

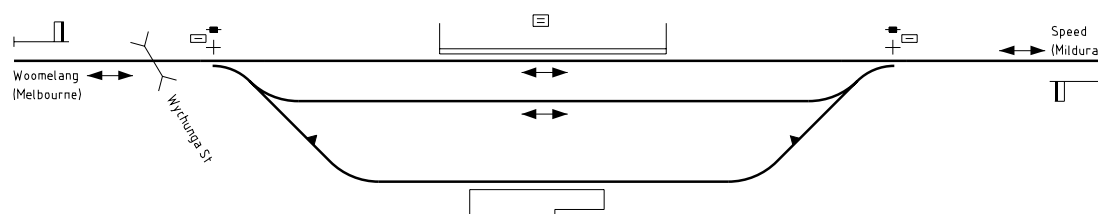
# Lascelles - Nunga

LASCELLES (248 1/4 MILES)

- (07.02.1902) Opened for goods traffic as 'Minapre'. Goods and empty trucks may be sent to Minapre and loads accepted for haulage from the station (WN 14)
- 15.01.1903 Line opened. No-one-in-charge. Shelter shed provided (WN 1)
- 15.05.1905 Renamed Lascelles (WN 19)
- (04.09.1905) Limit Boards provided. These boards were placed about 400 yards from stations that were not equipped with signals (see WN 31/05). (WN 36)
- 24.11.1909 Caretaker provided. Supervised by SM Woomelang (WN 47)
- 22.02.1911 Main line points plunger locked and Up and Down Home signals provided. Portion of A3456/10 regarding crossing of trains at Lascelles is cancelled. Open as a Staff station by this time. Train Staffs: Woomelang - Lascelles (No 1 Pattern Lock Staff), Lascelles - Ouyen (No 3 Pattern Lock Staff). (WN 9, Staff Register, Special Locks Register 1, Signals at Non-Interlocked Places Register)
- (06.03.1911) Man placed in charge (WN 10)
- 01.12.1911 Train Staffs replaced. Now Woomelang - Lascelles (No 2 Pattern Lock Staff), Lascelles - Ouyen (No 1 Pattern Lock Staff). (Staff Register)
- 09.12.1912 Speed opened as Staff station. Lascelles - Speed staff is No 3 Pattern Lock Staff (Staff Register)
- 12.11.1914 Train Staff & Ticket working Woomelang - Lascelles replaced by Large Electric Staff working on the same section (WN 46, Staff Register)
- 13.01.1915 Train Staff & Ticket working Lascelles - Speed replaced by Large Electric Staff working on the same section. Master Key used between Lascelles and Ouyen is now only in use between Speed and Ouyen. (WN 3, Staff Register)

