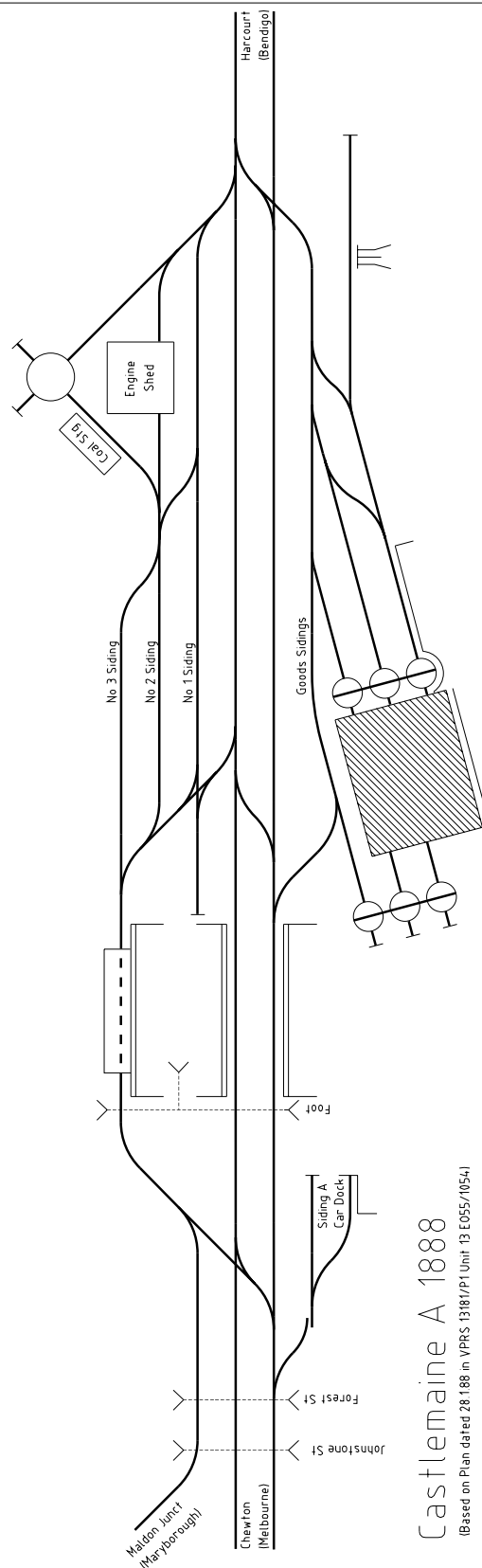


# Castlemaine

CASTLEMAINE (77 MILE 77 CHAINS 78 LINKS)

- 23.05.1862 Contract gazetted for construction of buildings and other works for passenger station to William Porter for £11157/0/9 (Government Gazette)
- 06.06.1862 Contract gazetted for manufacture & erection of WI tanks, pumps, pipes & steam engines for water supply on Melbourne - Sandhurst railway to Enoch Hughes for £2190/0/0 (GG)
- 18.07.1862 Contract let for construction of tank house to William Porter for £475/17/3 (GG)
- 19.08.1862 Contract let for construction of goods shed (etc) to W. Bale & Co for £14313/2/11 (GG, additional £878/0/2 on 2.10.63)
- 15.10.1862 Line opened Kyneton - Castlemaine (Victorian Railways to '62, Leo J Harigan, VR)
- 20.10.1862 Line opened Castlemaine - Sandhurst (VR62)
- 05.12.1862 Contract let for manufacture of WI tanks etc at Castlemaine & Sandhurst to Langland Bros & Co for £1390/0/0 (GG)
- 06.09.1872 Contract let for construction of railway Castlemaine - Newstead (14 miles 20 chains 61 links) to Thomas Doran for £49509/3/5 (GG)
- 07.07.1874 Line opened Castlemaine - Maryborough. Staff and Ticket working provided with section Castlemaine - Newstead. (VR62, Working Time Table)
- (01.11.1876) By this date (since 1.10.76) , Telegraph Block provided on Down line with sections Elphinstone - Castlemaine. Staff section on Maryborough line now Castlemaine - Guildford (WTT)
- 17.04.1885 Contract let for construction of sheep and cattle yards to TE Smith & Co for £341/18/6 (GG)
- (03.12.1885) By this date (since 1.12.82) Telegraph Block provided Elphinstone - Castlemaine (on Down journey) and Castlemaine - Chewton (on Up journey) (WTT)
- (19.01.1887) By this date (since 3.11.86) block instruments in use over the following sections: Elphinstone - Castlemaine (on Down journey) and Castlemaine - Chewton - Elphinstone (on Up journey) (WTT)
- (08.06.1887) By this date (since 19.1.87) block instruments in use Elphinstone - Chewton - Castlemaine. Chewton not to grant Line Clear to Elphinstone until Line Clear received from Castlemaine (WTT)
- ??..09.1887 Winters block working introduced on Up line Harcourt - Castlemaine, probably in conjunction with the opening of Barkers Creek Siding on 28.9.87 (CI, WTT)

