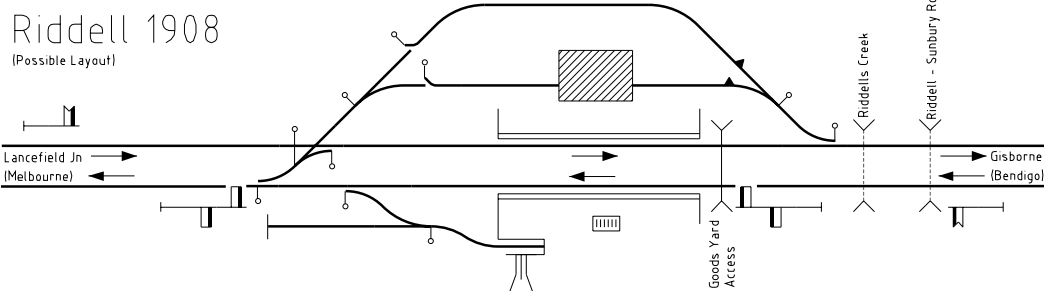


Riddells Creek

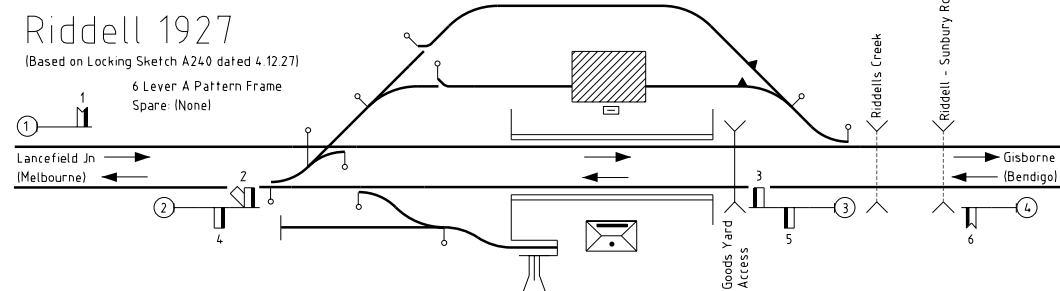
RIDDELLS CREEK (40 MILES)

Riddells Creek 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. The station was renamed 'Riddell' in 1904 as part of a policy to adopt short station names (the full name, sans apostrophe, was restored in 1976). A six lever frame was provided in 1927, but the frame only worked the signals. Riddells Creek was closed as a block post in 1993.

- 03.05.1861 Contract let for erection of 2 passenger platforms and carriage dock to Samuel Amess for £1176/8/4 (GG)
- 03.11.1863 Contract let for forming & metalling approach road, including building culvert to William Cates for £409/12/6 (GG)
- 18.03.1864 Contract let for construction of goods shed & platform to Stuart & Harrison for £1499/0/0 (GG)
- (?.12.1865) Known as 'Riddell's Creek' (WTT)
- (01.12.1879) By this date Telegraph Block on Up line with sections Macedon - Riddell's Creek - Lancefield Road (WTT)
- 17.09.1883 Down Distant brought into operation (CI)
- (03.12.1885) By this date Telegraph Block worked on both lines with sections Lancefield Road - Riddell's Creek - Gisborne (since 1.12.82) (WTT)
- (01.10.1888) By this date Block instruments in use with sections Lancefield Junction - Riddell's Creek - Gisborne (since 8.6.87) (WTT)
- (01.07.1899) Up/Down Distant, Home & Starting signals (SANP)
- (01.04.1901) Catch points provided at Up end of Goods Siding (WN 40)
- (09.05.1904) Renamed Riddell (WN 19)
- (20.07.1908) Up and Down Home signal posts renewed; the Down Home on the Up side of the line (opposite its former site). The arms on the Up Home have been reversed. The Down Homes are now the top arm on both posts (WN 29)



- (17.11.1911) Block switch probably provided (Did not switch in Dec 1909 WTT, but did in Dec 1913 WTT). Switches out after last Down Goods Saturday until first Down train Monday (WN 16)
- 17.09.1913 Contract let for erection of station building to John Coate for £994/17/10 (GG)
- 21.01.1914 Tenders called for purchase & removal of 3 piles of old station building material (GG)
- (11.07.1922) Indicating Board at 37 ½ miles removed (WN 28*)
- (06.02.1923) Location Boards (applying to Up goods trains) provided at 38 m and 37 ½ miles (WN 6)
- (06.03.1923) Warning and Caution Boards provided at 38 miles 12 chains and 37 ¾ miles instead of location boards. All Clear Board provided at 36 miles 38 chains (WN 10)
- 29.09.1927 Interlocked (works signals only). 6 lever frame replaced quadrants on Up platform (WN 41*, LS has 5.12, SS, IR has 29.9)



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- 28.11.1929 Class 9 SM withdrawn. Worked under caretaker conditions by signal porters. Supervised by Gisborne (WN 48)
- 20.04.1950 Up Distant renewed (CI)
- 11.01.1962 Down Distant replaced by new 30' mast located 237 yards further out (WN 4)
- 12.09.1962 Up Starting/Down Home post renewed (CI)
- (12.10.1976) Renamed Riddells Creek (WN 41)
- 16.06.1977 Sighting Board provided on Up Distant (CI)
- (1977) By this date siding on Up side removed (Box Diagram)
- 05.10.1978 Up Distant electrically lit (WN 42)
- 27.07.1983 Posts 2 and 3 electrically lit (WN 5)
- (29.09.1987) Connection from Siding to Down line at Down end abolished. By this date the points in the Up line had been partially dismantled, so the sidings were effectively abolished. Sidings had been removed by 1990. (WN 38, Diagram 30'90. Pers Obs)
- (27.04.1993) Disestablished as Double Line Block Post (and Block Terminal). Interlocking and all signals abolished. Crossover at Up end spiked normal (WN 14*)

Riddells Creek 2001

