

# Redcliffs - Mildura

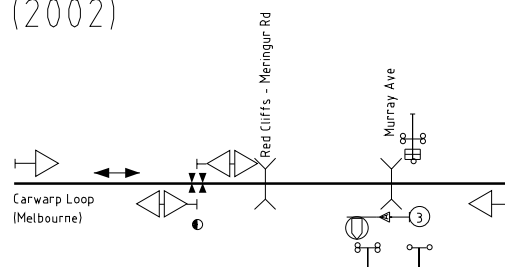
---

## YATPOOL BLOCK POINT (555.700 KM)

---

- 18.02.1992 Established to divide the Carwarp - Irymple - Mildura Train Order section (due to the closure of Redcliffs). Telephone cabin, TAILS, and location boards (1000 metres from Block Point) provided. (WN 7)
- 12.10.1997 Section Authority System replaced Train Orders on the sections Carwarp - Yatpool BP - Irymple (WN 39)
- 01.06.1997 Trains may operate with ETAS equipment between North Geelong C and Yelta due to the relocation of location boards to be 2000 metres from block post (WN 22)
- 08.07.1997 New style Block Point signs provided (WN 27)
- 25.07.1999 Train Order System replaced the Section Authority System with the sections Carwarp Loop - Yatpool BP - Mildura (WN 29)
- 26.11.1999 Mildura closed as a crossing station. Section now Yatpool BP - Yelta (WN 48)

### Yatpool Block Point (2002)




---

## REDCLIFFS (342 1/4 MILES)

---

- (11.01.1915) Cattle Guard crossings provided at 341 miles 35 chains and 342 miles 55 chains (WN 2)
- (09.08.1920) Established as a 'name board' station at 342 miles 50 chains. Open for passengers only (WN 32\*)
- 12.10.1920 Points (two) secured by Staff locks rodded to derails (SLR II)
- (01.11.1920) Siding provided for State Rivers and Water Supply Commission. Probably the loop siding opposite the platform. (WN 44\*)
- (08.11.1920) Open for general goods business. No one in charge (WN 45\*)
- (16.08.1921) Stationmaster provided (WN 33\*)
- (02.05.1922) Opened as a Staff Station. Train Staff and Ticket sections Yatpool - Redcliffs (No 1 Pattern Lock Staff) & Redcliffs - Irymple (No 3 Pattern Lock Staff). No signals provided and points secured by Staff locks (WN 18, SR)
- 28.06.1922 Railmotor service commenced between Mildura and Redcliffs. Railmotor turntable provided by this date. (B. McLean)
- 01.03.1923 Staff locks and rodded derails removed from points to No 4 Road (probably the only road at this time). Points secured by Plunger locks and Up and Down Home signals provided. Junction points to Millewa line secured by Annett lock and rodded to Derail. Junction points protected by Up Home signal. Signals worked by four lever self contained frame on platform (3 signal levers, 1 pilot lever with Annett lock). (WN 10, SLR II, SLR III & IR has 25.2)
- 10.04.1924 Bracket post provided at junction and Up Home from Werrimull line. Homes to and from Werrimull line worked by quadrants at junction and detect the junction points reverse. Junction points remain secured by Annett lock with duplicate lock on frame on platform. Derail on Werrimull line removed. (WN 14, SLR II)
- 11.04.1924 Redcliffs - Werrimull line opened for traffic. Line worked by Train Staff and Ticket with the section Redcliffs - Werrimull (No 2 Pattern Lock Staff). Master Key for the section provided. (VR62, WN 28 issued (8.7), SR)

- 19.06.1924 New six lever frame provided on platform (self contained apparatus with 4 signal levers, 1 pilot lever with Annett lock, and 1 crosslock) and five lever auxiliary frame at junction (self contained apparatus with 2 signal levers, 1 point lever, 1 lockbar lever, 1 crosslock lever). The platform frame works the main line signals and the auxiliary frame works the junction points and the Home signals to and from the Werrimull line. The two frames are crosslocked together (lever 6 in platform frame and lever 5 in auxiliary frame). The quadrants at the Up end points to No 2 Road detect the junction points. The Annett lock was removed from the junction points. Levers 1 (pilot) and 4 (Down Departure Home) not in use on platform frame. Redcliffs Co-op Society's Siding provided. Leads off the Werrimull line inside Up Home and faces Up trains. The points are rodded to catch points in the siding and are secured by a B Pattern Annett Lock with a duplicate lock on No 2 lever in the Auxiliary frame. Removal of the key secures the Up and Down Home at Stop. The siding is 35 chains in length. (WN 26, SLR II, IR)
- 21.06.1924 The main line Up Home was relocated 150 yards further out (WN 26)

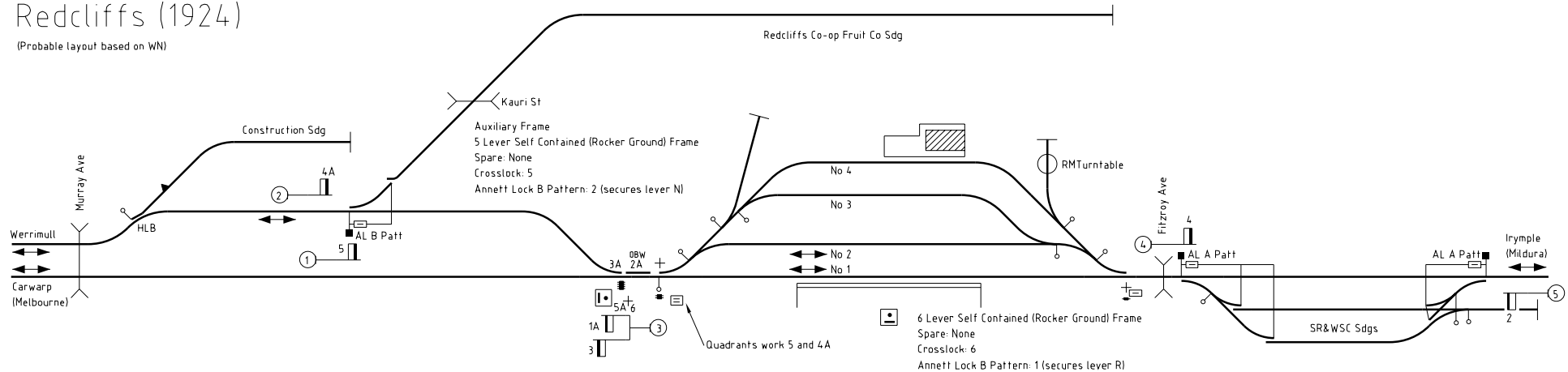
- 03.07.1924 Werrimull line Up Home relocated 15 yards further out (WN 27)
- 15.07.1924 Sidings brought into use for State Rivers and Water Supply Commission. They are situated at the Down end of the station inside the Up Home signal. The sidings consist of two roads extended to a dead end at the Down end. Each road can accommodate 8 trucks (~200 feet long) between catch points at Up end and safety points at the Down end. A tramway runs into the railway ground at the siding and (coal) bins are erected over one of the tramway lines. The points at the Up end of the siding are rodded to catch points in the sidings and secured by an Annett lock. The points at the Down end are rodded to safety points and are also secured by an Annett lock. A duplicate Annett lock is provided on No 1 lever of the platform frame. When the key is removed the Up Home (lever 2) and Down Departure Home (lever 4) are secured at Stop. Down Home Departure signal provided. All levers in use on platform frame. (WN 31, SLR II)
- 02.09.1925 Train Staff system Redcliffs - Irymple replaced by Miniature Electric system on same section. Magneto instruments provided (WN 36)
- 16.12.1925 Train Staff system Carwarp - Redcliffs replaced

- (07.02.1928) No 2 Road provided (WN 6)
- ??..11.1928 Railmotor service from Mildura withdrawn (B.McLean)
- (07.02.1930) By this date, railmotor turntable dismantled and sent to Tongala (B. McLean)
- 04.04.1935 Post 2 (Up Home from Meringur line) relocated 425 yards further out. Amend Diagram 12/25 (WN 20)
- 31.05.1938 Down end connection to SR&WSC Siding abolished. (WN 26, SLR III)
- 03.06.1938 Junction points relocated 204 yards further out, together with Auxiliary Frame and Post 3. Auxiliary frame now secured by B Pattern Annett Lock with duplicate lock on frame on platform. Crosslock removed (WN 26)
- 07.06.1938 No 2 Road extended at Up end by 204 yards. Plunger locked points and quadrants relocated accordingly. (Wn 26)
- 08.06.1938 Post 1 (Down Home) relocated 204 yards further out (WN 26)
- 15.06.1938 Post 5 (main line Up Home) relocated 194 yards further in (WN 26)

by Miniature Electric system on same section. Magneto instruments provided (WN 51)

## Redcliffs (1924)

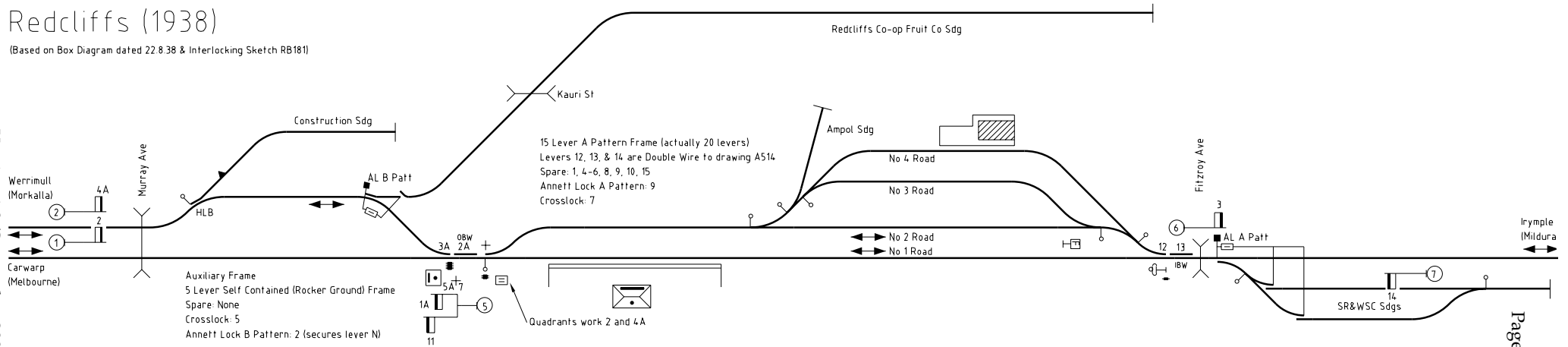
(Probable layout based on WN)



- 11.09.1938 New passenger platform provided on Up side of former platform with new station building and signal bay. Existing 6 lever frame abolished. A 15 lever A pattern frame provided in signalbay (4 signal levers, 1 pilot lever with Annett lock, 1 point lever, 1 crosslock lever, 1 crosslock lever, 7 spare); some levers are Double Wire levers. Points at Down end of No 2 Road now worked by double wire. Forty-five foot Lockbar provided. Auxiliary Frame now crosslocked from platform frame and temporary Annett locking removed. Annett Lock on points to SR&WSC Siding an A pattern lock. Diagram 15/38 replaced 12/25 (WN 38, IR, SLR III)
- (01.04.1969) Telegraph instrument removed (WN 13)
- 12.08.1975 Points to SR&WSC renewed (CI)
- 19.08.1975 Plunger locked points renewed (CI)