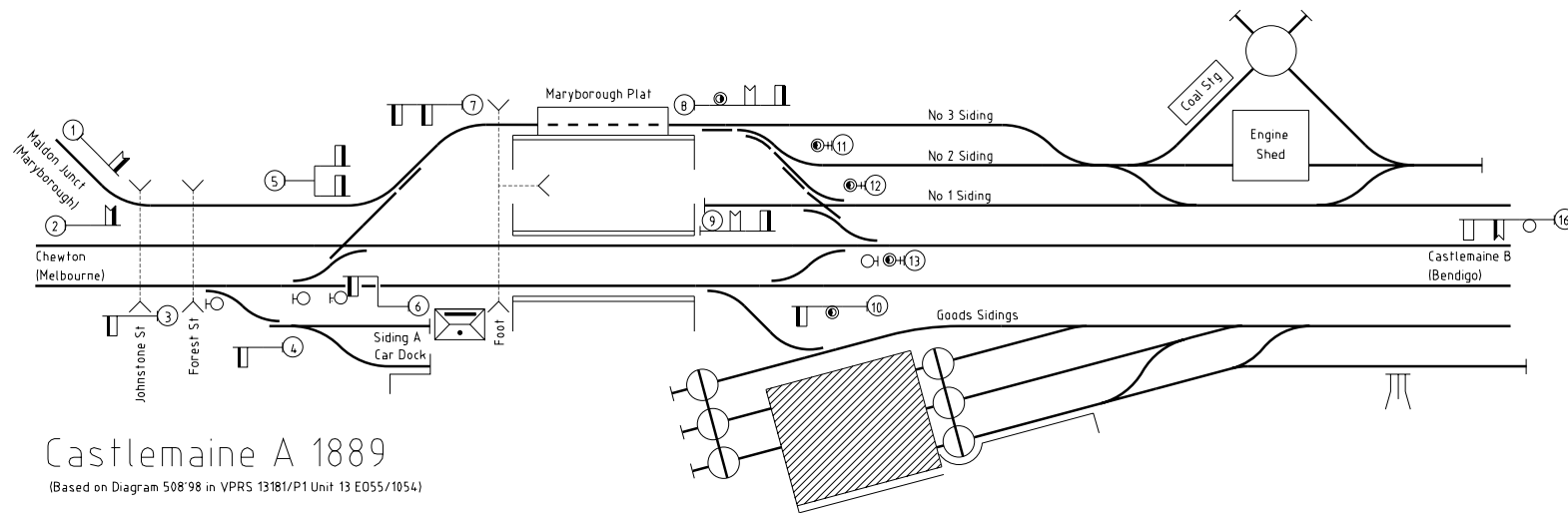


## CASTLEMAINE A

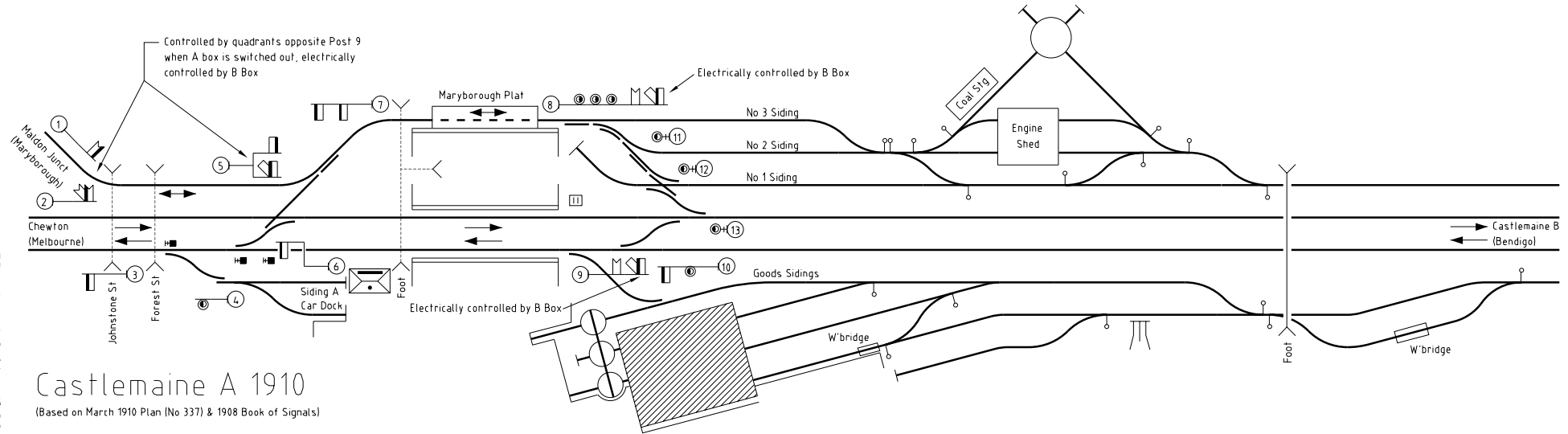
- 18.05.1888 Contract let for erection of signalbox at Castlemaine (No 1) to W Bennett for £399/6/0 (GG)
- 22.06.1888 Contract let for alteration and additions to footbridge to DJ Thompson for £329/7/1 (GG)
- 26.05.1889 Interlocked with 35 lever Rocker frame (3 spare) (Interlocking Register)
- c1890 Staff Section: Castlemaine - Maldon Jn uses No 4 Pattern staff with Black ticket boxes (Staff Register)
- (11.03.1890) By this date (since 12.8.89) Winters Block introduced Castlemaine - Maldon Jn (WTT)
- (11.08.1890) By this date (since 11.3.90) Winters Block introduced in both directions Castlemaine - Harcourt (WTT)
- 15.11.1895 Contract let for steel & iron girders for additions to bridges to Johnson & Sons for £403/5/8 (GG)
- 28.11.1895 Switches out after 1915 Down Pass passes until 0630 next day. During the time A Box is

- (02.12.1895) Consequent on switching out Castlemaine A box, Chewton will switch out after 1920 Up Pass clears instead of after last Up Goods. Castlemaine A to wait until Chewton has switched out before switching out the Up line instrument. Implies that there are separate Up and Down line instruments with Up instrument having sections Castlemaine A - Chewton - Elphinstone, and Down instrument Elphinstone - Castlemaine A - Castlemaine B (WN 23)
- 04.08.1898 Frame now contains 19 signal levers, 12 point levers, 0 lockbar levers and 4 spaces (IR)
- 13.03.1899 Block Rule VI prohibited for Down trains. Line Clear must not be given unless line is clear to Post 14 (Down Home, Castlemaine B) (WN 37)
- 25.07.1899 Electric Staff replaced Train Staff & Ticket &

(??.?.1901) By this date Block sections Elphinstone - Castlemaine A (Down line), Elphinstone - Chewton - Castlemaine A (Up line) and Castlemaine B - Harcourt. Castlemaine A switches out after last pass passes, provided Chewton has already switched out, that all shunting work has completed, and that goods trains will not be delayed. (WTT)



- 22.02.1907 Down Distant (Post 2) and Down Main line Homes on Posts 5 and 9 are now electrically controlled by B Box by reversers. When Train Departure is received from Elphinstone, B Box must be advised. If the line is clear at B Box for a quarter mile beyond Post 14 the Signalman at B Box may release the control. Otherwise, the control must not be released until the Signalman at B box has been advised that the approaching train has been nearly brought to a stand at Post 5. A Box may accept a light engine (or two light engines coupled) from Elphinstone under Block Rule VI, but if fog comes up subsequently WN15/06-5 must be complied with (WN 8, IR)
- (01.02.1909) By this date a two lever ground frame had been provided opposite Post 9 to control the Down Home and Distant when Castlemaine A Box is switched out. (Book of Signals)
- 20.05.1908 Contract let for construction of verandah over island platform to A. Challingsworth for £338/11/6 (GG)
- 28.05.1909 Block Rule VI authorised for accepting Down Light Engines only (WN 28, 1913 General Appendix)
- (02.08.1909) Post 9 moved 35 yards further out and on the opposite side of the line (WN 31)
- 01.06.1910 Contract let for construction of verandah over island platform to A. Challingsworth for £276/14/8 (GG)
- (13.05.1912) Double Line Block working provided between A Box and B Box on Up line only (WN 20)
- 25.06.1912 Staff carrier (flying fox) provided between signalbox and island platform to carry Maryborough line staff from signalbox to train (WN 26)
- (17.03.1913) Post 8 replaced by a bracket post (WN 11)
- (05.05.1913) Nos 1, 2, and 3 Roads track circuited and reversers fitted to Homes on Posts 5, 8, 9 and 10. Up Distant provided on new Post 15. Shunt ahead discs provided on Posts 8 & 9 as Homes could otherwise not be cleared when section was occupied. Note that the Homes on Posts 8, 9, and 10 were already equipped with reversers. (WN 18)
- 09.05.1913 Double Line Block provided between A Box and B Box on Down line (WN 18)
- (21.07.1913) Temporary spoil siding provided. Leads off Maryborough line between Posts 5 and 7. Secured by Annett Lock with duplicate lock on frame (WN 29)
- (08.06.1914) Island platform widened. Crossovers between Up and Down main lines and between Up line and Maryborough line relocated 100 yards further out. Posts 5 and 7 relocated similarly. Siding A abolished. Diagram 16/14 replaced 14/13. (WN 23)
- 29.07.1914 Contract let for construction of verandah over island platform to A Challingsworth Pty Ltd for £1212/15/0 (GG)
- (21.09.1914) Post 9 relocated 25 yards further in and on left hand side of line. Disc removed from Post 10 and placed on new Post 9A (WN 38)
- (09.11.1914) Post 6 replaced by a new post 80 yards further out (WN 45)



Castlemaine A 1910

(Based on March 1910 Plan (No 337) & 1908 Book of Signals)

- (07.12.1914) New connections provided from Down line to No 3 Road and Maryborough line to No 2 Road (Down line). No 4 Road provided with connections to Maryborough and Northern lines. New dead end Siding A leading off Maryborough line provided. Goods yard extended and Turntable and Loco Roads relocated. However, no change to signalbox at this time; changes probably restricted to bringing into service track and signals that could be worked from existing frame. Staff carrier (flying fox) removed. Special instructions: Line Clear must not be granted for trains which will arrive in No 2 or 3 Roads unless the points are set for that road and from that road to the Down line, and the line is clear to Post 22 at B Box. Line Clear must not be granted for trains which will arrive in No 1 Siding unless the points are set for that siding, the road is clear to Post 23 at B Box, and an arrangement exists with the Signaller at B Box. No 3 Road must not be used for Down main line trains which continue beyond Castlemaine. No 1 Siding must be kept clear for the arrival of Goods trains from Melbourne or Maryborough. No train or engine may run from B Box to A Box on No 1 Siding. Diagram 30/14 replaced 16/14 (WN 49)
- 12.05.1915 New box provided on island platform with 88 lever A Pattern frame. Rearrangement of yard complete and Diagram 30/14 in full use. (WN 20, IR)

## Castlemaine A 1915

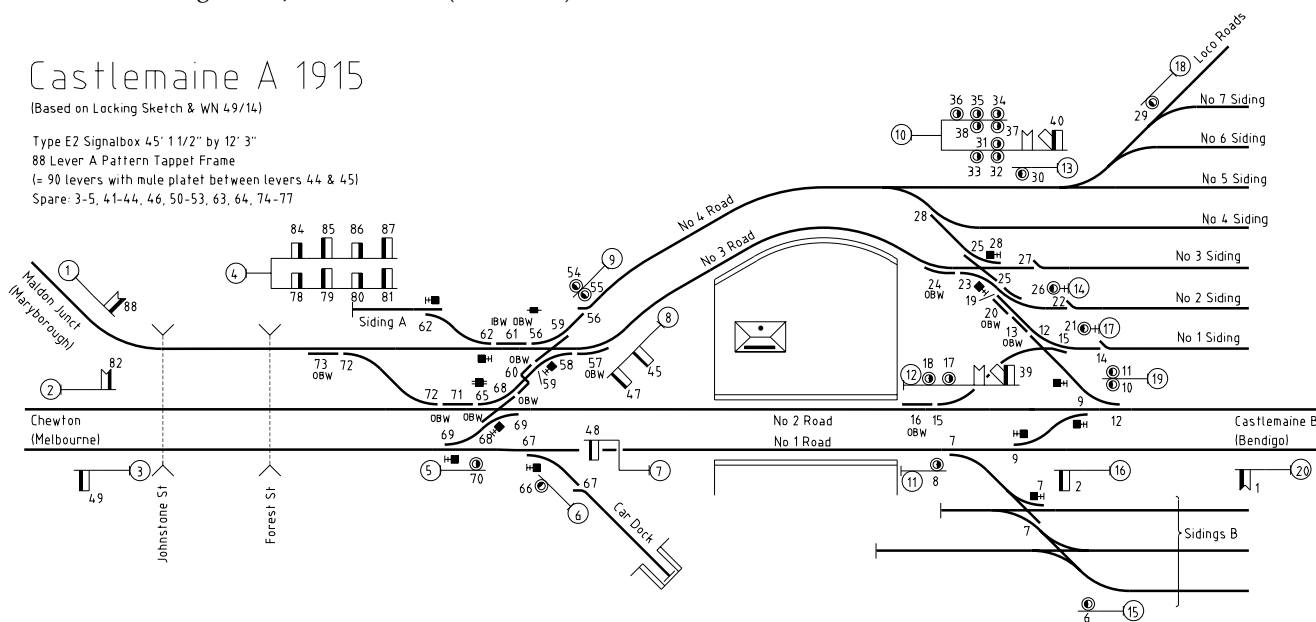
(Based on Locking Sketch & WN 49/14)

