

Redesdale Junction

NO 25 CROSSING HARTS ROAD (58 MILES 35 CHAINS)

(13.05.1907) Gates removed from No 25 Crossing near Redesdale Junction and replaced by cattle grids (Weekly Notice 19)
(01.02.1908) Has cattle pits (GA)

NO 26 CROSSING LAURISTON ROAD (59 MILES 29 CHAINS)

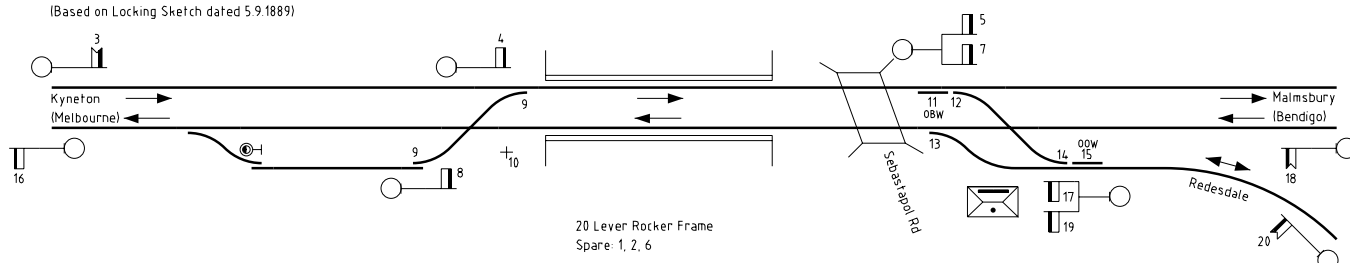
31.07.1945 Approach warning bells provided at gates at Lauriston Street (59 miles 29 chains). Bells automatically worked by track circuits (WN 32)
12.01.1966 Flashing lights replaced hand gates at Lauriston Road (59 miles 29 chains) (WN 3)

REDESDALE JUNCTION (60 MILES 0 CHAINS)

13.04.1888 Contract for erection of signalbox let to W. Bennett for £209/12/10 (Government Gazette, 2885/87-8)
18.01.1889 Interlocked with 20 lever (7 spare) No 6 Pattern Rocker frame. Gates not connected. (Interlocking Register)
17.09.1889 Redesdale Junction opened for passenger traffic. New station and sidings. Now 18 working levers. (Chronological Index, IR, A1101/89*)

Redesdale Junction 1889

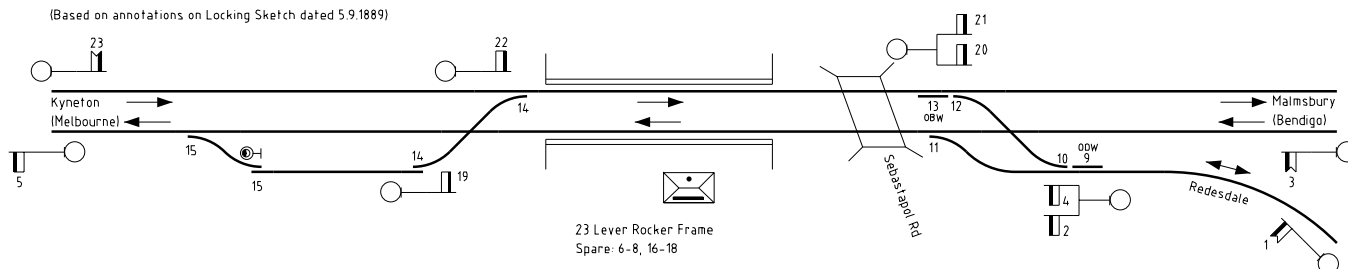
(Based on Locking Sketch dated 5.9.1889)



01.11.1889 Opened for goods traffic O.R. (CI, A1386/89*)
(11.08.1890) By this date (since 17.3.90) open as a block post using Winter's instruments on the section Redesdale Junction - Malmesbury, but block working was not in force towards Kyneton (Working Timetable)
15.01.1891 Line to Redesdale opened for traffic. Worked by Train Staff & Ticket Redesdale Junction - Redesdale with No 1 Pattern staff with Blue Staff boxes. (Victorian Railways to '62, Leo Harrigan, CI, SR)
(24.03.1891) By this date (since 11.8.90) Winters Block extended to Kyneton. Sections now Kyneton - Redesdale Jn - Malmesbury. Branch line worked by single section of Staff and Ticket Redesdale Junction - Redesdale. (WTT)
24.09.1891 New 23 lever frame provided on the platform with 17 working levers. Points at Up end of siding probably connected to frame. (IR)

Redesdale Junction 1891

(Based on annotations on Locking Sketch dated 5.9.1889)