## Redcliffs (1938)

(Based on Box Diagram dated 22.8.38 & Interlocking Sketch RB181)



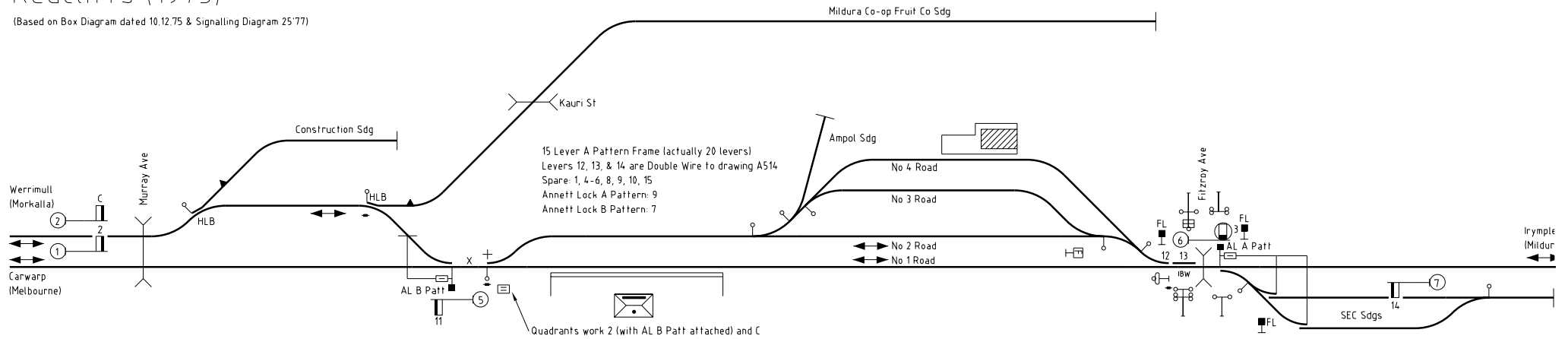
19.08.1975 Auxiliary frame at junction abolished. Junction points secured by an Annett lock rod to Derail in branch line. Duplicate lock provided on lever 7 main line. Notice board lettered 'Derail' provided on branch. Right hand arm on Post 3 (to Meringur line) abolished. Annett lock on points to the Co-operative Society's siding was removed and the rodged catch points removed. Siding points are now worked by a WSA lever and detected by Up Branch Home. Scotch block provided in siding (WN

26.09.1977 Post 5 electrically lit (CI)  
 15..02.1979 Composite Staffs provided in Redcliffs - 35, IR has 12.9, CI)  
 12.09.1975 Junction points renewed in 94 lb material (CI)  
 10.12.1975 Flashing lights provided at Fitzroy Avenue (MP 342 + 1187m). Down Home 3 (Post 4) was converted to a light signal Flashing lights operate automatically for main line moves. For shunting moves, pushbuttons are provided on each side of the crossing and at the SEC Siding (former SR&WSC siding). (WN 50)

19.09.1979 Points to SEC Siding abolished. Amend Diagram 25'77 (WN 40, IR)  
 03.05.1981 Staff Exchange Box provided (ex Burrumbeet) (CI, also has the same on 03.06.1981)  
 02.07.1981 Down Home, Post 1, relocated 73 metres further out (WN 28)  
 20.08.1981 Flashing lights provided at Murray Ave. Additional Up light Homes (Posts 3 & 4) provided to protect crossing (IR, CI)

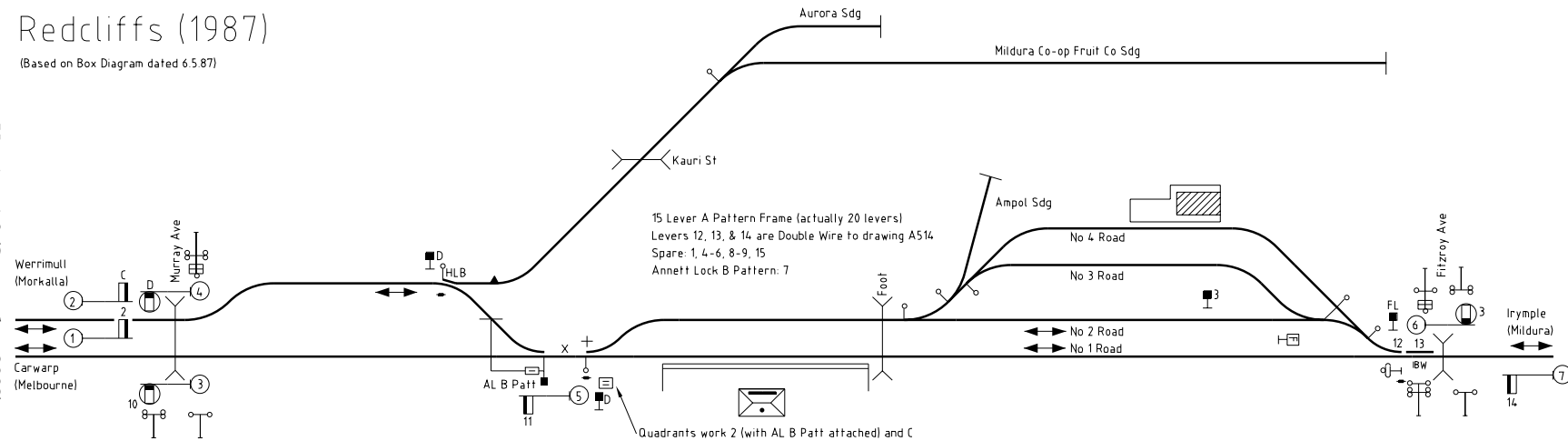
### Redcliffs (1975)

(Based on Box Diagram dated 10.12.75 & Signalling Diagram 25'77)



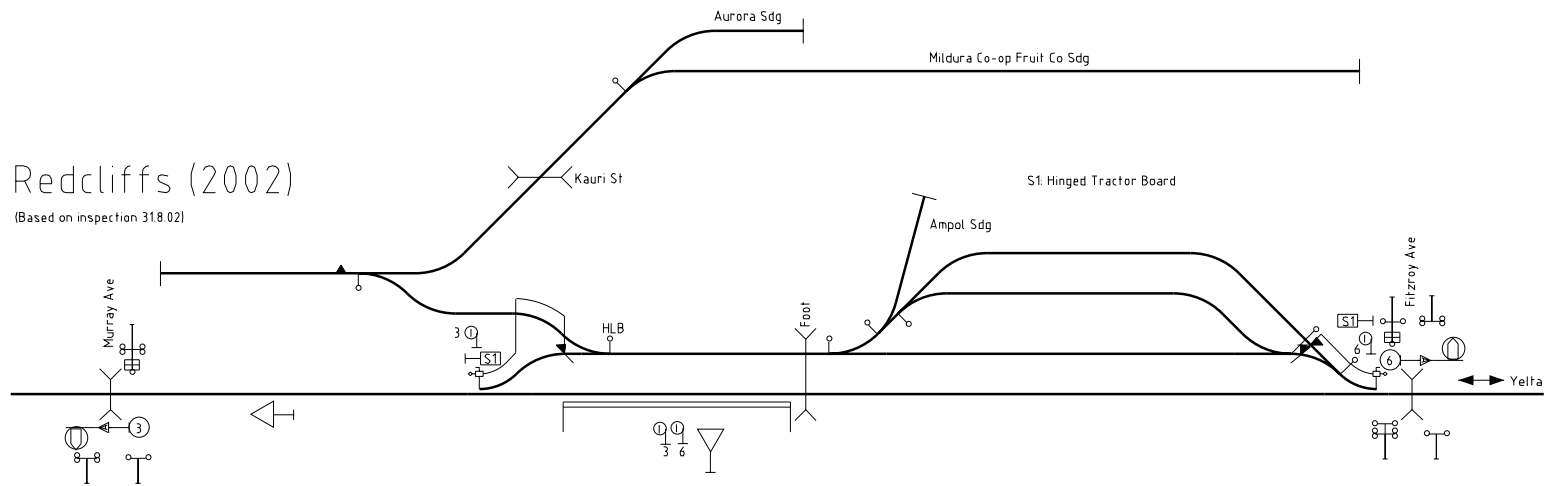
### Redcliffs (1987)

(Based on Box Diagram dated 6.5.87)



connection provided to stub of former line from No 2 Road. Main line points at each end of No 2 Road worked by non-trailable point machines rodded to derails and crowders and secured by ST21 locks. Homes 2, 11, and 14 were abolished. Homes on Posts 3 and 6 were converted to Automatic signals. These signals are normally at clear, but may be controlled by 5P keyswitches at the Up and Down main line points and on the platform. Push button to control the Fitzroy Ave flashing lights provided at Down end points. The Up approach track circuit for Murray Ave and the Down approach track circuit for Fitzroy Ave have been extended to allow line speed running through No 1 Road. Diagram 18/92 replaced 14/90. (WN 6)

- 27.04.1982 Construction Siding abolished (CI)
- (03.03.1987) From each Friday to the following Monday, the Electric Staff system Carwarp - Redcliffs will be temporarily replaced by the Train Staff & Ticket system with the section Ouyen - Redcliffs. Temporary Train Staff held at Redcliffs and will only be released under instructions of Train Controller. Arrangement will be used for the following trains: Fridays: 9174 (when running - Ticket), 8110 (Staff); Saturdays: 239 (Ticket), 8143 (Staff); Sundays: 9118 (Ticket), 8110 (Staff), 239 (Staff); Mondays: 228 (Staff), 8143 (Staff), 8148 (Ticket) (WN 8)
- 19.03.1989 Electric Staff system with sections Carwarp - Redcliffs - Irymple replaced by Train Order system on same sections. Special Train Staff and Ticket working cancelled. (WN 12)
- (28.03.1989) Instructions for Meringur line deleted (WN 12)
- 03.05.1989 Closing lever (No 9) provided in the frame. Track cancelling removed from controls for Up Home (Post 3) and Down Home (Post 6). (WN 18)
- 25.10.1991 TAILS at the Down end abolished (WN 40)
- 18.02.1992 Abolished as Train Order Crossing Station and became an Intermediate siding in the Yatpool Block Point - Mildura section.. Fixed signals will normally be at proceed and must be lit at night. Must be staffed by a signaller when necessary to shunt sidings. Trains are not allowed to lock away at Redcliffs. Location Boards and TAILS abolished. (WN 7)
- (23.02.1993) Interlocking abolished. Annett locked points to former Meringur line abolished and new