Type E2 Signalbox 45' 11/2" by 12' 3"

88 Lever A Pattern Tappet Frame

(= 90 levers with mule platet between levers 44 & 45)

Spare: 3-5, 41-44, 46, 50-53, 63, 64, 74-77

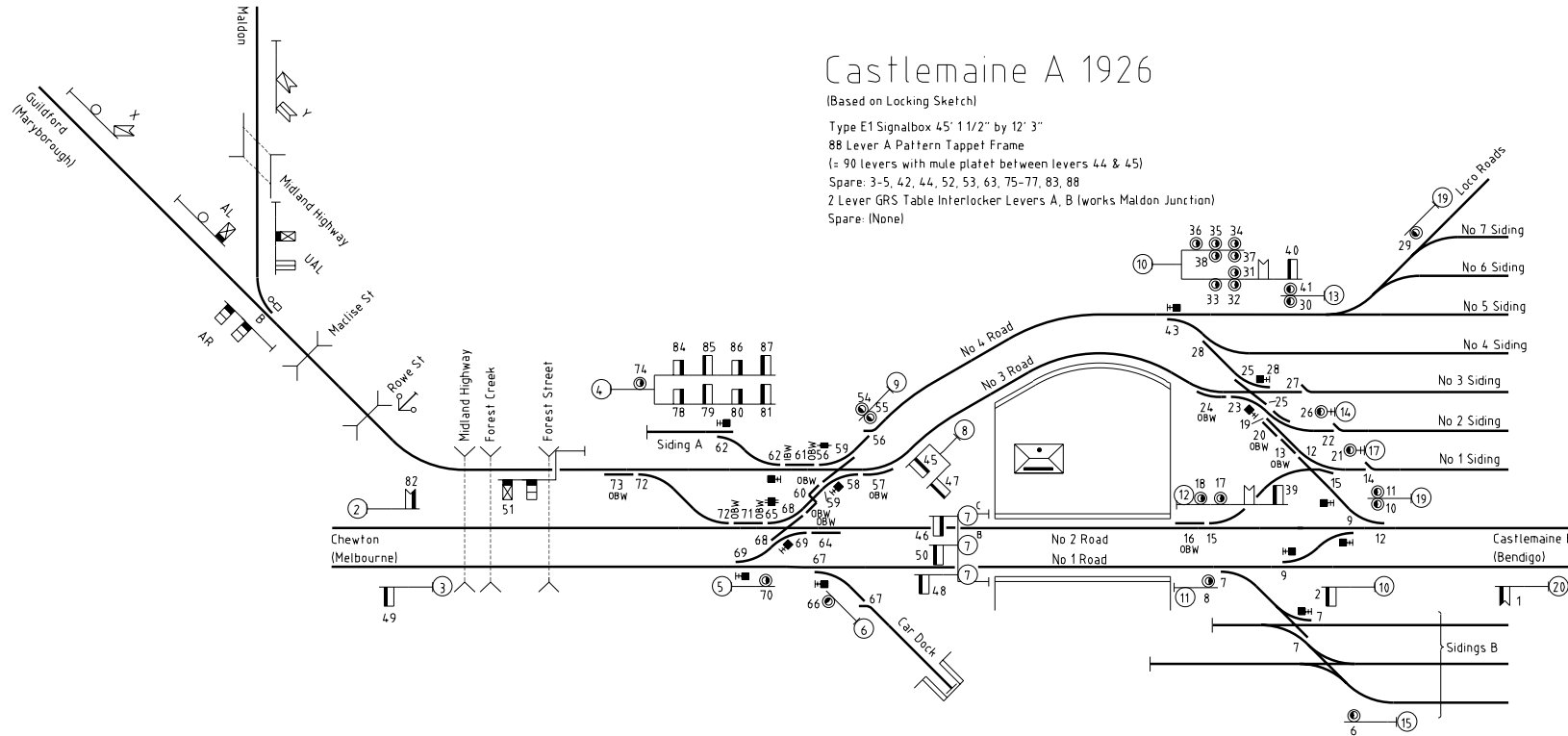


- 14.06.1915 Maldon train engine may be permitted to stand in No 1 Siding to be ready to shunt van of 1716 Down pass upon arrival (WN 24)
- (04.11.1918) Post 8 moved 23 yards further in (WN 44)
- (29.03.1920) Temporary arrangements provided for working Maryborough trains from No 2 Road (WN 13 extracts)
- 29.06.1920 Up Departure signals (Homes 46 and 50) provided from No 2 Road. Home 48 (Post 7) placed on new signal bridge at Up end of platform. Lockbar 64 provided (WN 27 extracts, LS, IR)
- (15.04.1924) Block Rule VI prohibited except for Down Light Engines and Engines & Vans (WN 16)
- 14.01.1925 Disc 74 provided on Post 4 (Maryborough line to No 4 Road) (WN 3, LS, IR)
- 30.03.1925 Post 8 replaced by bracket post (WN 15, LS)
- 18.02.1926 Locking altered. Disc 70 now also applies for move along No 1 Road (LS)
- 12.11.1926 Points at Down end No 4 Road connected to frame and worked by lever 43. Post 10 relocated in rear of Points 43. Additional disc (Disc 41) provided on Post 13 and post relocated further out. (LS, IR)

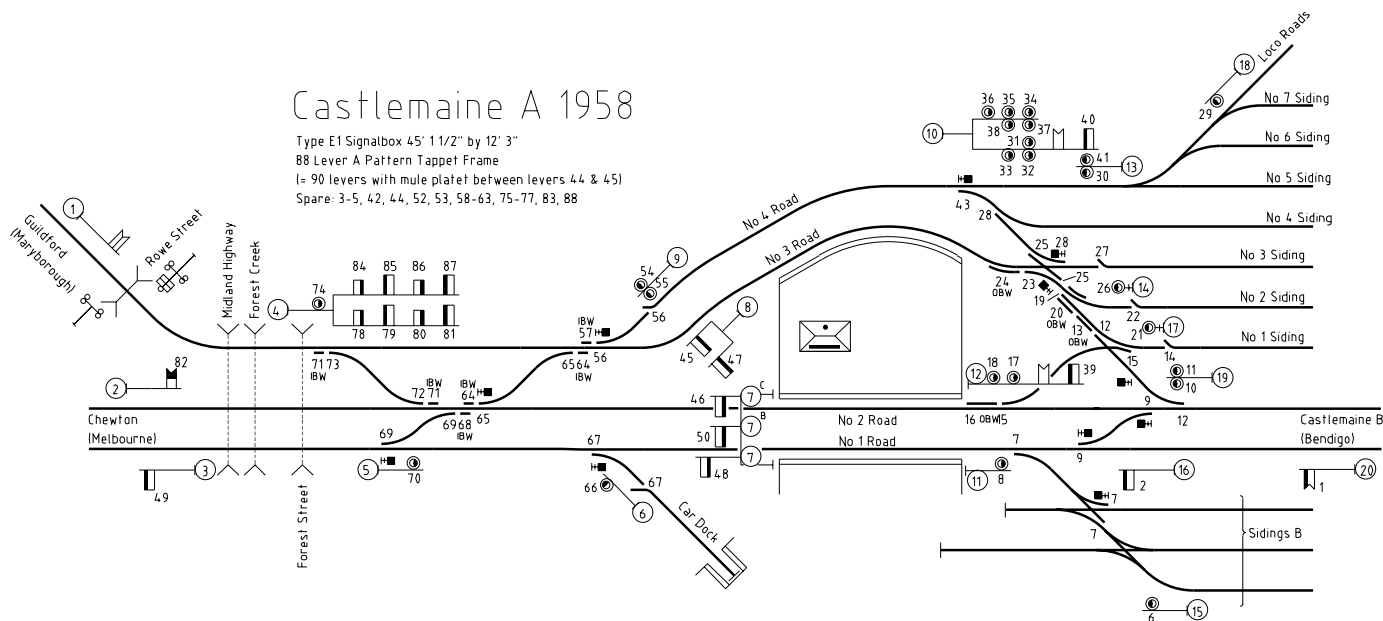
- 28.11.1926 Remote control of Maldon Junction provided. Section between Castlemaine A and Maldon Junction worked under rules in C14/26. Electric Staff section now Maldon Junction - Guildford. Train Staff and Ticket section now Maldon Junction - Maldon. Up Distant 88 abolished. Three position Home 51 provided. Three position signals provided at Maldon Junction, worked by 2 lever GRS Desk Controller. (WN 2 extracts, LS, IR. Note IR also says that Up Maryborough distant abolished on 8.12)
- 14.06.1927 Wig Wag provided at Rowe Street (78 miles 41 chains 8 links) on Maryborough line (A1566)
- (08.12.1931) Composite Staff provided in Maldon Junction - Guildford section. No 28 Up RM may follow No 26 Up Goods from Guildford after 10 minutes has elapsed. Guard must received