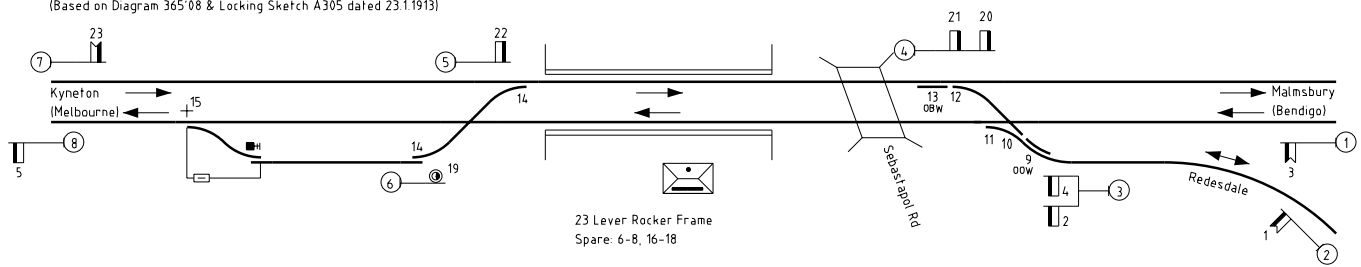


12.05.1894 By this date (since 9.5.92) switched out as a block post after last Redesdale train has passed (~1640) until 0700 next morning. (WTT)
28.06.1899 Annett key attached to Redesdale staff to release siding points (SR, SLR I, IR)
(01.07.1899) By this date frame contained 10 signal levers, 5 point levers, 2 lockbar levers and 6 spare levers (IR)
(1901) By this date Redesdale Junction switched out after passage of last Down Redesdale train each night (~1640) until the first Up Redesdale train (0720) the following morning (WTT)

27.05.1908 Bracket post No 4 replaced by a straight mast with two arms; upper arm to Bendigo and lower arm to Redesdale. Arm on Post 6 replaced by disc signal. Up end of siding now worked by a small point lever crosslocked with main frame. Main frame lost one point lever and gained a crosslock lever. Diagram 365/08 provided. (IR, WN 22)

Redesdale Junction 1908

(Based on Diagram 365/08 & Locking Sketch A305 dated 23.1.1913)



- (12.1909) By this date switched out at the first opportunity after the passage of last Down Redesdale train (~1637) until the first Up Redesdale train (~0714) next morning (WTT)
- 24.06.1913 Redesdale staff replaced by No 1 pattern Lock Staff (SR)
- (10.01.1916) Open as a block post for all trains (WN 2)
- (14.02.1916) Will switch out at first opportunity after passage of last Down Redesdale train until the following morning in time for the first Up Redesdale train (WN 7)
- (?.04.1919) By this date frame fitted with a Annett lock to close frame. When closed main line signals at clear and junction points locked. Signalman to be responsible for custody of key when closed (General Appendix)
- (01.12.1924) By this date switched in M-Sa 0800-1710, but when 1830 Up passenger (or any other pass) is running between Nos 42 & 44 Up, station must remain switched in until No 44 Up clears. Redesdale trains run M, Th, & Sat (postal motor other days). Up train arrives 0812 (M) & 0857 (Th, Sa) and Down train 1538 (M, Sa) & 1708 (Th) (WTT)
- (06.12.1926) By this date switched in M&Sa 0800-1630, Tu, W, & F 0815-1630, Th 0800-1710 (WTT)
- ? Block hours WN 39/26, WN 2/27, A343/27 amended per p106 WD Table (SS)
- (01.04.1928) By this date Up and Down trains may be accepted provided the line is clear to the Home signals (Block Terminal conditions) (GA)
- (05.03.1929) Will be switched in on Sundays for Up and Down excursion train (S500/29) (WN 10, A314/29)
- (12.03.1929) No longer switched in on Sunday (WN 11)
- 13.01.1930 Station master withdrawn. Now worked by signal porters supervised by SM Kyneton (WN 1)
- (27.01.1931) To be switched in on Mondays for branch train (and on any other day when branch trains run). Staff normally kept in 'usual safe position' in station office at Redesdale Junction. Signal lamps attended to by Caretaker's husband (WN 4)
- (c08.1932) Switched in on Mondays only from 0940 until 1000 Down Redesdale Car Goods has cleared junction (~1008) and for 1205 Up Redesdale Goods (~1320-1330). Signal porter at Redesdale Junction will accompany goods. Porter to telephone Signalman at Kyneton from East Metcalfe; the Signalman at Kyneton to confer with Train Dispatcher to allow the Dispatcher to regulate traffic to allow Redesdale Junction to be switched in when Up goods reaches junction. (WN 35, WTT 07.11.32)
- 01.08.1935 Locking altered. Annett lock formerly released by Up Starting 5 and Down Starting 20 deleted. Points 12 previously released by Points 11, now Points 10 lock 11. Distant 23 previously released by either route. (Locking Sketch A 207)
- (09.11.1937) Post 7 renumbered 8 and vice versa (WN 45)
- 31.07.1945 Approach warning bells provided at gates at Sebastapol Road (60 miles 3 chains) at Redesdale Junction. Bells automatically worked by track circuits (WN 32)
- 16.09.1954 Frame abolished due to closure of Redesdale line (IR)
- 26.09.1954 Redesdale line closed. (VR to 62)
- 16.11.1954 Redesdale line closed. Station closed to all traffic. Double line block instruments removed. All signals arms and discs removed. Points spiked normal. Levers sleeved normal (WN 47, LS)

No 28 CROSSING RITCHIES ROAD (60 MILES 51 CHAINS)

- (04.09.1905) Gates removed from No 28 Crossing near Redesdale Junction and replaced by cattle grids (Weekly Notice 36)
- (01.02.1908) Has cattle pits (GA)

No 29 CROSSING BREAKNECK ROAD (61 MILES 56 CHAINS)

- (17.12.1906) Gates removed from No 29 Crossing near Redesdale Junction and replaced by cattle grids (Weekly Notice 51)
- (01.02.1908) Has cattle pits (GA)