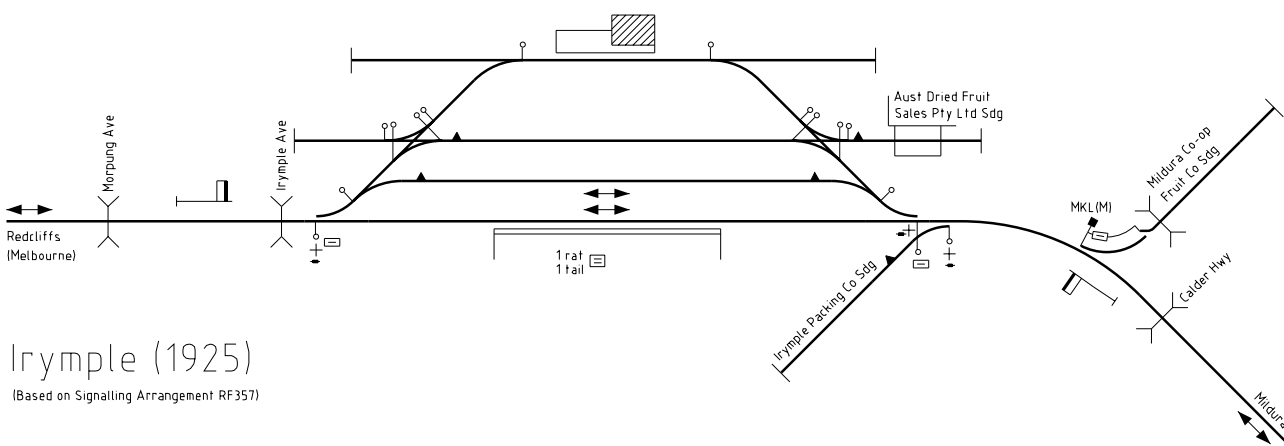


---

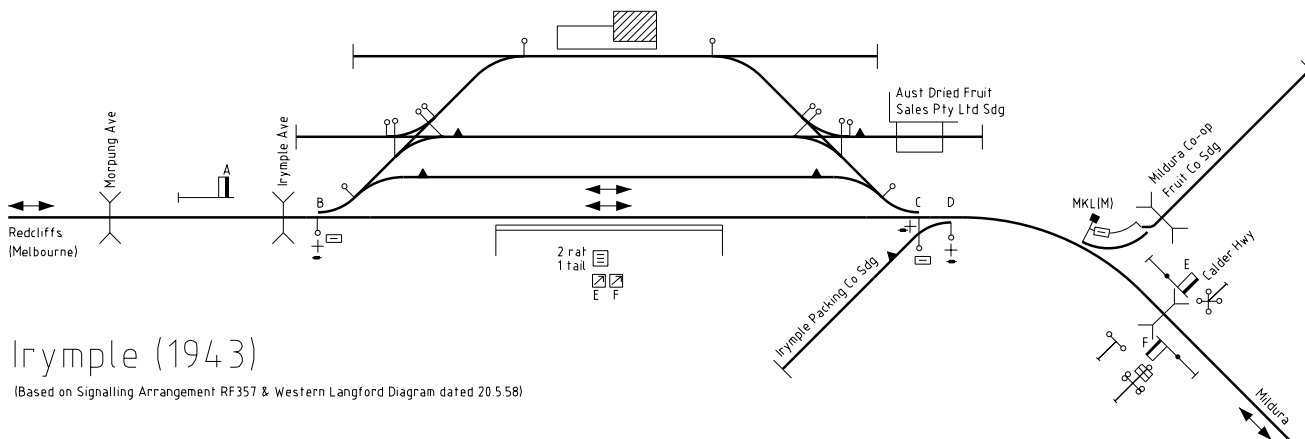
 IRYMPLE (347 1/4 MILES)
 

---

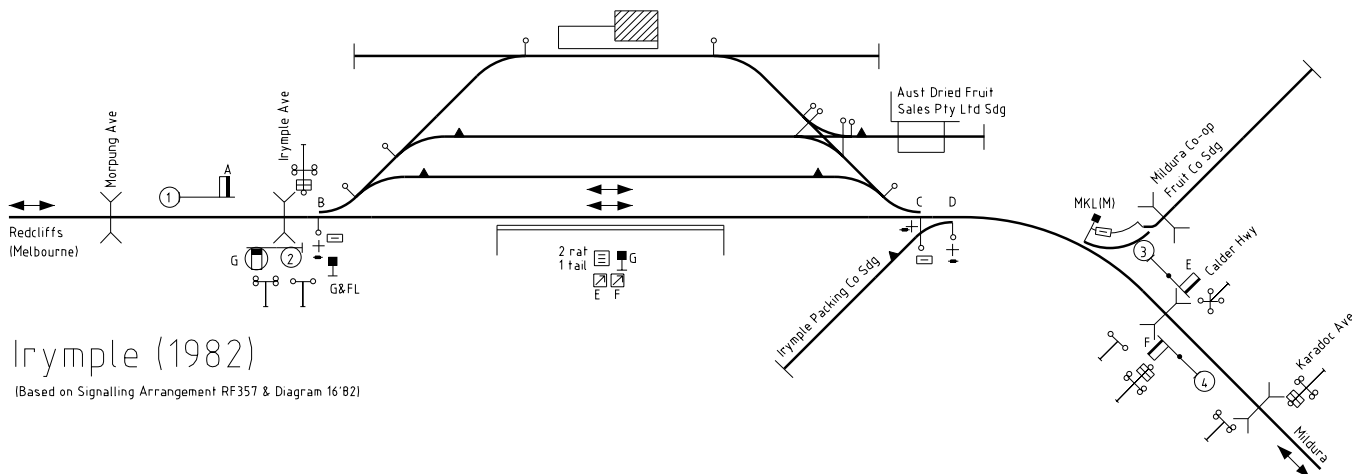
- 26.10.1903 Opened with line to Mildura. Opened for goods and passenger traffic. Shelter shed and portable office provided, but no goods shed or crane. Freight to be prepaid (WN 43)
- (25.01.1904) Telegraph instrument provided. (Obviously man in charge by this time) (WN 4)
- (08.08.1904) Goods shed provided (WN 32)
- (04.09.1905) Limit Boards provided (WN 36)
- 03.02.1909 Man placed in charge; supervised by SM Mildura. Goods and parcels may be sent "to pay" (WN 6)
- 06.07.1911 Station building destroyed by fire (WN 28\*)
- 01.12.1911 Opened as a Staff station. Train Staff and Ticket sections Hattah - Irymple (No 1 Pattern Lock Staff) & Irymple - Mildura (No 2 Pattern Lock Staff). No signals and only one loop siding (WN 49, Staff Register)
- 30.01.1912 Main line points (two) secured by plunger locks. Up and Down Homes provided. One set of points secured by Staff lock rod to a catch - probably Mildura Co-Op Fruit Co Sdg. Apparently points not secured by Staff locks previously. (WN 5, SLRI, SANP)
- ???.?.1912 Mildura Co-operative Fruit Co Siding fitted with catch point (Sidings Book)
- (18.03.1912) Only has one loop siding with a dead end at the Up end (WN 12)
- (06.05.1912) No 2 Road provided (WN 19)
- (25.03.1912) Stationmaster provided (WN 13\*)
- (11.01.1915) New level crossings with cattle guards provided at 345 miles 34 chains, 346 miles 15 chains, and 346 miles 51 chains (WN 2)
- 12.09.1921 Yatpool opened as a permanent Staff Station. Section now Yatpool - Irymple (No 1 Pattern Lock Staff) (SR)
- (02.05.1922) Redcliffs opened as a Staff Station. Train Staff and Ticket sections now Redcliffs - Irymple (No 3 Pattern Lock Staff). (WN 18, SR)
- (16.05.1922) Telegraph instrument removed (WN 20\*)
- (26.12.1923) Trucks not to stand in No 2 Road (WN 52\*)



- 02.09.1925 Train Staff system Redcliffs - Irymple - Mildura replaced by Miniature Electric system on same sections. Magneto instruments provided (WN 36)
- (15.02.1927) Irymple Packing Coy's Siding extended 38 feet (WN 7\*)
- (16.07.1929) Staff Exchange Box will be in use for No 3 Down Goods daily (no mention of its provision). (WN 29)
- (11.07.1933) Mildura Co-op Fruit Coys Siding extended 67 feet (WN 28\*)
- (07.11.1939) Irymple Packing Coy Siding extended 100 feet (WN 45)
- 19.05.1943 Up Home relocated 185 yards further out (WN 21)
- 27.05.1943 Flashing lights provided at Calder Highway (347 miles 44 chains). New Down Home E provided to protect crossing and Up Home relocated to Down side of Calder Highway. (WN 22, SLR III, Sig Arr RF357)



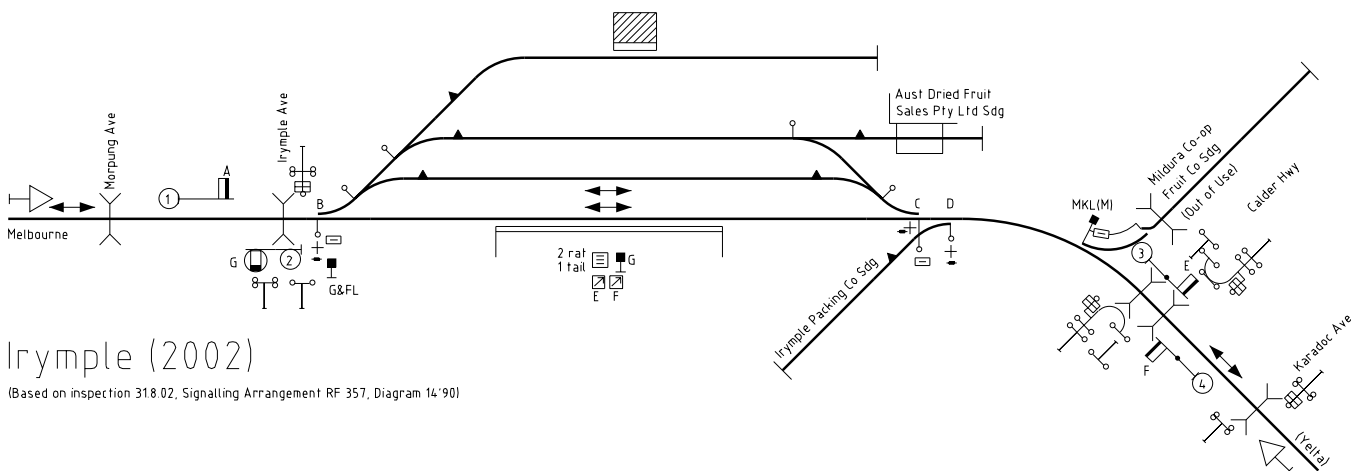
- (31.08.1948) Mildura Co-Op Fruit Coy Siding extended 150 feet (WN 35)
- (12.05.1953) Co-operated Dried Fruit Sales Siding extended 150 feet in the Down direction (WN 19)
- (22.01.1957) Irymple Packing Coy's Siding extended 50 feet (WN 4)
- 27.07.1967 Flashing lights provided at Karadoc Ave (348 miles 10 chains) (WN 32)
- 06.07.1972 Up Home relocated 93 feet in Down direction (CI)
- 26.07.1972 Track circuits at Calder Highway and Karadoc Ave rearranged for 70 mph line speed (CI)
- 30.03.1976 Relocation of existing flashing light masts and provision of new mast account widening of roadway (Calder Highway?) (CI)
- 15.02.1979 Composite Staff Exchange Box provided (in addition to Staff Exchange Box) to allow up to three trains to be worked through Irymple without the station being attended. Telephone block maintained between Redcliffs and Mildura. Composite Staffs provided in the Redcliffs and Mildura sections (WN 15, CI)
- 18.08.1982 Flashing lights provided at Irymple Ave (558.523 km). New Up Home G (light) provided to protect crossing. Push button controls for this signal are provided at the platform and Up end points. Pushbuttons for manual control of the flashing lights are provided at the crossing. Diagram 16/82 replaced 25/77 (WN 35, SA RF 357, SLR III)