- 30.06.1938 Siding A abolished. Points 62 removed. Lever 62 removed (WN 28, LS, IR)
- 20.02.1952 Post 2 moved 533 yards further out (WN 9)
- 04.03.1952 Remote control of Maldon Junction abolished. Three position signals removed. New fixed Up Distant (Post 1) provided. Home 51 removed and lever 51 removed. Reversers on Homes 45 & 46 removed. Distant 82 motorised. Miniature Electric Staff replaced Large Electric Staff Castlemaine A - Guildford. Composite Staffs withdrawn (WN 11, LS, IR, ACTM 18/249/2)
- 26.03.1952 Flashing lights provided on Maryborough line at Maclise Street (78 miles 72 chains) (WN 14)
- 12.06.1952 Posts 13 & 15 renewed (CI)

- 14.06.1952 Posts 9 & 19 renewed (CI)
- 01.12.1954 Yellow lights provided in calling on signals (WN 49)
- 13.03.1955 Guildford closed as staff station. The miniature electric staff section is now Castlemaine A - Newstead. Two Composite Staffs provided to open Guildford as Intermediate Block Post (WN 12)
- 10.06.1956 Dolls & fittings on Post 10 renewed (CI)
- 28.05.1958 Wig wag at Rowe Street (78 miles 41 chains on Maryborough line) replaced by flashing lights (WN 23)
- 17.06.1956 Post 4 renewed (CI)
- 19.06.1956 Post 8 renewed (CI)
- 13.02.1958 Crossover 72 out of use. Levers 46, 72, 84 & 85 sleeved normal (CI)
- 22.02.1958 Post 4 moved 67 yards further out (WN 10)



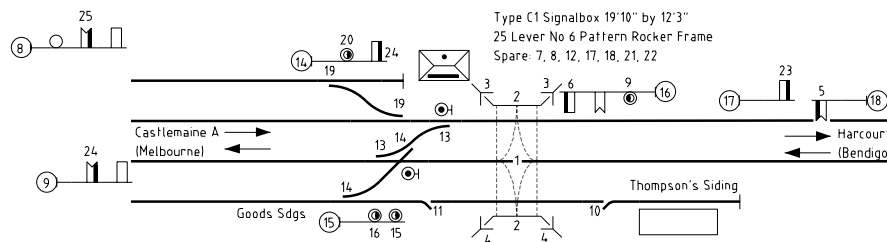
- 23.02.1958 Signal bridge (Posts 7, 7B, and 7C) replaced by new signal bridge 3 yards nearer signal box (WN 10)  
 02.03.1958 Crossover 72 moved 200 feet further out and now worked by levers 72/73. Lockbar 73 removed, Plungers at both ends of crossovers worked by lever 71. Home 46 fitted with reverser. Homes 46, 85 & 87 electrically detect Points 72/73 and Plunger 71. Post 5 moved 70 yards further out (WN 10, LS, IR)  
 11.03.1958 Connections between Up and Down lines, Nos 3 and 4 Roads, and Car Dock out of use. Points 58 & 59 spiked normal. Points 65, 67, 68 & 69 removed. Catch 67 removed. Lockbars 57, 60, 64, & 71 removed. Levers 47, 50, 55, 58-60, 65-69, 80 & 81 sleeved normal. Levers 57 & 64 pilot levers (WN 11, LS)  
 13.03.1958 Post 3 moved 74 yards further out (WN 11)  
 30.03.1958 Crossover 69 moved 200 feet further out. Plunger 64 now worked by lever 68 (WN 14)  
 04.05.1958 Connections from Nos 3 & 4 Roads restored to use. Crossover 58/65 now worked by lever 65 and plungers by lever 64. Lockbar 61 removed and plunger now worked by lever 57. Homes 45, 47, 48 & 50 fitted with reversers. Homes 45, 47, 48, 50, 79, 80, 85, & 87 detect points in advance electrically (WN 19, LS, IR)



- 28.05.1958 Wig Wag at Row Street (78 miles 41 chains) replaced by Flashing Lights (WN 23)  
 14.08.1961 Telegraph instrument removed (WN 34)  
 28.05.1969 Crossover 9 abolished (IR has 1968, CI)  
 13.07.1972 Hand points to Turntable Siding abolished along with Disc 29. Lever 29 sleeved normal (CI)  
 20.02.1973 Loco Road and Turntable removed. Lever 29 removed (WN 9, IR)  
 10.08.1976 Points 12D renewed (CI)  
 02.06.1977 Connection from Down line (No 2 Road) to No 1 Siding abolished. Crossover 15 & Lockbar 16 abolished. Discs 17 & 18 on Post 12 abolished. New Disc (75) provided on Post 4 (Melbourne line to No 4 Road) (WN 23)  
 09.07.1977 Passenger service Castlemaine - Maryborough withdrawn (DRC) (WTT)  
 11.10.1977 Down distant electrically lit (CI)  
 19.12.1978 Crossover 72/73 abolished. Car Dock abolished. Points 67, 72, and 73 abolished. Plunger 71 abolished. Home 46 (Post 7C), Home 85 & Calling-on 84 (Post 4), and Disc 66 (Post 6) abolished. Levers 46, 66, 67, 71, 72, 73, 84, and 85 sleeved normal (WN 2)  
 02.08.1979 Points 69U now worked by lever 70. Disc 70 (Post 5) now worked by lever 73. Home 49 electrically lit. (WN 35)  
 05.09.1979 Home 69 electrically lit (CI)  
 28.03.1981 Post 12 electrically lit (CI)  
 26.11.1981 Post 20 electrically lit (CI)  
 27.05.1987 Train Staff and Ticket (Castlemaine A - Maryborough) replaced Electric Staff working (WN 21)  
 16.04.1989 Crossovers 65 and 69/70 abolished. Disc 55 (Post 9), Home 47 (Post 8), Home 50 (Post 7B), Home 81, Calling-on 80 and Disc 75 (Post 4) abolished. Plungers 64 and 68 abolished. Levers 47, 50, 55, 64, 65, 68-70, 75, 80 & 81 sleeved normal. (WN 15, LS)  
 30.05.1989 Castlemaine 'A' and all mechanical signals and points abolished. Panel provided in station building. (WN 22)

CASTLEMAINE B (78 1/2 MILES)

- 20.04.1888 Contract let for erection of signalbox at Castlemaine to T.W. Sutherland for £233/18/8 (GG)
- 26.05.1889 Connections to up and down side yards relocated to Parker St to facilitate shunting and to clear main line to allow granting "Line Clear" to Elphinstone and Harcourt. Savings (two men) estimated at £170 pa. Interlocked with 25 lever Rocker frame. (7 spare) (VPRS 13181/P1 Unit 13, EO55/1054, IR)



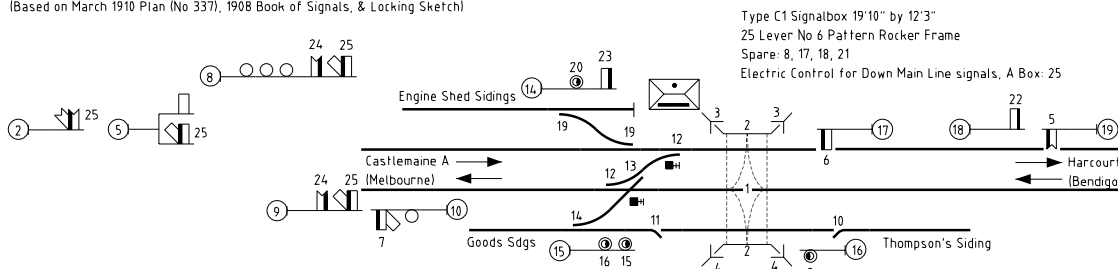
Castlemaine B 1889

(Based on Diagram 508/89 in VPRS 13181/P1 Unit 13 EO55/1054 & Locking Sketch)

