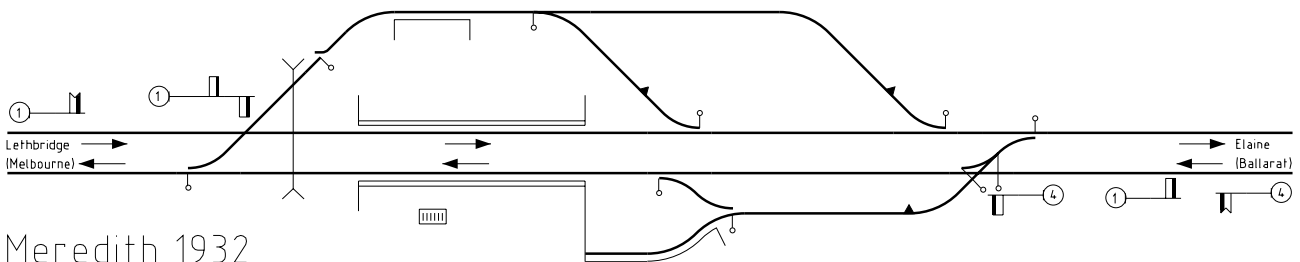


Meredith

MEREDITH (71M)

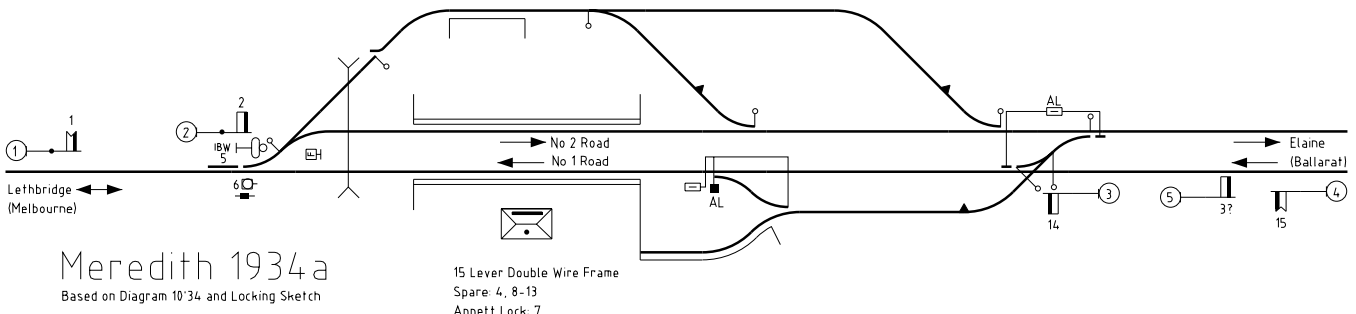
- 11.04.1862 Opened for passengers (with line) (Victorian Railways to '62, Leo J Harrigan)
- 20.08.1862 Opened for goods (duplication Geelong to Ballarat completed by this date). (VR62)
- (1870) Station signals only (CDGD)
- (31.12.1885) By this date (since 1.12.82) Winters Block in use for Up trains only Lethbridge - Meredith (Working Timetable)
- (1888) New arm fixed on down home post. To be Up starting signal (C211/88)
- (17.03.1890) By this date (since 12.8.89) Winters Block in force in both directions Lethbridge - Meredith (WTT)
- (21.05.1894) By this date (since 9.5.1892) Winters Block in force Meredith - Elaine (WTT)
- (01.07.1898) By this date has Up and Down home and starters but only Up distant. Crossover provided at Down end. Trains may be accepted under Rule VI. (GA)
- (16.05.1904) Gates at No 14 Crossing (70 miles 73 chains at the Up end of Meredith) replaced by cattle pits. (Weekly Notice 20)
- 28.05.1909 Block Rule VI specifically authorised (probably indicates general banning elsewhere) (WN 28)
- (21.02.1910) Medina opened as a block post dividing the Lethbridge - Meredith section for Up trains only. Periodically opened until 1914 (WN 8)
- (06.03.1911) Down Starting signal placed on separate post on same side of the line but 100 yds further out. Down Distant provided on left hand side of line, 500 yds from Home (WN 10)
- (01.04.1919) By this date, Up and Down Goods trains may be accepted under Rule VI provided no passenger trains are within the clearing distance. (General Appendix)
- (17.01.1922) Block Rule VI prohibited for Down trains (WN 3 extracts)
- (06.06.1922) By this date open as a block post continuously (WTT)
- (01.02.1928) By this date Block Terminal on Down journey. Rule VI authorised for Up and Down Goods when no passenger train is in clearing distance (GA)
- (09.07.1929) Block Rule VI prohibited for Down goods trains (WN 28)
- (19.07.1932) Medina disestablished as DLB post in Lethbridge - Meredith section. (WN ext, SLR)



