

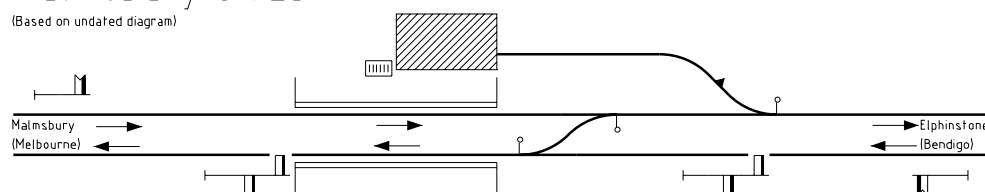
Taradale

TARADALE (67 MILES 52 CHAINS)

- 03.10.1862 Contract let for construction of passenger station, out buildings, goods shed, and other works to Newcombe & Laver for £4297/1/9 (Government Gazette)
- 21.10.1862 Line opened. Station probably opened to passengers and goods (Victorian Railways to '62, Leo J. Harigan)
- (11.08.1890) By this date (since 17.3.90) Double Line Block (using Winters Block instruments) provided. Sections Malsbury - Taradale - Elphinstone (Working Timetable)
- (21.05.1894) By this date (since) switching instruments installed. Switched out after passage of last pass each night until necessary to give line clear for first pass next morning (WTT)
- (12.05.1897) Up Distant replaced by a new post located 70 yards further in (WN 2)
- (01.07.1899) By this date has Up and Down Distant, Home and Starting signals (Signals at Non Interlocked Places)
- 07.04.1908 Post at Up end of station relocated to Up side of line. The top arm will be the Down Home and the bottom arm will now be the Up Starting signal. The arms on the Post at the Down end of station will be reversed and the top arm will now be the Down Starting and the bottom arm the Up Home signal. The Up Distant will be relocated 50 yards further out (WN 2)
- (?.12.1909) By this date switched in 0900-1700 (presumably M-Sa) (WTT)
- (22.04.1912) Co-acting signal provided for Down Starting signal. Co-acting signal located on left hand side of line opposite existing signal (WN 17)
- (01.12.1924) By this date switched in 0900 until No 29 Pass clears (1550) (WTT)

Malsbury c1925

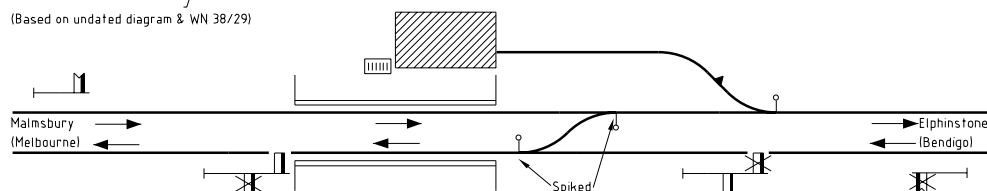
(Based on undated diagram)



- (17.10.1927) By this date switched in 0900 until No 29 Pass clears (1550) (WTT)
- (01.04.1928) By this date Up trains may be accepted if line is clear to Up Home signal (Block Terminal conditions) (General Appendix)
- 19.10.1928 Permanently closed as Block Post after arrival of No 21 Down at Elphinstone. Up and Down Distant and Starting signals crossed. Points of main line crossover spiked and locked by Hand Locking Bars. Platform quadrants operating Up and Down Home signals are secured in the reverse position. Guards of Down trains requiring to shunt at Taradale must operate Down Home. Up trains are not to shunt Taradale; outwards trucks for the Up side to be taken to Elphinstone and inwards trucks from the Up side left at Malsbury (A3119, WN 46)
- 24.10.1928 Station-master withdrawn. Now worked under Caretaker conditions and supervised by Elphinstone (WN 43, 27/17954)
- 31.10.1928 Block switch key handed to SM Malsbury when Taradale closed as a block post. Instructed to transfer key to SM Elphinstone (Memo from B&S Inspector, Safeworking Scrapbook)
- 05.09.1929 Down Distant restored to use to provide protection for trains standing at or partly outside Down Home. It is normally at clear and will be restored to stop by the Guards of Down trains requiring to shunt at Taradale. The Down Distant and both Home signals are fitted with Adlake lamps. (A1892, WN 38)

Malsbury c1929

(Based on undated diagram & WN 38/29)

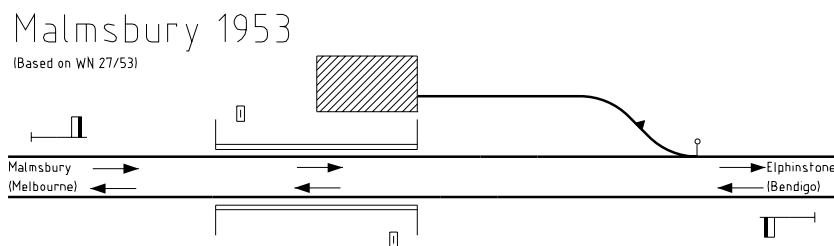


- 07.03.1935 Main line crossover removed. (WN 13, 34/11578)

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- 30.06.1953 Up and Down Starting signals and Up Distant signal abolished (WN 27, ACTM 19/102/2)
 01.07.1953 Down Distant signal abolished. Down Home replaced by a new post 264 yards from Down end of platform and on the left hand side of the line (WN 27, ACTM 19/102/2)



- 11.11.1963 Closed to Goods in wagon loads. Replace 'G' with 'H' in directory of stations. Siding probably abolished. (WN 43)
 (09.04.1974) Now No-one-in-charge (WN 15)
 (16.11.1976) Closed to all traffic (WN 46)
 22.02.1977 Up and Down Home signals abolished (WN 10)

SUTTON GRANGE RD (68 MILES 2 CHAINS)

- 31.07.1945 Approach Warning Bells provided. Bells work automatically for both Up and Down trains (WN 32, AGST 16/259/2)
 01.09.1971 Hand gates replaced by Flashing Lights. (WN 36)