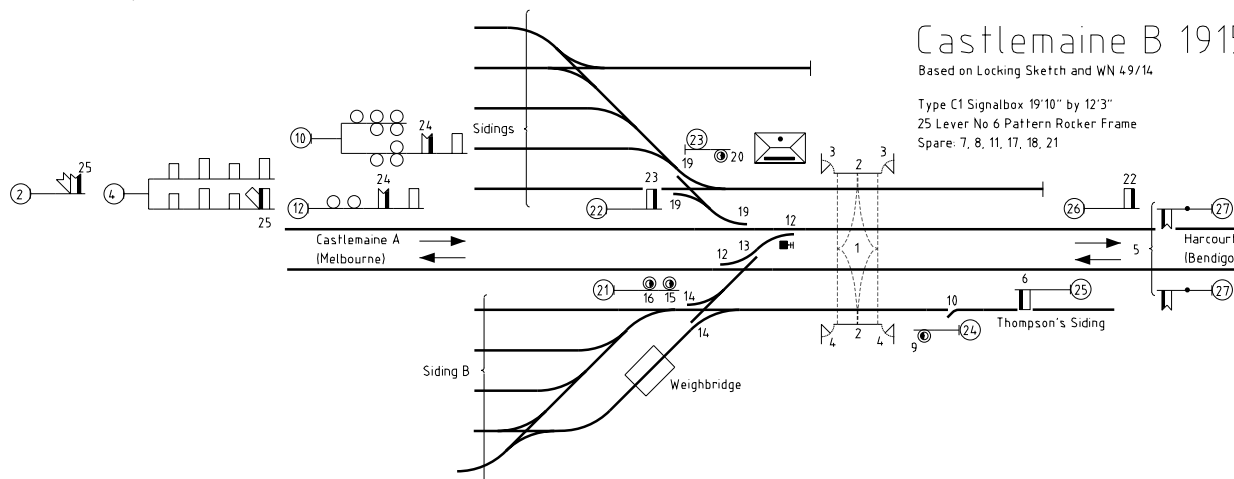
- 02.07.1891 Alterations to locking account gates. Locking taken off points and put on signals to allow more freedom in working gates (due to continual complaints by Council about blocking Parker Street whilst shunting). Instructions issued that trains must only make two shunts to put off trucks (1 for branch trucks, 1 for local traffic). After departure of Up trains from Harcourt, gates to be closed 2 minutes before train is due and be closed no more than 3 minutes. Shunting trains to completely cross over crossing to allow gates to be opened. (IR, VPRS 13181 op cit)
- 04.08.1898 Two additional levers brought into use (now 5 levers spare). This probably involved adding the control on the Up Homes at Castlemaine A (Posts 8 and 9) and renumbering of the lead to Up Goods Sidings. (IR)
- 22.02.1907 Electric control provided (Lever 25) on A Box's Down Homes and Distant (Posts 2, 5, 8, and 9) (WN 8, IR)

Castlemaine B 1910

(Based on March 1910 Plan (No 337), 1908 Book of Signals, & Locking Sketch)



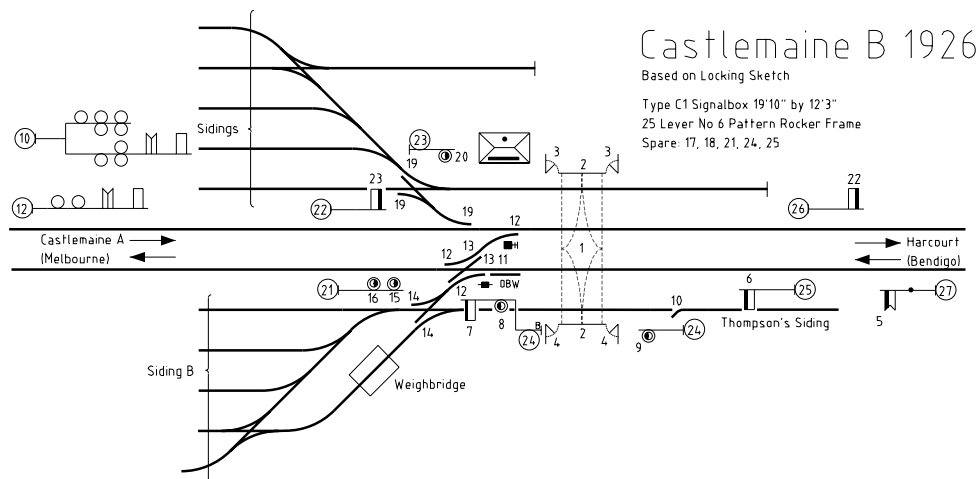
- (06.11.1911) Co-acting arm for Up Distant provided on new Post 19A on opposite side of line. Co-acting arm for Up Home provided below existing arm. Engine Shed siding altered (WN 45)
- (13.05.1912) Double Line Block provided between A Box and B Box on Up line only (WN 20)
- (05.05.1913) Up line track circuited and reverser fitted to Home 6 (WN 18)
- 09.05.1913 Double Line Block provided between A Box and B Box on Down line (WN 18)
- (06.07.1914) Signalbox relocated further from running lines (WN 27)
- (20.07.1914) Post 18 replaced by new post located 50 yards further out on the left hand side of the line. Co-acting arm removed. Post 14 moved 50 yards further in and Disc 20 removed to new Post 14A (WN 29)
- (07.12.1914) Goods yard on Down side of line provided and Loco Depot relocated. Goods yard on Up side of line extended. Posts renumbered. Additional shunting neck provided across Parker Street. Diagram 30/14 provided. (WN 49)



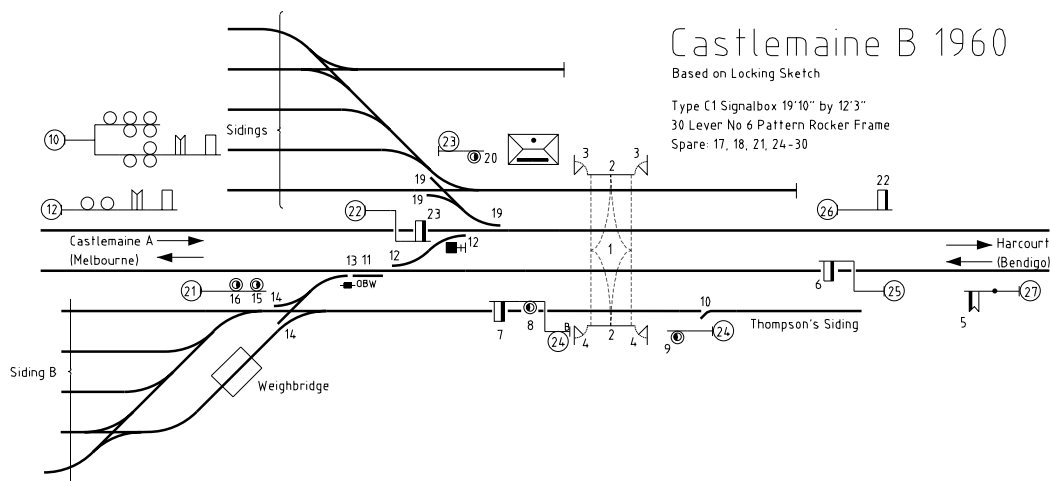
Castlemaine B 1915

Based on Locking Sketch and WN 49/14

- (10.05.1915) Up Home, Post 25, moved 75 yards further out (WN 19)  
 (17.05.1915) Rearrangement of yard complete. Diagram 30/14 brought into full use. This marked the opening of the new Castlemaine A box, but new layout at Castlemaine B probably already in service since December 1914. (WN 20)  
 (20.12.1915) Temporary 53' Turntable near B Box abolished. New 70' Turntable provided near Engine Shed (WN 51)  
 (23.02.1920) Post 25 moved 75 yards further out (WN 8\*)  
 (16.01.1923) Post 27 abolished. Post 27A renumbered 27 (WN 3)  
 26.01.1926 Down Distant signals fixed. Controls removed from A Box signals. Levers 24 and 25 now spare. (IR, LS)  
 15.06.1926 Post 22 replaced by Lop bracket mast (LS)  
 22.09.1926 Post 21 moved 35 yards further out and placed between Siding and main line (WN 42\*)  
 25.10.1926 Direction connection from Up line to Sidings added. Double compound provided in Up line with Lockbar 11. Post 24B provided with Home 7 and Disc 8. Levers 7, 8, and 11 formerly spare (LS, IR)