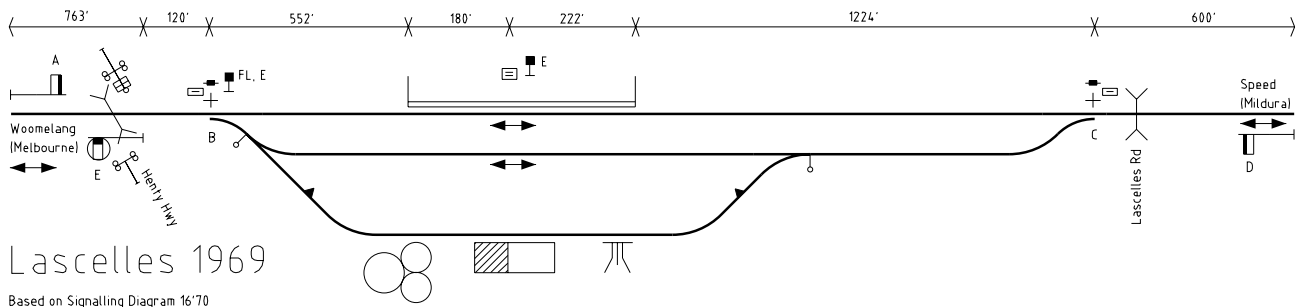
## Lascelles 1918

Based on W&W diagram dated 14.2.18 & Diagram in Station Book dated 25.8.25

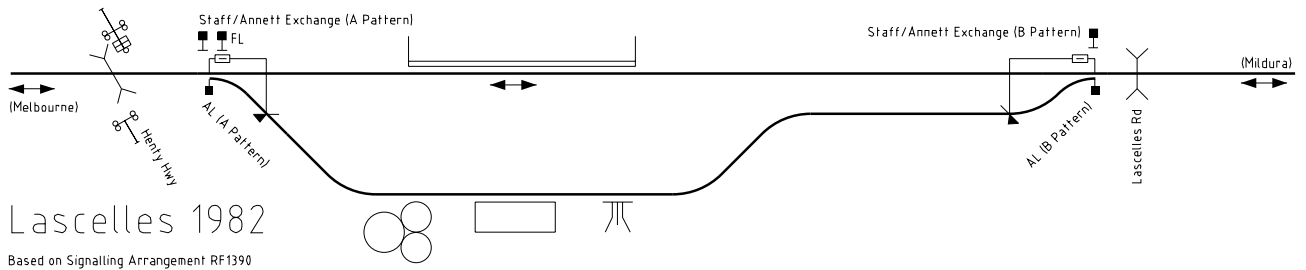


- (16.05.1922) Telegraph instrument removed (WN 20\*)
- (29.09.1931) Staff Exchange Box provided. Will be used for 2200 Up Goods Sunday (A1696/31, WN 40)
- 21.11.1945 Collision. At 0445 the 1940 Down Mildura Pass (A2 873) collided head on with 1830 Up Goods ex Mildura (A2 880). The Goods with 65 vehicles was proceeding through No 2 Road to the main line at Up end for the purpose of dividing for the train to cross. Leading bogie of 880 derailed; all wheels except trailing tender wheels of 873 were derailed, the front bogie stripped and the engine mounted on the front of 880. No-one seriously injured, but 6 passengers treated for shock by a doctor from Hopetoun. Determined that Down pass passed Down Home at Stop. (SB, Summary of Joint Branch Investigations 1926-1939)
- 15.07.1948 No 2 Road extended at Down end. Up Home relocated 247 yards further out. (WN 29, Chronological Index)
- 06.01.1957 Large Electric Staff instruments Woomelang - Lascelles - Speed replaced by Miniature instruments. Staff Exchange Box replaced by Miniature type. (WN 3)

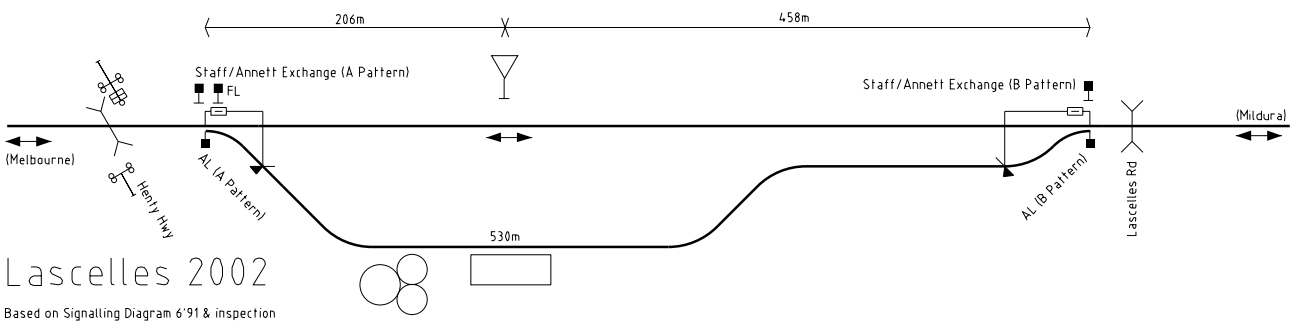
04.02.1969 Flashing lights provided at Henty Highway (248 miles 12 chains) at the Up end of the station. Up Home signal (light) provided to protect crossing; operated by pushbuttons on the platform and Up end points. Push buttons for operating the flashing lights provided at Up end points (WN 6, SLR 3)



20.02.1969 Down Home relocated 250 feet further out (WN 10)  
 23.08.1972 Plunger locked points at Up end renewed with 94lb material (CI)  
 23.09.1979 SM withdrawn. Now worked under Caretaker conditions. (WN 40)  
 30.06.1982 Closed as an Electric Staff station. Lascelles may open as an Intermediate Block Post in the Woomelang - Speed Electric Staff station. No 2 Track, Plunger Locking, and Up and Down Home signals were abolished. Main line points secured by Annett Locks rodded to Derails. A Staff/Annett Key Exchange Apparatus is provided adjacent to each set of points to control the flashing lights for shunting movements. (WN 28, SLR 3)



(05.10.1982) Closed to passengers (WN 40)  
 (31.05.1983) Caretaker withdrawn. Now No-one-in-charge (WN 22)  
 07.03.1989 Staff/Annett Key Exchange Apparatus converted from Miniature Electric Staff Locks to Large Staff Locks (WN 10)  
 19.03.1989 Closed as an Intermediate Block Post due to introduction of Train Order working (WN 12)  
 23.01.2002 Down end points booked out of service due to derailment damage (WN 3)