Irymple (1982)

(Based on Signalling Arrangement RF357 & Diagram 16'82)

- 12.12.1985 Mechanical signals electrically lit (WN 1)
- 04.08.1986 Dead end sidings at the Up end of Nos 3 & 4 Roads abolished together with crossover at Down end between Nos 3 & 4 Roads (CI)
- 19.03.1989 Electric Staff system with sections Redcliffs - Irymple - Mildura replaced by Train Order system on same sections. Miniature Master Key provided for local shunting movements. Irymple may only be used as Train Order crossing station for switching movements between Mildura and Redcliffs. When it is necessary for the Tractor to enter the main line at Irymple the Signaller must obtain permission from the Train Controller. The fixed signals must be placed to Stop and the local Master Key released. The Train Controller must not issue a Train Order for a train to proceed through Irymple until notified that the Tractor has cleared the main line (but a Train Order may be issued to the Home signals at Irymple). (WN 12)
- 19.04.1989 Up approach track circuit for Irymple Ave (565.427 km) shortened to start at the Up end of the platform. Up Home G was converted to not track cancel and is approach operated 6 seconds after a train enters the track circuit. Board letter '15 km/h maximum speed to level crossing' provided (WN 16)
- 30.08.1989 Level crossing predictors were provided at Irymple Ave and Calder Highway. Up Home G will normally show clear when the station is unattended (WN 38)
- 01.06.1997 Trains may operate with ETAS equipment between North Geelong C and Yelta due to the relocation of location boards to be 2000 metres from block post (WN 22)



Irymple (2002)

(Based on inspection 318.02, Signalling Arrangement RF 357, Diagram 14'90)

- 12.10.1997 Section Authority System replaced Train Orders on the sections Yatpool BP - Irymple - Mildura. Irymple is a switch in/out location, but must not be switched in without the authority of the Superintendent Safeworking. (WN 39)
- (18.11.1997) It is not necessary to switch Irymple in to shunt the siding, but trains must not be locked away at Irymple when it is switched out. When it is necessary to shunt Irymple using the Pilot, a Siding Authority must be issued between Mildura and Redcliffs. The Driver must be issued with Master Key 47 to allow the Pilot to shunt the Irymple Co-op Siding. The Driver will be responsible for the operation of the fixed signals and points. (WN 44)
- 25.07.1999 Train Order System replaced the Section Authority System. Irymple not listed as a Crossing station. (WN 29)

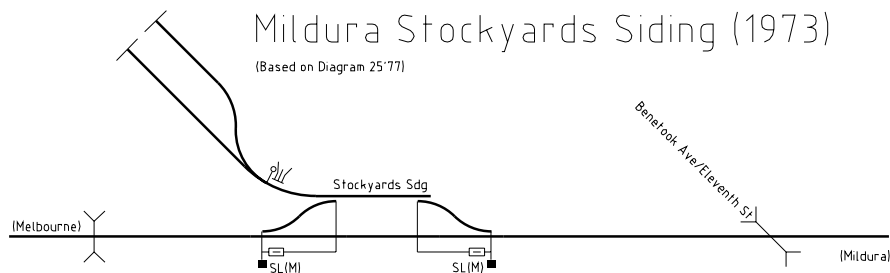


---

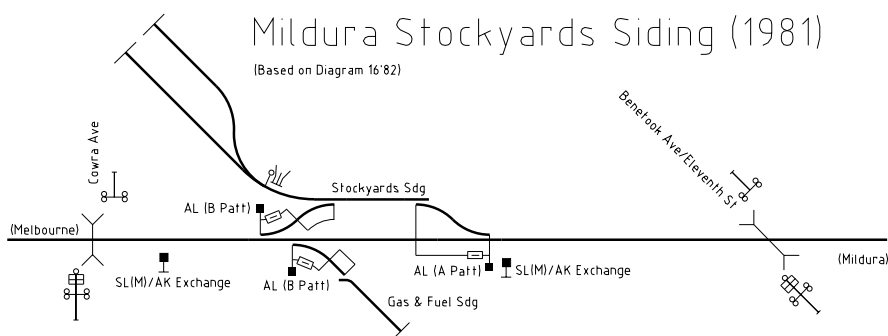
MILDURA STOCKYARDS SDG (349 MILES 38 CHAINS)

---

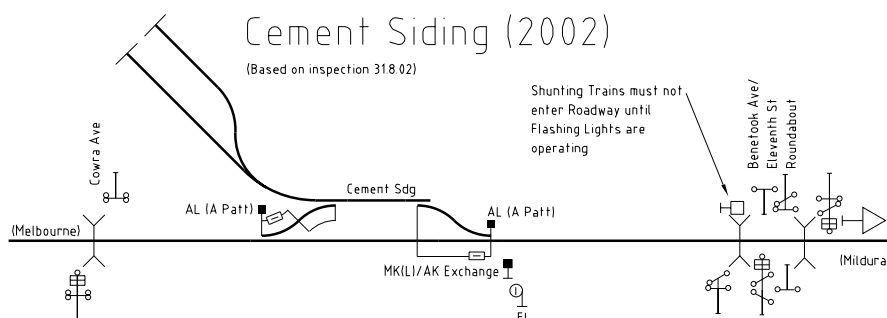
- 05.09.1973 New Mildura stockyards siding provided. Consists of a loop siding with a connection at the Up end to the Stockyards tracks. The main line points at both ends are secured by Staff Locks and are rodded to catch points at the Down end and safety points at the Up end. (WN 40, SLR III, SA)



- 29.01.1976 Flashing lights provided at the intersection of Benetook Ave and Eleventh St (349 miles +1408 metres) (WN 6, SA has 19.8.81)
- 25.08.1981 Flashing lights provided at Sandalong Ave (561.199 km) (WN 35)
- 26.08.1981 Flashing lights provided at Cowra Ave (562.141 km). Staff locks on the points to the Livestock Siding and Gas & Fuel Siding were replaced by Annett locks (A Pattern at Up end and B Pattern at Down end) and Staff/Annett Key Exchange Apparatus were provided at both points. (WN 38, SLR III, SA)

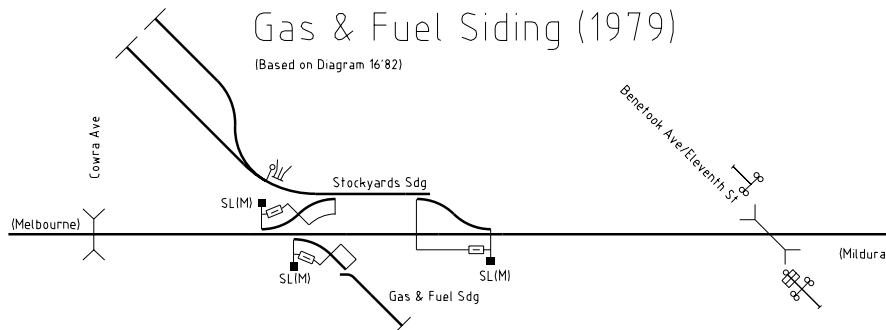


- (02.03.1993) Up Home K (Post 6) provided to protect flashing lights at Benetook Ave. Signal worked from panel at Mildura or Points C (Up end of Mildura yard) and is indicated at both locations. The signal detects the points at Sarnia Siding and Caltex Siding and will track cancel. (WN 7)
- (18.11.1997) Movements between Mildura and the Cement Siding will be under the authority of a Shunt Authority for the Mildura - Yatpool BP (or Irymple) section. Master Key 47 is provided to allow trains to release the Annett key at the siding. When it is necessary for the Pilot to shunt the Cement Siding while an Up train is travelling towards Melbourne on a Section Authority, the Signaller must attend the Down Location Board. Once the Up train has passed complete the Signaller will notify the Driver of the train who will notify the Train Controller. The Train Controller will lift the Shunt Access and issue the Shunt Authority to proceed to the Cement Siding (WN 44)
- 26.11.1999 The Master/Annett Key Exchange Apparatus has been altered to allow operation by a standard corridor (Large) Master Key. A 5P keyswitch was provided on the Up side of Benetook Ave to control the operation of the flashing lights while the siding is shunted. A notice board lettered 'Trains must not enter the roadway until the flashing lights are operating' is provided on the Down side of Benetook Ave. (WN 48)
- 23.06.2000 The track circuits were altered. The Master/Annett Key Exchange Apparatus at the Up end was abolished. The Annett lock on the Down end points was replaced by one of A pattern and the adjacent Exchange Apparatus altered to suit. The V5PSW keyswitch at Benetook Ave was relocated to the Down end points. (WN 25)



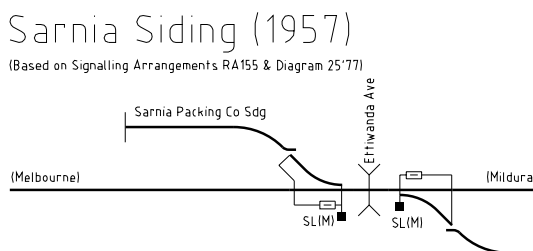
**GAS & FUEL SDG (349 MILES + 800 METRES)**

- 05.03.1979 Siding provided. Situated at 349 miles + 800 metres on the Up side of the line. The points face Down trains, are secured by Miniature Staff Locks and are rodded to catch points in the siding. A security gate is provided across the siding with a Hayes derail arranged such that the gate cannot be opened unless the derail is off the rail. There is 70 metres between the toe of the main line points and the security gate and 37 metres standing room inside the gate. (WN 12, SLR III)
- 27.08.1986 Siding abolished (SLR III, SA A2S153/79)

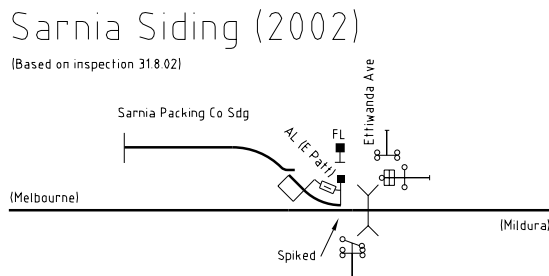
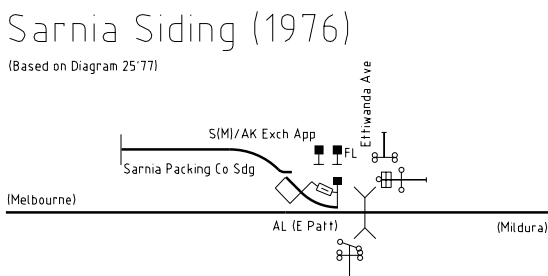


**SARNIA PACKING COY SDG (350 MILES 26 CHAINS)**

- 25.01.1957 Siding provided. Situated on the Down side of the line at 350 miles 25 chains 79 links. Points face Up trains, are secured by a Staff lock and rodded to a catch point in the siding. There is 375 feet of accommodation beyond the catch point and a gate is provided in the boundary fence. (WN 5, SLR III)