Meredith 1932

Based on a diagram in Station Book dated 23.3.32

- 10.07.1934 Line singled between Lethbridge and Meredith. Double Line Block system Lethbridge - Meredith replaced by Electric Staff system (with large instruments). Signal bay provided on Up platform with 15 lever double wire frame. Home 2 will initially only apply to the Down Platform Road (No 2 Road). Points to Goods and Stock Siding point of crossover at Down end secured by Annett Lock with duplicate lock on frame. Diagram 10'34 in service. Permission to accept Down trains under Rule 6 or Block Terminal conditions cancelled (WN 31, Locking Sketch, AGST 9/387/1)

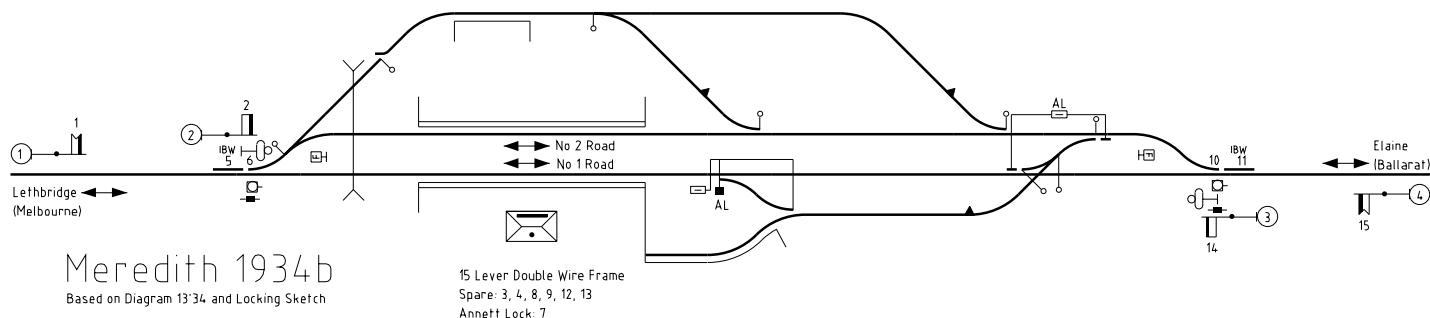


Meredith 1934a

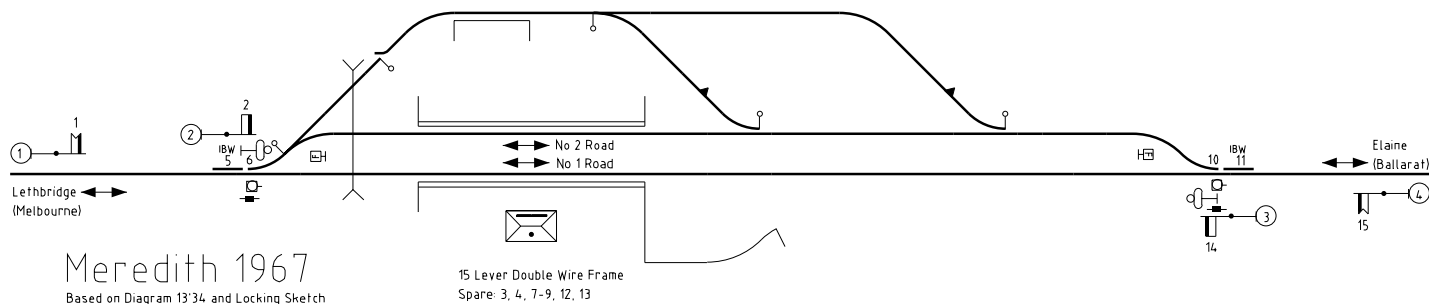
Based on Diagram 10'34 and Locking Sketch