- (04.10.1932) Block Rule IV modified. Up trains may be accepted under Rule 3 (normal acceptance) provided line is clear to Post 24B in clear weather only. (WN 40\*, 1938GA)  
 23.10.1940 Post 25 moved 156 yards further out (WN 44)  
 (08.09.1942) Crossover in the middle of the yard between Nos 2 and 3 Sidings abolished (WN 36)  
 13.06.1956 Post 23 renewed (CI)  
 22.08.1957 Post 25 replaced by lop bracket mast (LS)  
 23.03.1960 Double compounds in Up line (12/13) and Sidings B (14) replaced by two separate crossovers (WN 16, IR)

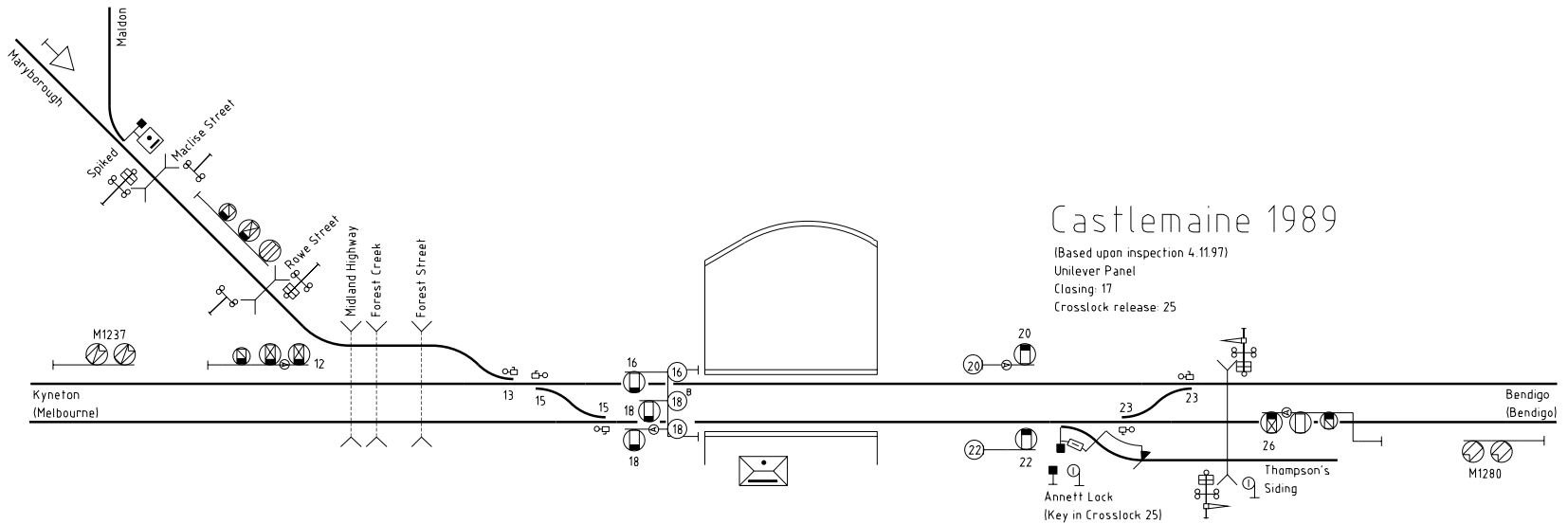


- 30.03.1978 Post 24B renewed (CI)  
 02.08.1979 Home 7 electrically lit. Up Distant (Post 27) moved 930 metres further out and motor operated (WN 35, LS)  
 28.10.1980 Post 26 electrically lit (CI)  
 (12.01.1988) Crossover 13/14 abolished. Disc 15 (Post 21) and Disc 8 (Post 24B) abolished. Lever 11 became pilot lever. Levers 8, 13, 14 and 15 sleeved normal (WN 1)  
 30.05.1989 Box abolished due to resignalling of Castlemaine with three position signals worked from a panel in the station building. Interlocked gates at Parker Street (126.276 km) replaced by Boom Barriers. All points and signals abolished. Special instructions on accepting Up trains cancelled. (WN 22)



CASTLEMAINE

- 30.05.1989 Unilever panel provided in station buildings and two mechanical signalboxes abolished. Castlemaine A retained by Castlemaine - Maldon Railway. Block sections now Kyneton - Castlemaine - Ravenswood with block switch. Light signals provided together with motor operated points. Points to Thompson's Siding secured by miniature 'F' pattern Annett Lock; key is kept in Crosslock released by signalbox. Location Board provided on Maryborough line. (WN 22)
- (16.09.1989) Block hours: 0845 hours Monday to 2359 hours Friday, Saturday: 1800 hours to 2100 hours. (WN 38)
- 18.09.1996 Panel relocated to booking office (WN 38)

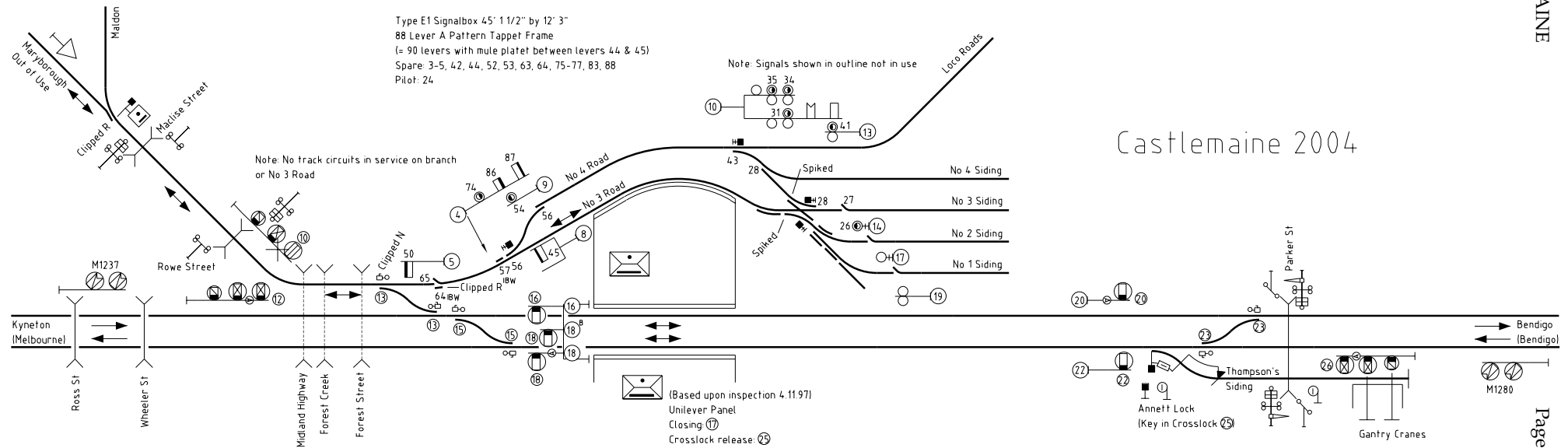


28.10.2005 were provided 1000 metres outside the Name Boards. Diagram 12/89 cancelled. (WN 1) Absolute occupation altered. Now three sections: Kyneton - Castlemaine, Castlemaine yard, and Castlemaine - Bendigo (WN 44)

17.01.2005 A box was restored to service to work the points and signals associated with the back platform. Maldon line worked by Train Staff and Ticket with sections Castlemaine - Maldon or Castlemaine - Muckleford. (RNV)

17.01.2005 Bendigo line closed between Sunbury and Bendigo for Regional Fast Rail works. Double line block working Kyneton - Castlemaine - Bendigo abolished. The panel was abolished, together with the motorised operation of the points, signals M1237, 12, 16, 18A, 18B, 20, 22, 26, and M1280, and the Crosslock and F pattern Annett Lock on Thompsons Siding. Castlemaine used as a depot for the rebuilding of the line. The main line was placed under Absolute Occupation with sections Woodend - Castlemaine - Bendigo. The boundaries of the Absolute Occupation were shown by Name Boards situated at the Up end of the platforms. Name Boards were square with the station name in black letters. Standard Location Boards

17.12.2004 The line between Castlemaine and Moolort was taken out of service to allow the Victorian Goldfields Railway to be extended from Muckleford through Maldon Junction to the back platform of Castlemaine station. The points at Maldon Junction were clipped reverse (for the Maldon line) and the miniature Master Key lock was disconnected. Crossover 13 was clipped normal and Home 10 was abolished and crossed. The flashing lights at Rowe St were converted to a standard three track circuit layout and the interlocking with Home 10 was abolished. On this day (or shortly thereafter) the VGR was extended into Castlemaine. Back platform, Nos 3 & 4 Roads, No 3 Siding, and Loco Road restored to use (together with 70' turntable). No 4 Siding baulked on Down side of Points 28. Posts 8, 9, 10, 13, and 14 restored to use. New Posts 4 and 5 provided. Catch points 65 provided in No 3 Road to protect branch line, but clipped normal. Castlemaine