- 29.01.1976 Flashing lights provided at Ettiwanda Ave (350 miles + 531 metres). Staff lock on Sarnia Siding replaced by Annett lock and Staff/Annett Key Exchange apparatus provided. Release of the Annett key will also suppress the time proving function on the Up approach at Benetook Ave (and hence prevent the flashing lights from operating when the approach is still occupied after a time delay expires). Up trains that will shunt at the Caltex siding will operate the flashing lights at Ettiwanda Ave until the points at the siding are reversed. When the points are reversed the normal Up approach will be shortened to a length sufficient to provide 20 seconds warning time at 15 mph. An approach section indicator board is provided at the start of the shortened approach. Down trains shunting the Mildura Co-op Fruit Siding will suppress the time proving function on the Up approach to Ettiwanda Ave when the points are reversed (and hence prevent the flashing lights from operating). Up switch movements to the Mildura Co-op Fruit Siding will operate the flashing lights until the points are placed reverse. The down movement back to Mildura will reset the approach for normal high speed running when the movement clears the approach section (WN 6, SLR III)



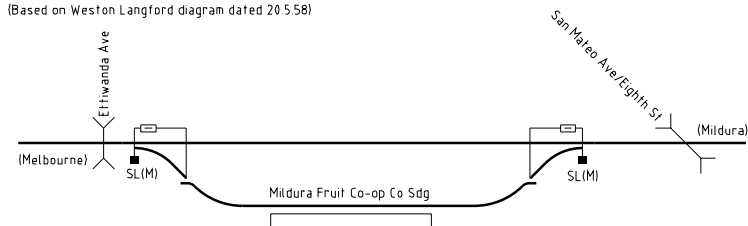
- (02.03.1993) B Pattern Annett Lock replaced by Miniature E Pattern Annett Lock. The Annett key is in a duplicate lock on the panel at Mildura. Staff/Annett Key Exchange apparatus removed? (WN 7)
- 26.11.1999 Siding spiked out of service (WN 48)

MILDURA FRUIT CO-OPERATIVE SDG (350 MILES 37 CHAINS)

10.08.1927 Siding provided. Points (two) secured by Staff locks and rodded to derails (later catches) (WN 33, SLR III)

Mildura Co-op Fruit Siding (1927)

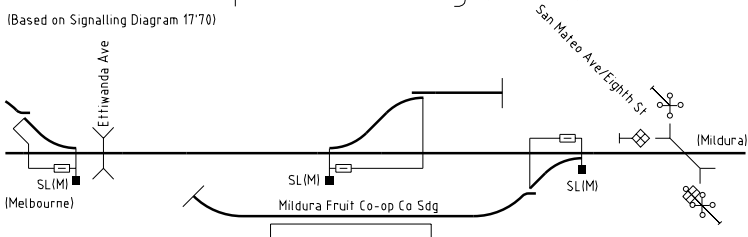
(Based on Weston Langford diagram dated 20.5.58)



10.04.1967 Staff Locked points and rodded catch at Up end were abolished (WN 16, SLR III, SA RA155)
(02.03.1993) Down end Points (Y) removed. Siding abolished. (WN 7)

Mildura Co-op Fruit Siding (1970)

(Based on Signalling Diagram 17'70)

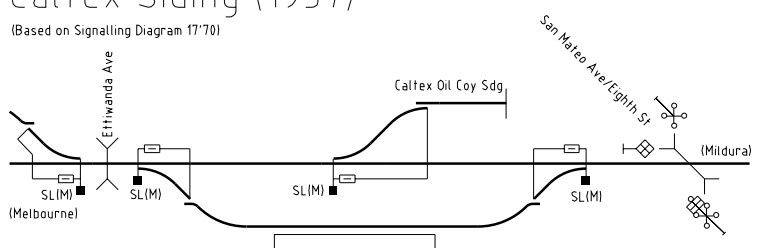


CALTEX OIL SDG (350 MILES 41 CHAINS)

25.01.1957 Siding provided. Situated on the Down side of the line at 350 miles 41 chains 12 links. Points face Down trains, are secured by a Staff lock and rodded to a catch point in the siding. There is 100 feet of accommodation beyond the catch point. (WN 5, SLR III)

Caltex Siding (1957)

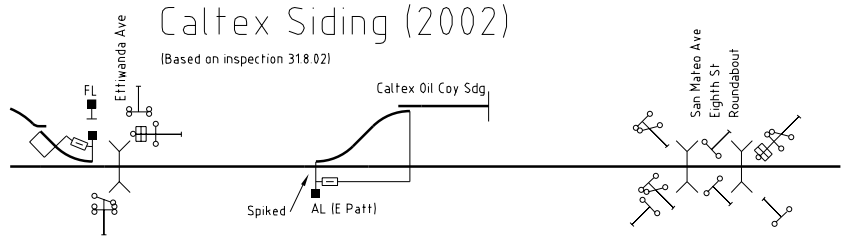
(Based on Signalling Diagram 17'70)



(02.03.1993) B Pattern Annett Lock replaced by Miniature E Pattern Annett Lock. The Annett key is in a duplicate lock on the panel at Mildura. Staff/Annett Key Exchange apparatus removed? (WN 7)

Caltex Siding (2002)

(Based on inspection 318.02)



26.11.1999 Siding spiked out of service (WN 48)

---



---

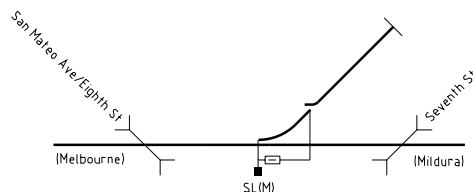
**SUNRAYSIA FLOUR MILL SDG (350 MILES 70 CHAINS)**


---



---

- 13.03.1945 Siding provided. Situated on the Down side of the line. Points face Down trains, are secured by a Staff lock and rodded to a catch point in the siding. There is 240 feet beyond a notice board lettered 'Engines must not pass this Point' erected on the siding side of Lemon Ave. Siding will be operated by switch trip from Mildura and the driver must be in possession of the Irymple - Mildura staff (WN 38, SLR III & CI has 9.3)



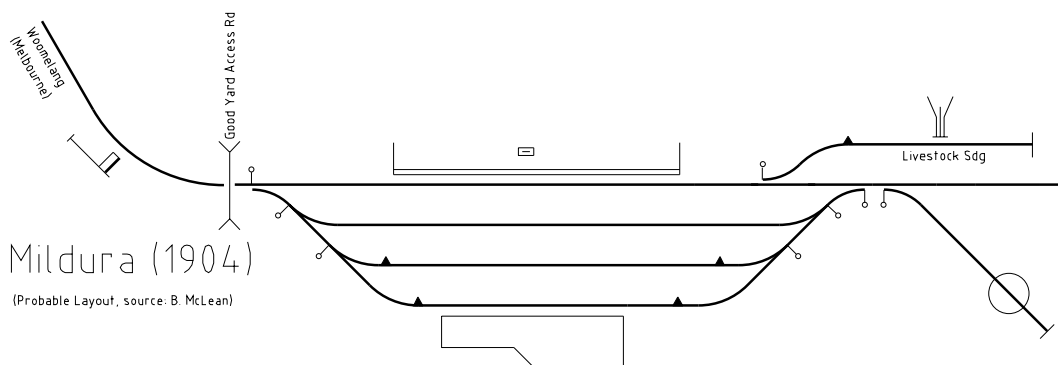
### Sunraysia Flour Mill Siding (1927)

(Based on Signalling Arrangements RA155)

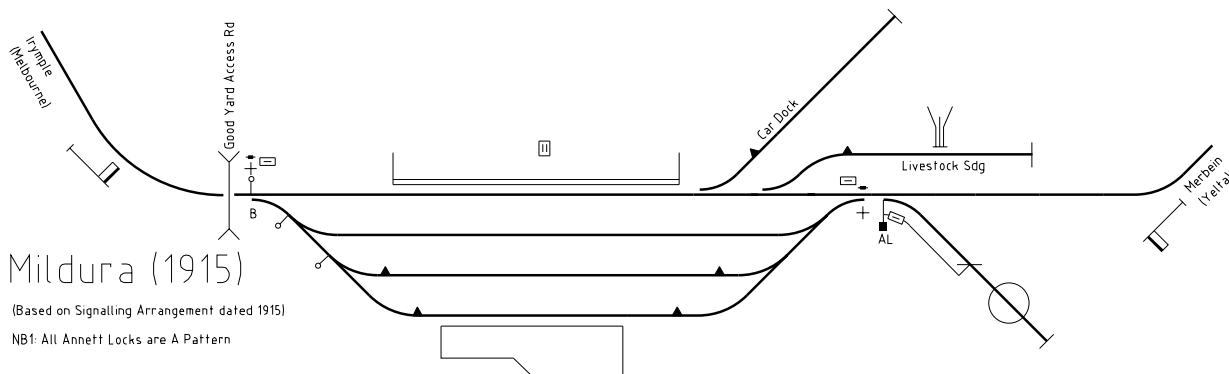
- 05.03.1948 Flashing lights provided at San Mateo Ave (350 miles 62 chains) (WN 10)  
 01.08.1948 Lease transferred to R.M. Anderson Sawmills Pty Ltd. (B. McLean, SLR III)  
 07.06.1972 Siding removed during relaying program, a special control to Seventh St and San Mateo Ave Flashing Lights are not in operation (sic) (CI)  
 07.07.1972 Staff locks removed (SLR III)  
 13.09.1973 Siding removed (SA)

MILDURA (302 MILES)

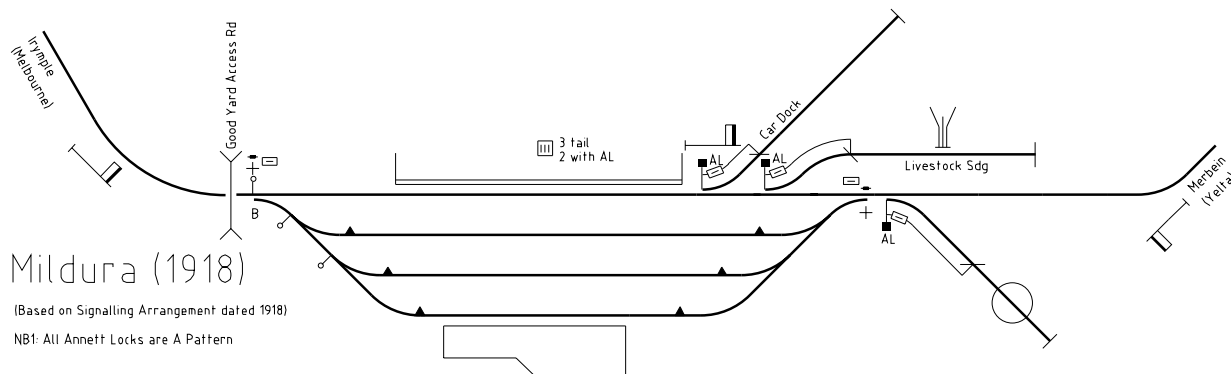
- 16.10.1903 Line opened to Mildura. Station opened for goods and passenger traffic. Shelter shed and portable building provided, but no goods shed or crane. Stationmaster provided. Worked by Train Staff and Ticket with section Woomelang - Mildura (No 1 Pattern Lock Staff), however all trains to carry Train Staff unless specially authorised otherwise. (WN 43, Staff Register)
- 19.11.1903 Down Home signal provided (SANP)
- (25.01.1904) Telegraph instrument provided. (Obviously man in charge) (WN 4)
- (08.08.1904) Goods shed and turntable provided (WN 32)