15 Lever Double Wire Frame
Spare: 4, 8-13
Annett Lock: 7

- 19.07.1934 Medina opened as a staff station dividing Lethbridge - Meredith section. Provided with switch out facilities. (WN 31)
- 02.08.1934 Post 4 moved 410 yds further out (WN 33, AGST 9/415/1 and 3)
- 07.08.1934 Post 3 moved 300 yds further out (WN 33, AGST 9/415/1 and 3)
- 23.08.1934 Line singled between Meredith and Elaine. Double Line Block system Meredith - Elaine replaced by Electric Staff system (with large instruments). Double Wire points 10 and Lockbar 11 brought into service. Down starting signal, Post 5, abolished. Diagram 13'34 replaced 10'34. (WN 36, LS, IR)

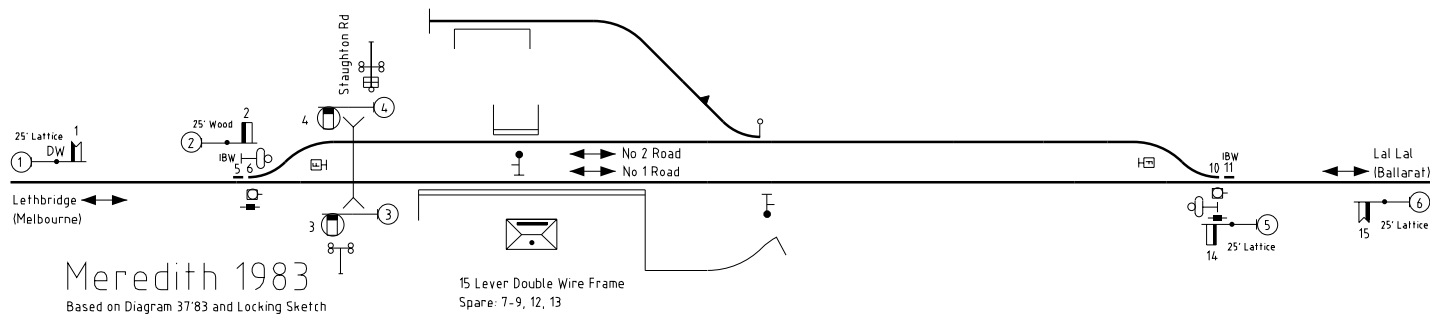


- (12.05.1942) Two composite staffs provided in Lethbridge section so that Medina can be opened as block post. (WN 19, AGST 14/407/2)
- (13.10.1942) Crossover between No 2 Rd and Shed Rd removed (WN 41, AGST 15/18/1)
- (21.02.1950) Composite staffs for Lethbridge section withdrawn (WN 8)
- (17.03.1953) Telegraph Instrument removed (WN 11)
- 23.05.1954 Stationmaster (class 8) removed and two ASM (class 5) positions created. Now supervised by Warrenheip (WN 23, 54/4690)
- 15.05.1957 Post 3 renewed in existing position as 30' Steel mast (Chronological Index)
- (10.06.1957) By this date: Open for general goods. Had 3 ton crane, 10 ton private weighbridge, sheep and cattle races. Up platform 301 ft, down 78 ft. (Directory of Stations)
- (14.01.1958) Staff Exchange Box provided. May be used for No 158 Fridays. Signalman will go off duty after departure of No 89 (M-Th) provided it crosses No 158 at Meredith, and after departure of No 87 (Fr). The Staff for No 87 will also be used for No 158 (see WN 50/57) (WN 2)
- 09.04.1958 Large electric staff instruments on the Lethbridge - Meredith section replaced by miniature instruments. Large type Staff Exchange Box replaced by special Staff Exchange Box formerly at Lethbridge (WN 15)
- (16.07.1962) By this date: Weighbridge removed. Supervised by Ballarat East (DS)
- (01.07.1966) By this date: Sheep and cattle races had been removed. Supervised by Gheringhap. Has 260' Car Dock (not shown previously) (DS)
- 18.06.1967 One (or both?) ASM (class 5) positions replaced by signal assistants (WN 26)
- 24.10.1967 Shed Road abolished. Annett locked crossover from No 1 Rd to Goods siding removed. Annett Lock removed from frame. Lever 7 now spare. (WN 45, LS)



