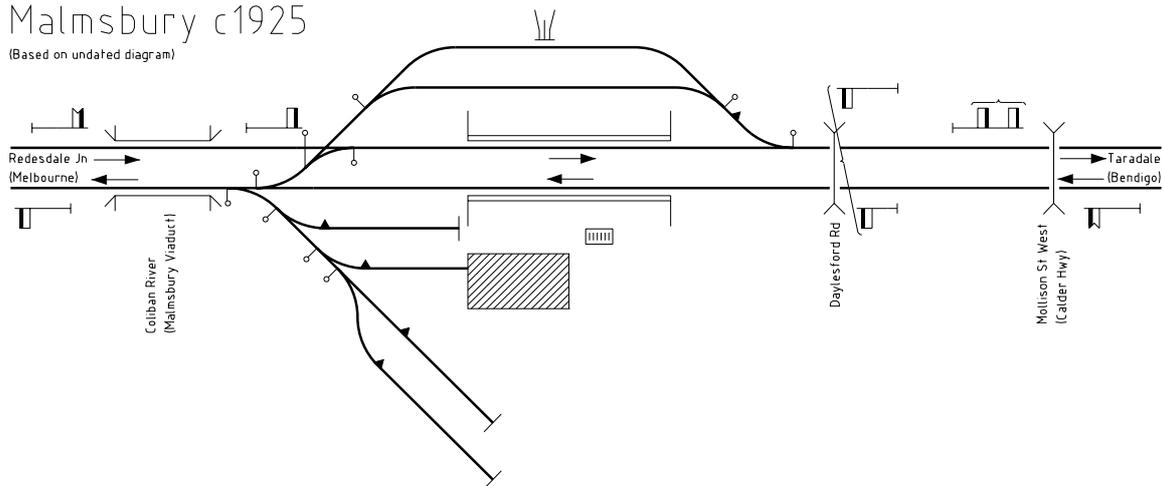
## MALMSBURY

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- 23.09.1862 Contract let for construction of passenger station, goods shed, etc, and other works to R. Turnbull & Co 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)
- 09.06.1863 Contract let for additions to goods shed to R. Turnbull & Co for £1801/13/9 (GG)
- (11.08.1890) By this date (since 17.3.90) Double Line Block (using Winters Block instruments) provided. Sections Redesdale Jn - Malmsbury - Taradale (Working Timetable)
- (01.07.1899) By this date has Up and Down Distant, Home and Starting signals (Signals at Non Interlocked Places)
- (20.07.1908) Up Home replaced by a new post erected on the opposite side of the line (Weekly Notice 29)
- (22.04.1912) New co-acting Up Distant erected on left hand side of line opposite existing Up Distant. New co-acting Up Home erected on left hand side of line (WN 17)

### Malmsbury c1925

(Based on undated diagram)



- (13.08.1917) Accepting trains under Block Rule VI prohibited except for accepting Down light engines (WN 33\*)
- 28.01.1926 Up Starting signal relocated to a separate post located 420 yards further out (WN 5\*)
- 1926 Up trains waiting line clear are not permitted to draw towards starting signal (WN 36\*)
- 20.09.1927 Six lever interlocking frame provided in signal bay on Up platform. Frame works the signals only. Quadrants on Up platform abolished. No mention of a quadrant on the Down platform. (WN 39\*, A2455/27)
- (01.04.1928) By this date Up trains may be accepted provided line is clear to Up Home signal (Block Terminal conditions). Up Passenger or Mixed trains must not be permitted to proceed towards Up Starting signal unless train has been accepted by station in advance. Non stopping trains must be held at the Up Home and stopping trains at the platform. The SM Castlemaine must advise Malmsbury each time a passenger train booked to set down only at Malmsbury has passengers for that station. (General Appendix)
- (?.01.1932) Up Goods trains hauled by C or X class locomotives may be banked in rear from Malmsbury to Woodend. Regulation 173 to be complied with. (WN 3)
- (09.08.1932) Bank engine key provided to Stop Board at 60 miles 70 chains. Up Goods trains hauled by C class locomotives may be banked in rear from Malmsbury to Stop Board. Bank engine to be at least 113% and is not to run coupled. Load subsequent set at 1000 tons. Bank engine key is an Annett key. Withdrawal of key secures Up Home at danger. Possession of the key authorises the Driver to return wrong line, but not to foul any points until instructed to by the Signalman. Malmsbury must not accept a following train until the bank engine has returned and has been dealt with. Malmsbury is to be added to the list of block terminal locations. (WN 32\*)
- (01.10.1934) By this date Goods trains hauled by C or X class engines may be banked in rear between Castlemaine and Malmsbury. Bank engine not be to less powerful than a Y class and speed must not exceed 25 mph. Both Drivers must shut off steam near Malmsbury distant and train must stop at Malmsbury where bank engine is to be uncoupled. Bank engine must push the train until the bank engine reaches the Up Starting signal where it must stop and return to the station and stop clear of the points until hand signalled to enter the station. When an Up train is being assisted to depart from Malmsbury, the Signalman must not grant Line Clear until the bank engine has returned. The bank engine must not be delayed if the train cannot start from Malmsbury. (WTT)
- 28.03.1938 Still permanently switched in (WTT)
- (23.07.1940) Switched in from 0700 Monday until No 42 clears Saturday and for Sunday excursion trains (WN 30)