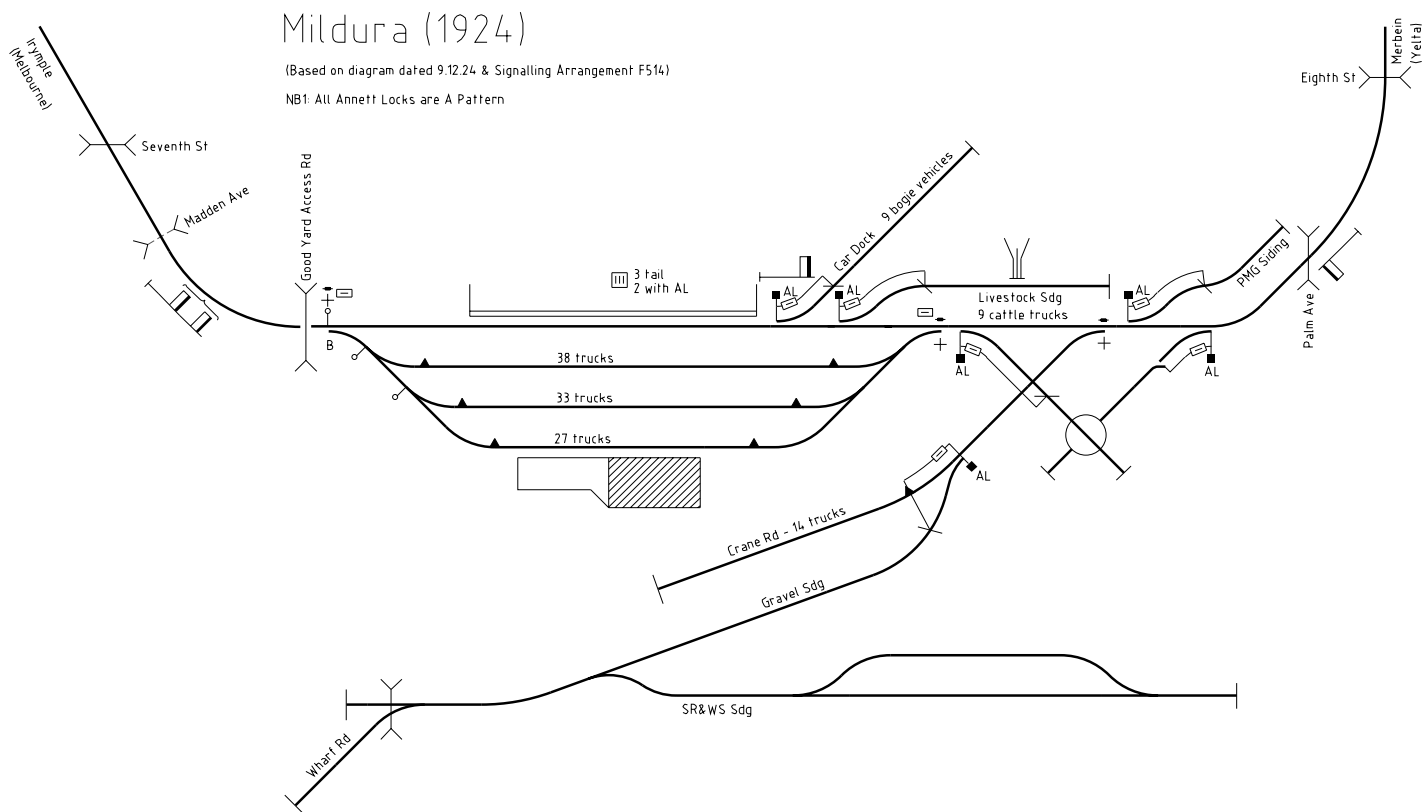
- 16.08.1905 Down Home signal removed (WN 33, SANP)
- 26.06.1909 Ouyen opened as a Staff station. Section now Ouyen - Mildura (No 2 Pattern Lock Staff) (SR)
- 04.07.1910 Line extended to Merbein. Line worked by Train Staff & Ticket with section Mildura - Merbein (No 1 Pattern Lock Staff) (VR62, SR, WN 36 has 1.7)
- 23.02.1911 Up and Down Home signals provided and main line points (2) secured by plunger locks (WN 9, SLR I, SANP)
- (07.04.1911) The train arriving at 0840 Thursdays is permitted to stand in No 2 Road until departure on Friday morning to allow it to be washed down (WN 16)



- (04.12.1911) No 11 Down (arr Tuesday & Thursdays) permitted to stand in No 2 Road until departure the following morning to allow it to be washed down (WN 49)
- 01.12.1912 Irymple opened as a Staff station. Section now Irymple - Mildura (No 2 Pattern Lock Staff) (SR)



- 21.07.1915 Points to Loco Siding secured by an Annett lock and are rodded to a derail. Duplicate locks provided on Up and Down Home signal levers (but only three Annett locks provided) (WN 30, SLR I)
- 14.05.1918 Points to Carriage Siding and Live Stock Siding secured by Annett lock and are rodded to derails in sidings. Down Home provided at end of platform, but instructions specifically state that removal of the Annett key will lock all Home signals (WN 20, SANP, SLR II)
- 15.02.1921 Dead end Goods Road provided at Down end. Points plunger locked (SLR II)
- (16.01.1923) South Australian Public Works Dept Sdg provided. Runs west from Wharf line. (WN 3)
- 01.03.1923 Gravel siding to river provided leading off dead end Goods Road. Points in Goods Road leading to Gravel Siding were secured by an Annett lock and rodded to a derail in the Gravel Siding. Duplicate locks on Up and Down Home signals. On same day, SLR II notes that another set of Annett locked points rodded to catch points, but this entry is crossed through with no removal date. This was probably the second connection to Live Stock siding which appears not to have been provided. (WN 10, SLR II, SA F514)
- 15.03.1923 Second connection to turntable provided 'for use of Rail Motor'. Connection faces Up trains at the Down end. Main line points secured by an Annett lock and are rodded to catch points (WN 8 notified change on (20.2), SLR II, SA F514)



- (12.08.1924) State River and Water Supply Commission Siding provided. Leads from line leading to South Australian Public Works Siding and consists of lead for 450 feet, then loop siding with 500 feet clear (20 vehicles), and finally head shunt 270 feet in length (8 vehicles and loco). (WN 33 & 34)
- 12.11.1924 Postal Department's Siding (PMG Siding) provided. Points secured by Annett lock and rodded to catch point. (WN 47, SLR II)
- 02.09.1925 Train Staff system Irymple - Mildura replaced by Miniature Electric system on same section. Magneto instruments provided (WN 36)
- 30.03.1927 Up Home signal relocated 150 yards further out (WN 15\*)
- 31.03.1927 New Loco Depot provided beyond Palm Ave with 70' turntable. New Turntable Road leads from main line with points probably beyond Palm Ave. Points secured by Annett lock and rodded to catch points. (WN 15\*, SLR III)

- 01.02.1929 Second Carriage Siding provided. Derail block provided in new siding and existing derail relocated. (WN 7, SLR III)
- (12.02.1929) Commonwealth Oil Refineries (COR) Siding provided leading from Loco Coal Siding. Siding has gate and scotch block 240' from entrance and accommodation for 6 vehicles beyond scotch block. (WN 7)
- 05.03.1929 Connections at Down end rearranged. Original Down end plunger locked points removed and Nos 2, 3, and 4 Roads extended to plunger locked dead end Goods Road. Annett lock and rodded derail to Gravel Siding removed. Original turntable and two Annett locked

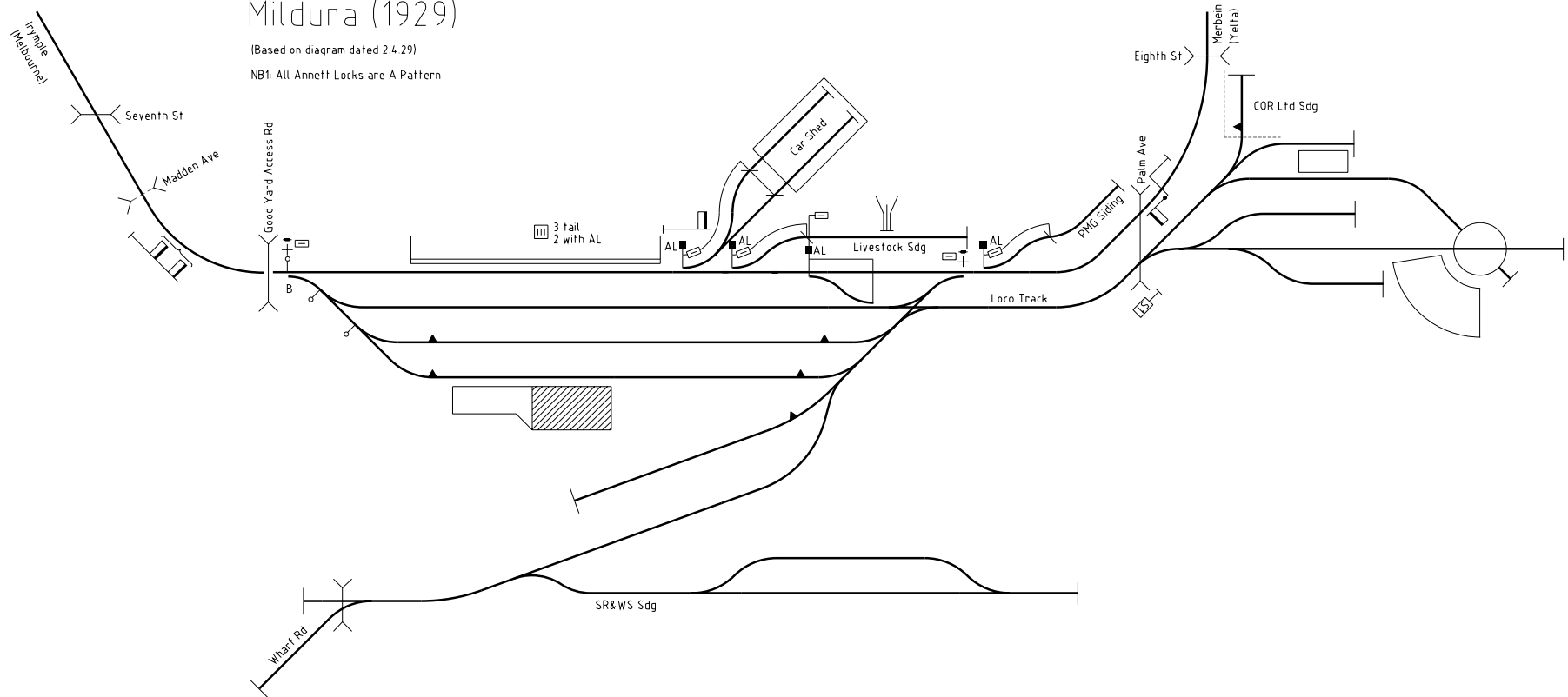
connections removed. Annett locked connection to new Turntable Road (new Loco Depot) was abolished and Turntable Road extended to connect with No 2 Road. Annett locked crossover provided to provide access from No 1 Road to Turntable Road. A board lettered 'Engines must not pass this post until permission is obtained from Signalman, Mildura' is erected on Down side of Palm Ave. Up Home relocated 140 yards further in and on the right hand side of the line (WN 14, SLR III)

(30.05.1933) Special instruction replacing trucks on main line at Sunraysia Flour Mill. One wheel of truck to be chained to rail (WN 32\*)