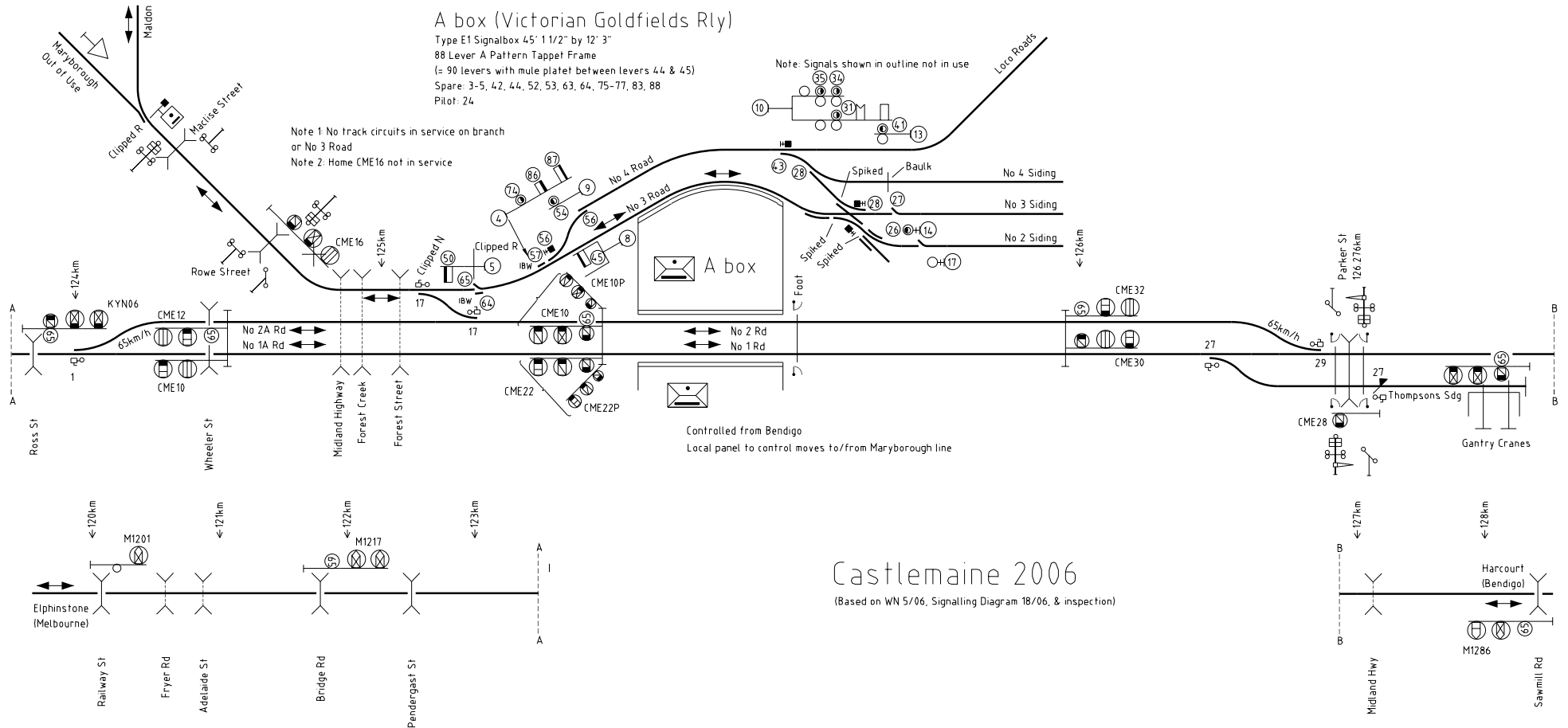


Castlemaine 2004

09.02.2006 Line reopened between Kyneton and Bendgio. Line singled between Elphinstone and Harcourt with Castlemaine opened as a crossing loop. The single lines are worked by Automatic and Track Control with the sections Elphinstone - Castlemaine - Harcourt. New three position signalling provided with both lines through the station signalled for bi-directional working. Thompson's Siding restored to use with motorised points.

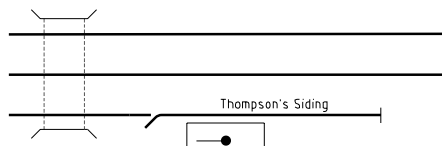
Connection to Maryborough line signalled, but crossover remains clipped normal and out of use. Home CME16 from Maryborough line remains out of use with the heads turned to one side. Signalling worked from Bendigo, with local panel provided to signal moves to and from the Maryborough line (not in use). Crosslocking with Castlemaine A box (VGR) not commissioned. Pedestrian gates provided at a new level crossing at Down end of platform

(not commissioned by 30.4) and on both sides of Parker St. Line between Moolort and Maldon Junction temporarily closed and Castlemaine - Maryborough Train Staff withdrawn, together with Ticket Boxes. Line between Maldon Junction and Castlemaine continues to be operated by VGR. (WN 5)



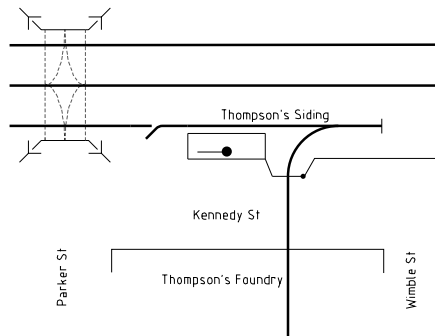
THOMPSON'S SIDING

1888 Thompson's Siding apparently provided in conjunction with extension of Castlemaine yard to Parker St. Plan dated 28.1. shows siding marked 'any length required by Thompson & Co'. (VPRS 13181/P1, Unit 13 EO 55/1054)



Thompson's Siding 1888

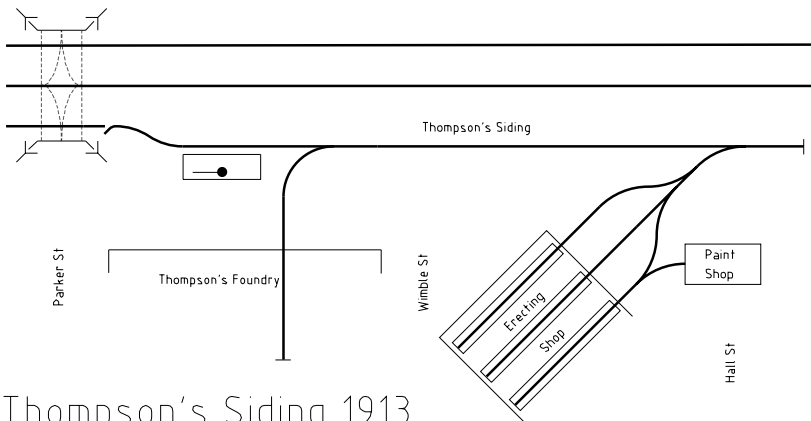
Based on plan dated 28.1.88 in VPRS 13181/P1 Unit 13 EO55/1054



Thompson's Siding 1894

Based on plan dated 15.11.1893 in VPRS 13181/P1 Unit 13 EO55/1054

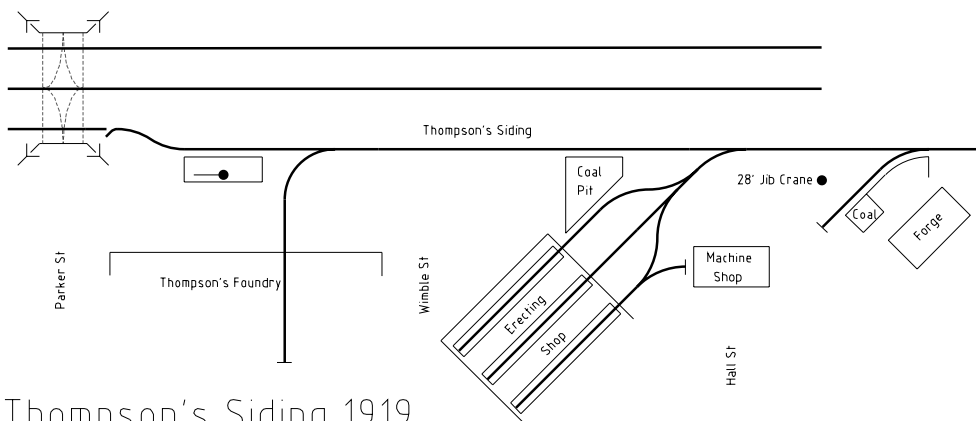
- (15.11.1893) By this date there was a dead end siding running alongside main line and serving a 113 foot platform and crane in Kennedy Street (which extended north alongside Thompson & Co's works). (op cit)
- ??.10.1894 Siding extended by means of a sharply curved line that trailed into existing siding, crossed Kennedy Street, and entered works. Extension constructed with 72lb chaired iron rails and extends 78 feet inside boundary fence and 417 feet outside. Cost of new siding was £97/18/8 (op cit, memo from accountant)
- ??..08.1900 Platform and crane relocated further from main line to prevent jib from fouling main line. Siding slued to suit. Coy asked to pay £97/18/8 for 1894 extension; they did not wish to pay as they considered the curved siding a mistake as it did not allow access to all trucks - especially QRs. Curvature on siding varied from 133 feet to 75 feet radius, QR required 200 feet radius. (op cit)
- 28.10.1913 Siding extended to serve new three road locomotive erecting shop and paint shop for contract to construct DD class locomotives. Existing dead end siding slued to be 10 feet clear of main line and curved siding slued to match. Curved siding also extended 107 yards. Cost was £959/17/9 with payment deferred for two years subject to Coy paying 5% interest. (op cit)