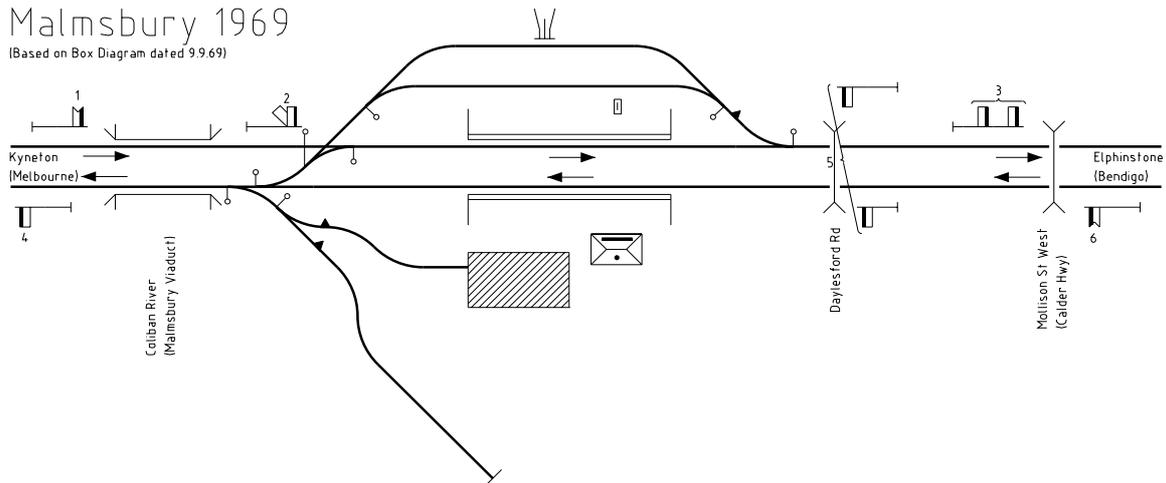
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## Malmsbury 1969

(Based on Box Diagram dated 9.9.69)



- (07.12.1942) By this date, goods trains may no longer be assisted in the rear from Castlemaine to Malmsbury, but still may be so assisted from Malmsbury to Stop Board at 60 miles 70 chains. Goods trains assisted in front to Malmsbury then assisting engine pushes to Stop Board before returning to Bendigo. (WTT)
- (06.10.1947) By this date block hours: M-F 0745 to 0300 following morning, Sa 0745 until 131 Pass clears (~2016) (WTT)
- (30.11.1954) The three throw at the Up end of the Up side sidings was abolished. The Shed Road now leads from the short siding adjoining the Up line (WN 48)
- (09.11.1959) By this date block hours: M,W,F 0730 to 2300 (or No 123 or 114 clears), Tu,Th 0830 to 2300 (or No 123 or 114 clears), Sa 0730-1230 & 1330 until No 78 clears (~1741); Su 0900 until No 137 clears (2100). Goods trains may again be assisted in rear from Castlemaine to Malmsbury (or Kyneton) (WTT)
- (02.04.1968) The Carriage Dock and the Inner Road of the Up side sidings have been removed (WN 14)
- (04.11.1968) By this date (since 6.11.67) permission to bank goods trains in rear Castlemaine - Malmsbury - Stop Board 60 miles 70 chains - Kyneton withdrawn (WTT)
- (16.11.1970) By this date block hours: M-F 0730-2300 (or 128 or 114 clears), Sa 0730-1230 & 1330 until No 78 clears (1859), Su 0935 until No 137 clears (2045) (WTT)
- (08.11.1976) Block hours: M-F 0730-2300 (or 128 or 114 clears), Sa 0730 until No 131 clears (2008) (WTT)
- (16.11.1976) Block hours: M 0700-2300 (or 128 or 114 clears), Tu-F 0725-2300 (or 128 or 114 clears) (WTT)
- 16.01.1977 Stationmaster (Class 5) withdrawn (WN 25/78)
- (03.10.1978) Now worked under Caretaker conditions supervised by SM Castlemaine (WN 40)
- 23.11.1978 The Down side sidings were removed and the points leading to the sidings spiked for the main line (WN 49)
- 10.01.1979 Abolished as a block post. All signals were abolished and points spiked normal. Section now Kyneton - Elphinstone. Abolished as a block terminal post on the Up. Special instructions re Up passenger trains not being permitted to draw forward to Starting signal and that Stationmaster Castlemaine must advise Malmsbury whenever a passenger train booked to 'set down only' at Malmsbury has passengers for that station. (WN 3)

## Malmsbury 1979