- 22.08.1933 Plunger indicator provided at Up end (WN 36\*)
- 23.03.1939 Plunger indicator provided at Down end (WN 14)
- (30.05.1939) Mildura City Council (Electricity Supply Dept) Sdg provided. Leads from River Road and is 580 feet long. Worked by pilot from Mildura. (WN 22)
- (04.08.1942) Short dead end catch siding on Wharf Road has

### Mildura (1929)

(Based on diagram dated 2.4.29)  
 NB1: All Annett Locks are A Pattern



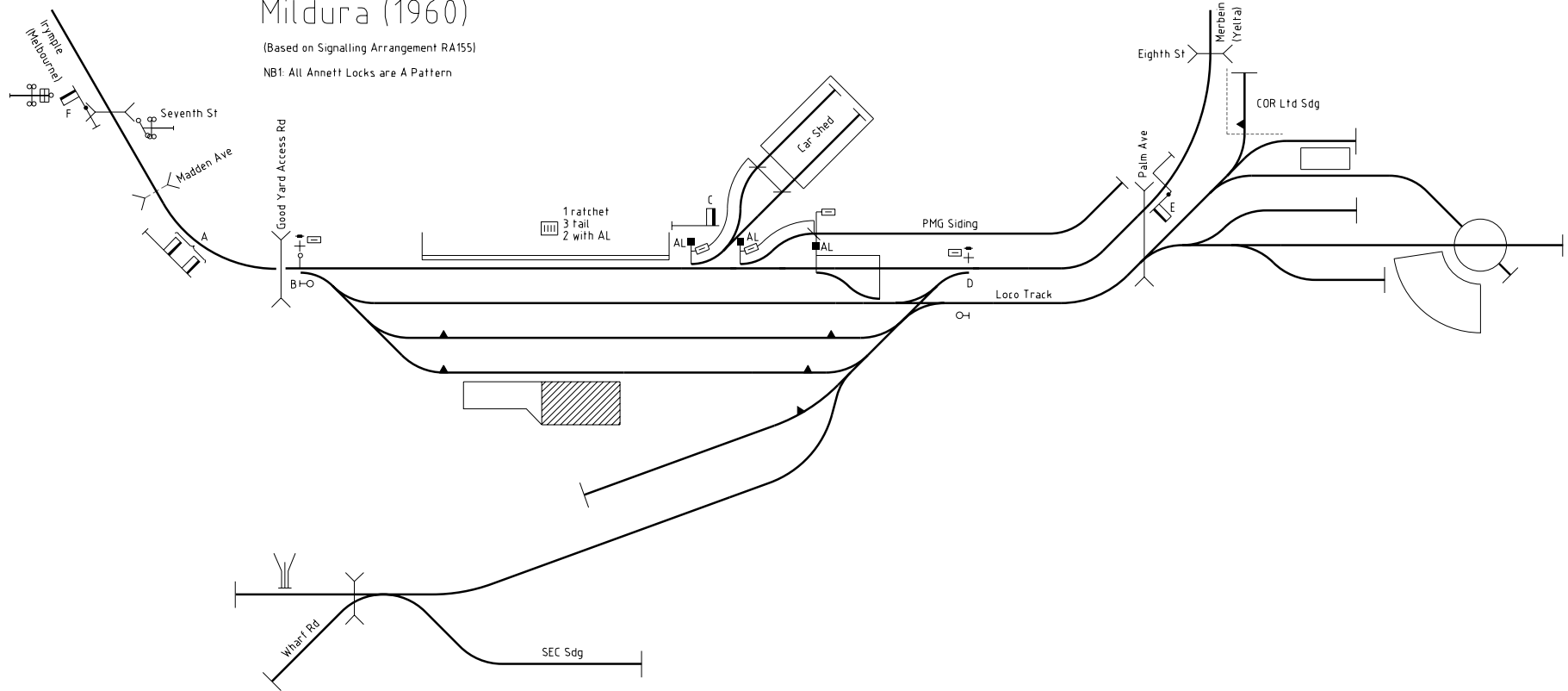
- 26.04.1945 been replaced by catch points (WN 31)
- 26.04.1945 Annett locked connection from main line to Postal Department's siding was abolished and siding slewed to connect with Live Stock siding (WN 21, SLR III)
- 06.07.1950 Platform quadrants relocated 8 yards closer to station office (WN 28)
- (19.05.1953) The 1 1/2 ton crane on the Murray River Siding removed (WN 20)
- 14.12.1960 Flashing lights provided at Seventh St (350 miles 2 chains) on the Up side of Mildura. Up Home F provided at crossing (WN 1, SA RA155, SLR III)
- (24.08.1965) SEC Siding (formerly Mildura City Council Sdg) dismantled (WN34)
- (01.04.1969) Telegraph instrument removed (last railway

- 04.08.1975 Overbridge at Up end of yard (access road to goods yard) closed (Signalling Arrangements RA155)
- 13.10.1976 Flashing lights provided at Chaffey Ave (351 miles + 1164 m) - formerly Palm Ave. Up Home E converted to a light signal and repeaters provided at operating levers. New Down Home provided at crossing and pushbuttons for control provided on platform, at Points D, and at the Down end of the yard. Both signals clear immediately if the approach section is unoccupied, but there is a 12 second delay otherwise. Four pushbuttons are provided to operate the flashing lights for moves along the shunting track. Notice boards lettered 'Trains

- 25.05.1977 must not enter roadway unless flashing lights are operating' are erected on each side of the crossing. (WN 42, SLR III)
- Down Home A was relocated 325 feet further out to a position on the left hand side of the

### Mildura (1960)

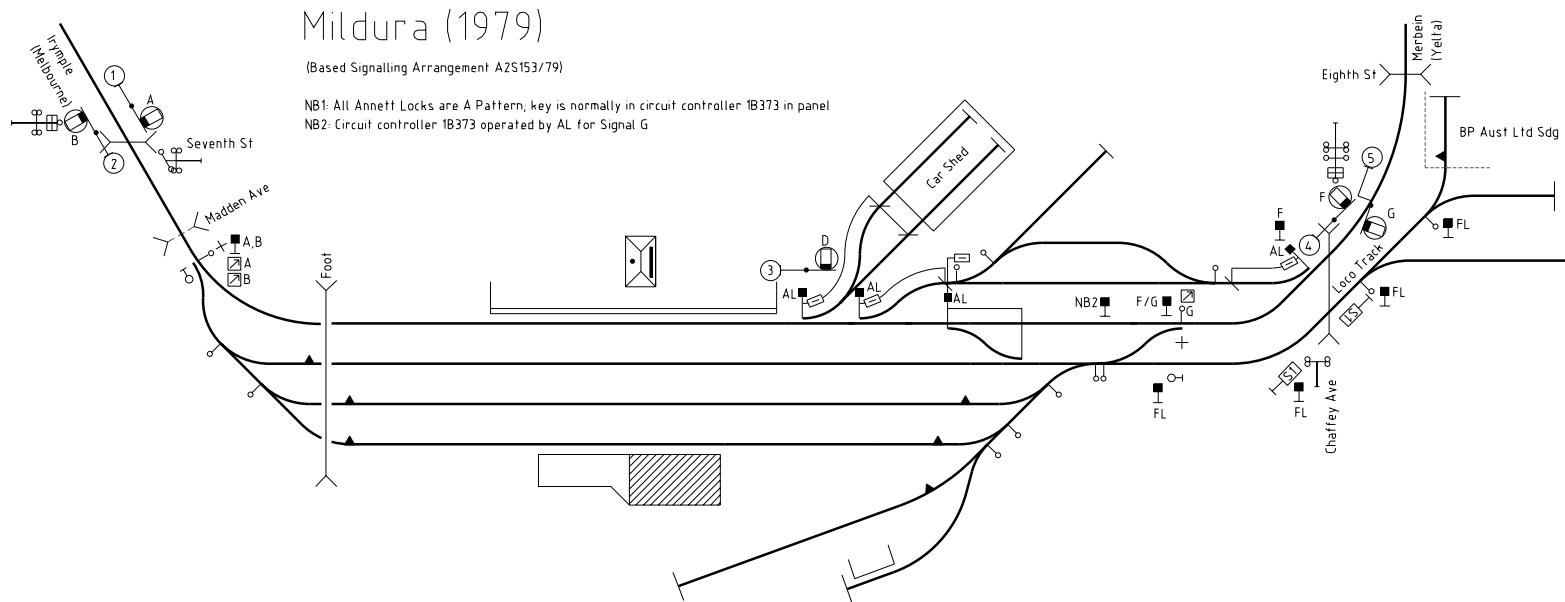
(Based on Signalling Arrangement RA155)  
 NB1: All Annett Locks are A Pattern





- |              |  |            |
|--------------|--|------------|
|              | line and the co-acting arm removed. A repeater was provided on the platform. (WN 22)   |            |
| 23.06.1977   | Up end plunger locked points relocated 165 metres further out (SA RA155)   | 19.08.1981 |
| c06.1977     | Turntable and middle road of Engine Tracks removed (SA RA155)  | 05.02.1986 |
| 31.08.1977   | The electric staff instrument was relocated to the new station building (WN 36)  | 19.03.1989 |
| 31.05.1978   | Pushbutton panel provided in station office to work the signals and the existing platform quadrants were removed. Posts 1, 2, and 3 were replaced by light signals. An A Pattern Annett lock was provided in the panel and removal of the key will secure Homes D and G at Stop. Diagram 25/77 replaced 17/70. (WN 23) |            |
| 02.06.1978   | Former PMG Siding converted to new loco servicing area. Siding connected to main line at Down end. Points secured by an Annett lock rodded to a derail. (SLR III, CI)  |            |
| (10.04.1979) | Composite Staffs provided in Redcliffs - Irymple section to allow up to three trains to  |            |