- 28.07.1969 Both signal assistant positions upgraded to ASM (class 5) (WN 31)
- 06.10.1970 Lockbars 5 and 11 replaced by track circuits and lever locks. (LS, WN 41)
- (01.09.1977) By this date, crane removed. Now open only for goods in truck loads and parcels (DirStat)
- (01.12.1978) By this date railcar service replaced by bus. 153 HP Railcar had become so dilapidated that a temporary bus service was arranged during Nov (Newsrail Jan/Feb 79)
- 19.07.1983 Elaine closed as a Staff station. Large instruments still in use prior to this on Meredith - Elaine - Lal Lal section with Elaine switching (WN 4)

27.10.1983 Flashing lights provided at Staughton St (114.127km). Up Homes 3 (Post 3) and 4 (Post 4) provided. Home 2 & 14 and Distant 1 & 15 fitted with reversers. Up and down automatic staff exchangers provided but not yet commissioned. Diagram 37'83 replaced 22'67. (WN 18, LS)

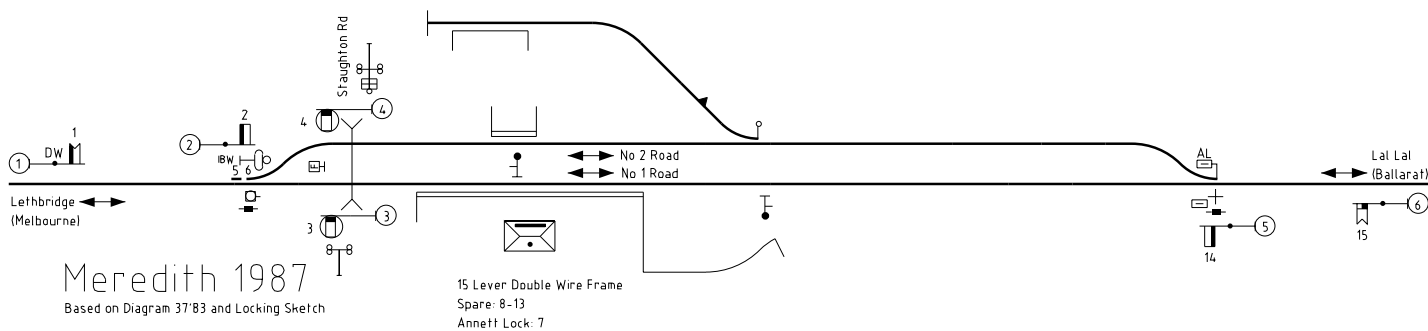


14.01.1984 Staff Exchangers brought into service. Probably indicates the provision of miniature staff instruments on Meredith - Lal Lal section. (CI)

28.06.1984 Post 6 relocated 829 metres in the Down direction and motorised (WN 26, LS)

05.10.1985 Staff Balancing Magazine provided on both sections (Lethbridge - Meredith - Lal Lal) (WN 40)

25.10.1987 Loop extended 350 metres at the Down end. Double wire control of point removed. Points now secured by plunger lock. Up home and distant moved 350 metres further out. Annett Lock provided on frame (lever 7) (IR, SLR, CI)



30.06.1990 Lethbridge closed as staff station. New section Gheringhap - Meredith. (RNV)

07.10.1992 Closing Lever 8 provided, but not commissioned (WN 40)

24.12.1994 Section Authority System brought into service Gheringhap and Warrenheip 'for trial' and Electric Staff system suspended. Meredith is a switch in/out location and must be attended for all crossing, passing, or shunting trains. Section Authority sections: Lethbridge Block Point - Meredith - Lal Lal Block Point. Closing lever brought into service and initial block hours are 0300-1230 & 1555 to 2355 (M), 0320-1230 & 1350-2350 (Tu), 0530-1230 & 1555-2355 (W, Fr), 0320-1230 & 1450-2350 (Th) (WN 1)

(07.02.1995) Special instructions issued to switch in/out. May only be switched in or out when no Train Authorities have been issued. Must be physically switched in or out before being switched in or out in the Section Authority Workstation (WN 5)

(28.05.1996) Diagram 2/96 replaced 52/90 (WN 21)

22.09.1997 From this date only switched in as required (WN 38)

25.07.1999 Section Authority System between Gheringhap and Yelta replaced by the Train Order System. Sections (when switched in) Lethbridge BP - Meredith - Lal Lal BP. Special instructions deleted (WN 29)

RMSP 14 (72 3/4M)

23.03.1970 Opened at Boundary Road (WN 12, Grades Book, WTT 33/70, 70/952)

(18.07.1978) Closed (WN 29)