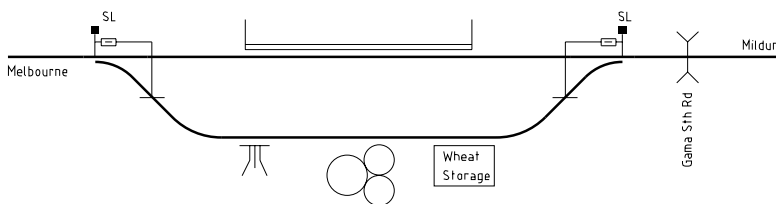


GAMA (253 3/4 MILES)

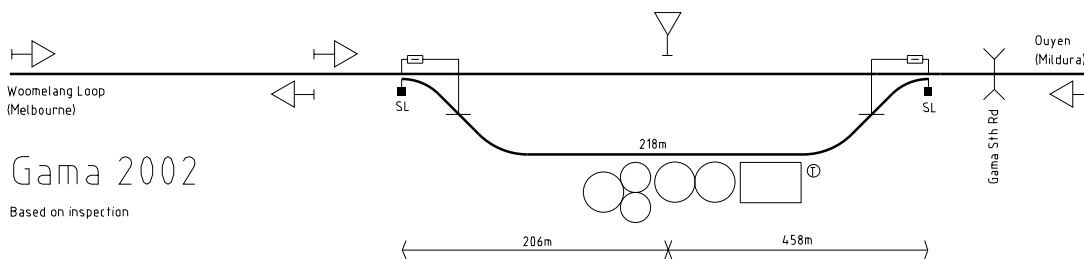
- (20.10.1902) Open for goods traffic. Located 12 1/2 miles from Woomelang. Trucks hauled by construction trains with concurrence of Engineer in charge of the line (WN 42)
- 15.01.1903 Line opened. Open for passengers and goods traffic. No-one-in-charge. Shelter shed provided. Points to goods siding probably secured by hand locking bars and padlocks with scotch blocks in siding. (WN 1)
- (04.09.1905) Limit Boards provided. These boards were placed about 400 yards from stations that were not equipped with signals (see WN 31/05). (WN 36)
- 22.02.1911 Main line points staff locked; roll-out protection remained by scotch blocks. (WN 9, SLR 1)
- 19.12.1912 Derails provided in siding (SLR 1)
- (06.01.1913) Supervised by Turriff Porter and SM Lascelles. (WN 6)
- (01.11.1922) Location Boards removed (WN 39)
- (10.02.1956) Passenger platform reduced in length from 196' to 100' (WN 2)
- 06.01.1957 Large Staff Locks replaced by miniature Staff Locks (WN 3, SLR 3)

Gama 1958

Based on Weston Langford diagram dated 6.158 & Signalling Arrangements F4940 dated 18.10.60



- 01.02.1970 Closed to passengers, small consignments, and parcels. (WN 5)
- 13.12.1982 May be opened as an Intermediate Block Post in the Woomelang - Speed section (when Lascelles is not open). Composite Staff provided. (WN 2)
- 07.03.1989 Miniature Electric Staff Locks replaced by Large Staff Locks on 6.3 and 7.3. Large Master Keys held at Donald and Ouyen and when it is necessary for a train to shunt a competent employee must attend with a Master Key. (WN 10)
- 19.03.1989 Closed as Intermediate Block Post due to introduction of Train Orders (WN 12)
- 25.02.1992 Gama Block Point was established at 414.850km on the Down side of Gama. Bi-directional end of train detection provided and location boards erected 1 km from the Block indication boards (WN 9)
- 12.10.1997 Section Authority Working replaced Train Order working Woomelang - Gama Block Point - Speed (WN 39)
- 25.07.1999 Train Order Working replaced Section Authority working Woomelang Loop - Gama Block Point - Speed Loop (WN 29)



Gama 2002

Based on inspection

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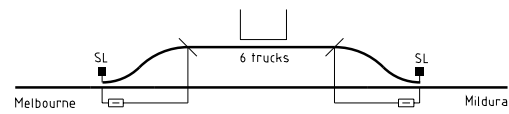
**TORPEY'S SDG (258 1/2 MILES)**

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23.03.1923 Main line points secured by Staff Locks rodded to Derails (SLR II)

(03.04.1923) Open for inwards and outwards truck loads account J.R. Torpey. Loop siding can contain 6 trucks. (WN 14)