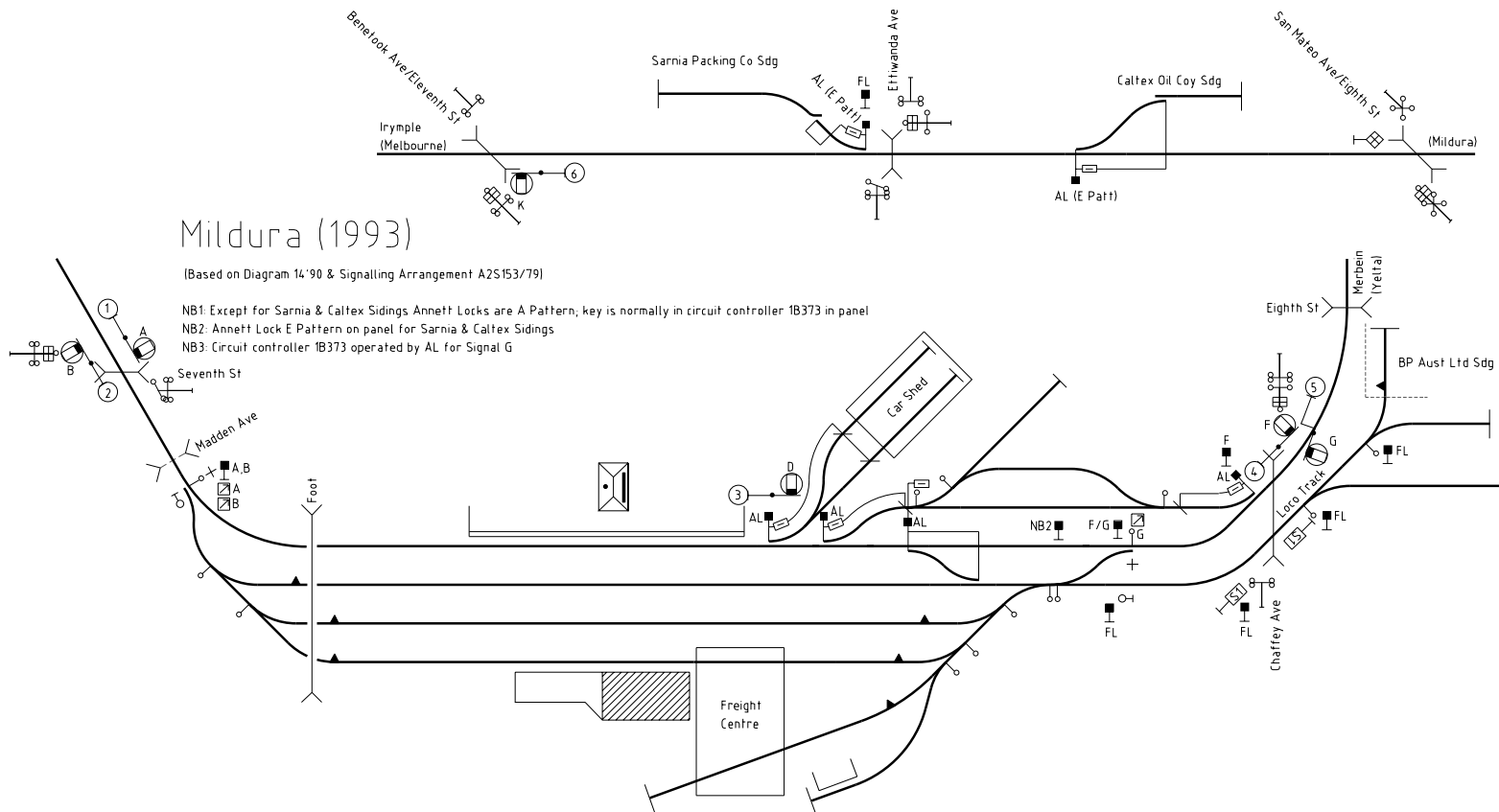
work through while Irymple is unattended (WN 15)  
 Flashing lights provided at Eleventh Street (567.085 km) (WN 35, SA A2S153/79)  
 Flashing lights at San Mateo Ave out of service due to roadway realignment (CI)  
 Electric Staff system with section Irymple - Mildura replaced by Train Order system on same section. 'Commence' and 'End' Train Order Boards provided. Six Master Keys provided: 4 Large lettered "Dunolly - Mildura",



- 1 Large lettered "Maryborough - Mildura" for passenger trains, and 1 Miniature lettered "Mildura - Irmple". (WN 12)
- 21.06.1990 Flashing lights provided at Thirteenth St (574.486 km) (WN 24)
- (11.09.1990) Permission granted to push up to 16 vehicles (8 bogie vehicles) to the Shell/Mobil Siding in clear daylight (WN 35)
- (02.03.1993) Two Shunt Authority Keys provided to work the Up and Down ends of Mildura yard. The keys are housed in switch locks adjacent to the panel and are electrically released by the Train to Base Radio. The keys are labelled 'Shunt Authority Key: Red Cliffs Siding and Return'

- and 'Shunt Authority Key: Mildura - Merbein and return'. Up Home K (Post 6) provided at Benetook Ave to protect level crossing and an Annett Lock E Pattern provided on the panel. (WN 7)
- 12.10.1993 Driver in charge conditions for the arrival of Train 9139 (Tues & Thur) and departure of Train 9142 (Sun) (WN 39)
- (26.10.1993) An E Pattern ST21 Master Key lettered 'Mildura Local' was provided for local use between Redcliffs and Mildura (WN 40)
- 01.06.1997 Trains may operate with ETAS equipment between North Geelong C and Yelta due to the relocation of location boards to be 2000 metres

- 12.10.1997 Section Authority System replaced Train Orders on the section Irmple - Mildura and the Train Staff and Ticket System on the section Mildura - Yelta. Mildura is an attended crossing station, but Driver in Charge conditions will apply for the arrival of Train 9139. (WN 39)
- 31.10.1997 A 70 foot turntable was commissioned. The turntable is located on an extension of the left hand car siding. It is secured by a B Pattern Annett lock with the key being held by the OiC Mildura (WN 44)
- 25.07.1999 Train Order System replaced Section Authority



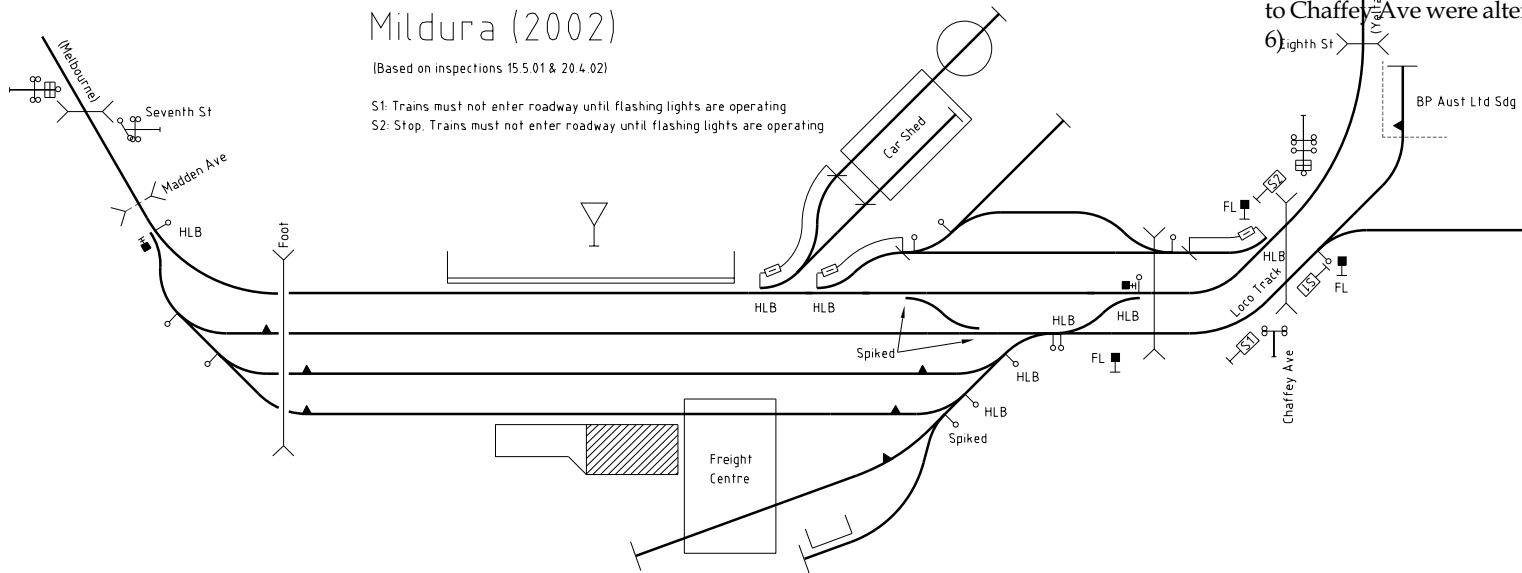
System on the sections Yatpool BP - Mildura - Yelta. Mildura is an Attended Intermediate Terminal Station. A Signaller must be in attendance 30 minutes prior to the arrival of any train except when Driver in charge conditions is in force (which applies for the arrival of Train 9141 Monday - Friday). (WN 29)

26.11.1999 Mildura closed as a crossing station and became an Unattended Intermediate Siding in the Yatpool BP - Yelta section. Trains may lock away at Mildura. The panel, all signals, plunger locks, and Annett locks were abolished. Combined Yard Limit/Limit of Shunt Boards

were provided on the Up side of San Mateo Ave and the Down side of Tenth St. Location Boards were provided 2000 metres outside the Yard Limit boards. The main line points were secured by hand locking bars and padlocks except for the crossover from No 1 to No 2 Track which was spiked normal. A derail was provided on the Up side of Chaffey Ave on the Loco Track. The Up approach to Seventh St and the Up and Down approaches to Chaffey Ave were shortened to 20 metres. Boards lettered 'Trains must not enter roadway until flashing lights are operating' (Up approach to Seventh St), 'Stop, trains must not enter roadway until

flashing lights are operating' (Down approach to Chaffey Ave) and 'Trains must not enter roadway until flashing lights are operating' (Up approach to Chaffey Ave) were provided. Local Master Keys 47 and 48 were withdrawn. Trains may shunt within the Yard Limit boards without the Driver being in possession of a Train Order, but the Train Controller must be advised whenever shunting is to be conducted and when it ceases and a note made on the Train Graph. The speed limit between the Yard Limit Boards is 15 km/h. Diagram 14/99 replaced 2/98. (WN 48)

07.02.2000 The Up and Down Yard Limit Boards were abolished and the Location Boards were relocated to be 2000 metres from the outer facing points. All trains shunting on the main line must be in possession of a Train Order. The speed limit between Seventh St and Chaffey St is 25 km/h and the Up and Down approaches to Chaffey Ave were altered to this speed. (WN 6)

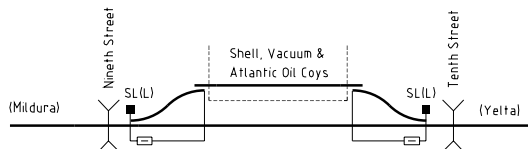


MILDURA OIL SDG (352 MILES 9 CHAINS)

- 10.06.1926 Siding for British Imperial Oil Coy provided between Ninth and Tenth Streets. Points (2) secured by Staff locks and rodded to catch points. (WN 24\*)
- 14.12.1927 Siding extended 50 feet for Vacuum Oil Coy. Down end connection moved 50 feet further out (WN 51\*)

Mildura Oil Siding (1960)

(Based on Signalling Arrangement RA155)



- 25.03.1981 Esso Aust Pty Ltd Siding taken over by Shell Coy and Mobil Oil Aust Ltd (CI)
- (10.04.1997) When it is necessary for the pilot to shunt the Mildura Oil Siding while a Down train is travelling towards Yelta on Ticket the OIC Mildura must arrange for an employe to attend at Eleventh St and notify the Signaller when the Down train has passed complete. The Staff may then be released and handed to the Driver of the Pilot. Both the Driver and employe assisting with the shunting must be instructed not to proceed beyond the Mildura Oil Siding. When the Pilot has returned the Staff must be transferred to Yelta for the Up train (WN 21)
- (18.11.1997) Movements between Mildura and the Shell Siding will be under the authority of a Shunt Authority for the Mildura - Yelta section. When it is necessary for the Pilot to shunt the Shell Siding while a Down train is travelling towards Yelta on a Section Authority, the Signaller must attend the Up Location Board. Once the Down train has passed complete the Signaller will notify the Driver of the train who will notify the Train Controller. The Train Controller will lift the Shunt Access and issue the Shunt Authority to proceed to the Shell Siding (WN 44)
- 24.03.1983 Connection at Down end of Mildura Oil Siding removed. Rodded derail at Up end probably replaced by hinged derail. (CI)

Mildura Oil Siding (2002)

(Based on inspection 318.02)