Thompson's Siding 1913

Based on plan dated 15.1.1913 in VPRS 13181/P1 Unit 13 EO55/1054

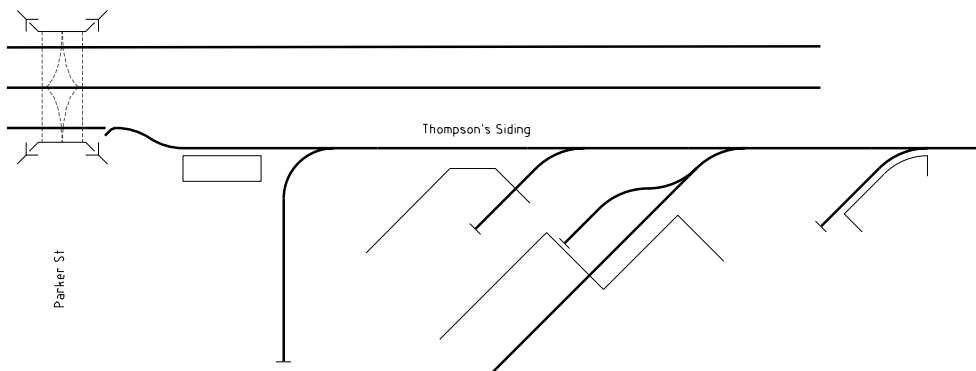
30.08.1919 Siding extended 520 feet to serve new forging shop. Cost was £803/17/6 (op cit)



Thompson's Siding 1919

Based on plans dated 17.5.19 & 21.6.19 in VPRS 13181/P1 Unit 13 EO55/1054

- (16.02.1926) By this date curved siding extended a further 180 feet by company without authorisation. Grade is 1 in 20 rising from points and trucks are hauled in by electric winch. (op cit)
- 07.02.1941 Siding slued near Post 25 to clear extension of forge building which required relocating Post 25. Additional dead end siding provided around this time to serve the extension of the forge. (op cit)
- (14.06.1944) By this date tracks at erecting shop simplified; only one line entered building, a second terminated at the wall, and the third (and former paint shop road) had been lifted (op cit)



Thompson's Siding 1945

Based on plan dated 6.8.1945 in VPRS 13181/P1 Unit T3 E055/1054

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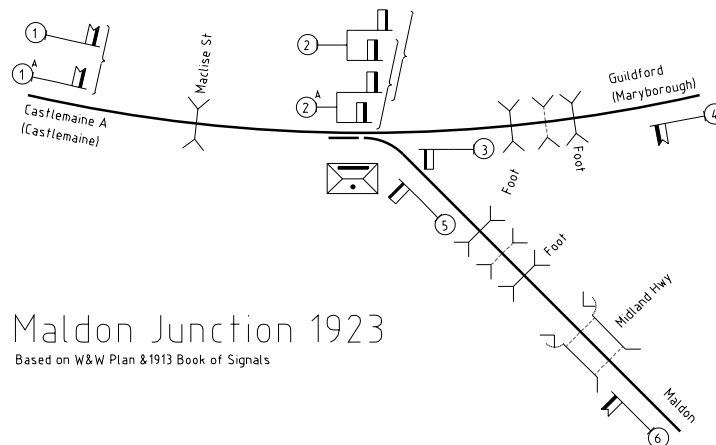
**MALDON JUNCTION (CASTLEMAINE C)**


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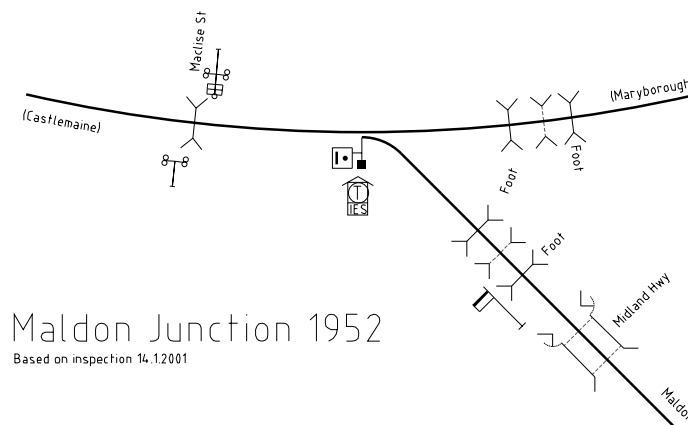
- 16.06.1884 Maldon line opened. Signalbox at Maldon Junction provided with 9 lever No 5 Pattern Rocker frame (all working). (Chronological Index, Interlocking Register)
- (03.12.1885) By this date, Maldon Jn opened as a Staff station with sections Castlemaine - Maldon Jn - Guildford and Maldon Jn - Muckleford (Working Timetable)
- (11.03.1890) By this date (since 12.8.89) Winters Block introduced on the Castlemaine - Maldon Jn section (WTT)  
c1890 Staff sections: Castlemaine - Maldon Jn: No 4 Pattern Staff, black staff boxes, Maldon Jn - Guildford, No 3 Pattern Staff, white boxes, Maldon Jn - Muckleford: No 1 Pattern, Blue boxes (Staff Register)
- 04.05.1892 Muckleford closed as Staff station. Section now Maldon Jn - Shelbourne with No 1 Pattern Staff, Blue boxes (WTT, SR)
- (09.05.1892) By this date (almost certainly since 4.5) all trains on the Maldon/Shelbourne line to carry the Staff (WTT)
- (01.07.1899) By this date the frame contained 7 signal levers, 1 point lever, and 1 lockbar lever (IR)
- 25.07.1899 Large Electric Staff provided on the sections Castlemaine - Maldon Jn - Guildford (WN 4)
- (02.05.1904) Overbridge at 80 miles 68 chains 35 links (Maldon line) has been replaced by a level crossing with cattle pits. Note this mileage does not appear to match any existing road. (WN 18)
- 1908 Not listed in Book of Signals (BoS)
- (06.11.1911) Co-acting signals provided for the Down Distant and Down Home signals. The co-acting signals are placed on new posts located on the left hand side of the line. (WN 45)
- 16.10.1912 Lock staff provided Maldon Jn - Maldon - Shelbourne (one section) (SR)
- (01.12.1913) Listed in new Book of Signals, but no diagram shown (BoS)
- (23.02.1920) Co-acting signal for Down Distant abolished. (WN 8 extracts)
- (06.03.1923) By this date a diagram had been published: 46/18 (BoS)



Maldon Junction 1923

Based on W&W Plan & 1913 Book of Signals

- 28.11.1926 Signalbox abolished and junction now worked from Castlemaine A using power signalling (see C14/26). Guildford electric staff and Shelbourne train staff sections extended into Castlemaine A. (IR)
- 04.03.1952 Remote control of Maldon Junction abolished. Junction points now worked from 2 lever ground and secured by Staff lock. Up Home provided from Maldon line (worked from ground frame) and all other signalling abolished. Large electric staff instruments Castlemaine A - Guildford replaced by miniature instruments and an Intermediate Electric Staff instrument provided at Maldon Junction. Staff and Ticket Boxes for Maldon Jn - Maldon - Shelbourne section now kept at Maldon Junction. Guard in charge of working. Trains now work to Maldon Jn on main line staff, use staff to gain access to branch line, insert staff in intermediate instrument and continue on branch Train Staff. Return worked in a similar fashion (WN 11)



Maldon Junction 1952

Based on inspection 14.1.2001

- 17.06.1976 Last train ran to Maldon (WTT)
- 03.12.1976 Line closed. (WTT, WTT 1022/76, Sec 76/3108)
- (14.06.1983) Reference to Intermediate Electric Staff instrument deleted from General Appendix (along with a large number of other amendments; instrument probably removed previously) (WN 24)
- 17.12.2004 Victorian Goldfields Railway extended from Muckleford to Castlemaine. Points at Maldon Junction clipped reverse and miniature Master Key lock disconnected.