Torpeys Sdg 1928

Based on Weston Langford diagram dated 6.15.8 & Station Book diagram dated 3.7.28

06.01.1957 Large Staff Locks replaced by miniature Staff Locks (WN 3)

19.10.1964 Staff Locks and rodded connections removed due to dismantling of the siding (WN 43)

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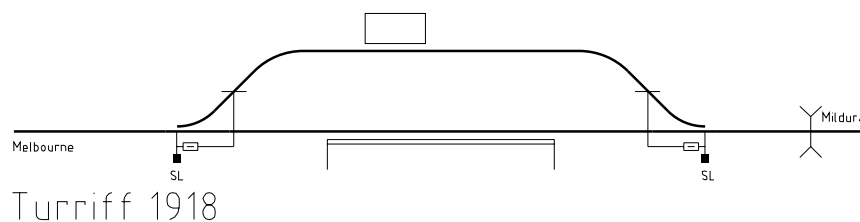
**TURRIFF (260 1/2 MILES)**


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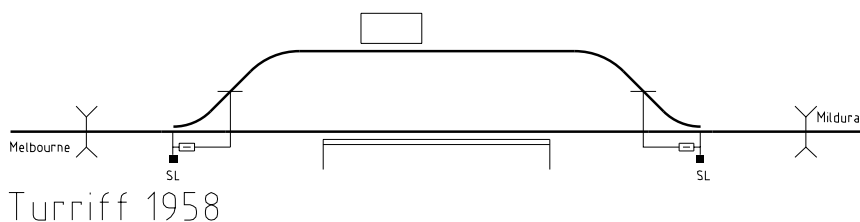
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- (20.10.1902) Open for goods traffic as 'Gorya'. Located 19 3/4 miles from Woomelang. Trucks hauled by construction trains with concurrence of Engineer in charge of the line. Main line points probably secured by hand locking bars and padlocks with scotch blocks in siding. (WN 42)
- 15.01.1903 Line opened. Gorya not listed as a station. (WN 1)
- 08.08.1905 Main line points (2) secured by Staff Locks. Rollout protection probably by scotch blocks. (SLR 1)
- (21.08.1905) Open for traffic. Weekly Notice entry refers to 'Opening of Certain Stopping Places' (WN 34)
- (04.09.1905) Limit Boards provided. These boards were placed about 400 yards from stations that were not equipped with signals (see WN 31/05). (WN 36)
- 23.06.1906 Renamed Turriff (WN 23)
- 19.12.1912 Rodded Derails provided in siding (SLR 1)
- (06.01.1913) Turriff Porter supervises Gama with SM Lascelles. (WN 6)
- (08.02.1915) Caretaker provided. Supervised by SM Lascelles (WN 6)



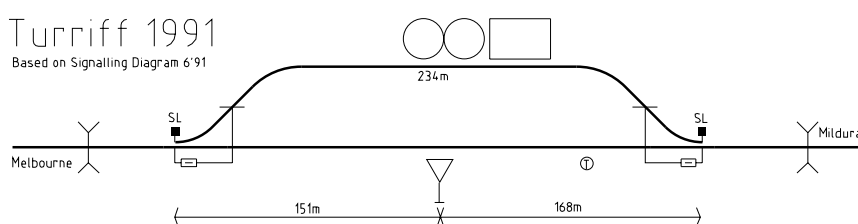
Based on W&W diagram dated 14.2.18 & Diagram in Station Book dated 28.5.28

- 01.11.1922 Location Boards removed (WN 39\*)
- 06.01.1957 Large Staff Locks replaced by miniature Staff Locks (WN 3, SLR 3)



Based on Weston Langford diagram dated 6.1.58 & Signalling Arrangements F3595 dated 5.2.64

- (03.04.1973) Caretaker withdrawn (WN 13)
- 10.11.1975 Closed for passengers, small consignments, and parcels (WN 41)
- 06.03.1989 Miniature Electric Staff Locks replaced by Large Staff Locks on 6.3 and 7.3. Large Master Keys held at Donald and Ouyen and when it is necessary for a train to shunt a competent employee must attend with a Master Key. (WN 10, SLR 3)



Based on Signalling Diagram 6'91

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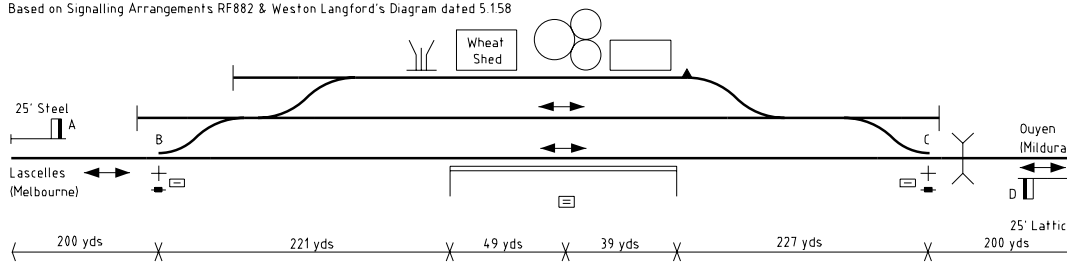
**SPEED (264 3/4 MILES)**


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- 19.12.1906 Main line points (2) secured by Staff Locks. Rollout protection probably scotch blocks. (SLR 1)
- 01.05.1907 Siding known as '105 miles local, Mildura line' renamed 'Speed' and will appear in the Working Timetable (WN 16)
- (14.08.1911) No-one-in-charge (WN 33\*)
- 19.12.1912 Established as a permanent Staff station with the sections Lascelles - Speed (LS 3) & Speed - Ouyen (LS 1). Staff locks removed from main line points and Plunger Locks provided. Up and Down Home signals provided. No 2 Road extended to a dead end at each end of the yard. Points normally lie for the dead end (WN 51, SLR 1, SANP)
- (06.01.1913) Man placed in charge of station. Supervises Austral Gypsum Siding and Tempy (WN 6)
- 13.01.1915 Train Staff & Ticket working Lascelles - Speed replaced by Large Electric Staff working on the same section. Master Key used between Lascelles and Ouyen is now only in use between Speed and Ouyen. (WN 3, Staff Register)
- (04.10.1915) Train Staff & Ticket working Speed - Ouyen replaced by Miniature Electric Staff working on the same section. Master Key lettered 'Lascelles - Ouyen' withdrawn (WN 40)
- (16.05.1922) Telegraph instrument removed (WN 20\*)
- (04.01.1927) Composite Staff provided in Ouyen section to allow Bronzewing to open as an Intermediate Block Post (WN 1\*)
- 10.09.1930 Stationmaster withdrawn (WN 36\*)
- (16.06.1931) Supervised by SM Lascelles (WN 24)
- (29.09.1931) Staff Exchange Box provided. Box is not a standard box as large Electric Staff in use to Lascelles and miniature Electric Staff to Ouyen. The box is a wooden box with a hinged lid secured by a VR/G padlock. A miniature Staff carrier must be left on the box for Down trains and the Guard must buckle the Staff into the carrier before handing it to the Driver, and remove the Staff from the carrier before locking the Staff away for Up trains. Will be used for No 3 Down Goods Saturdays and 2200 Up Goods Sunday (A1696/31, WN 40)

### Speed 1947

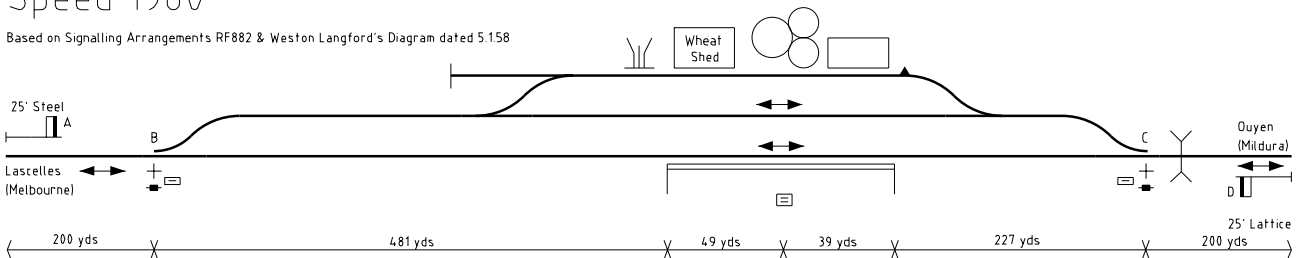
Based on Signalling Arrangements RF882 & Weston Langford's Diagram dated 5.158



- 06.01.1957 Large Electric Staff instruments Lascelles - Speed replaced by miniature instruments. Special Staff Exchange Box replaced by standard miniature box. (WN 3)
- 08.12.1960 No 2 Road extended at the Up end to give 2000 feet clear. Up end Plunger locked points were relocated 260 yards further out. Down Home signal relocated to be 200 yards from points. The short dead end at the Down end of No 2 Road was abolished. (WN 51)

### Speed 1960

Based on Signalling Arrangements RF882 & Weston Langford's Diagram dated 5.158

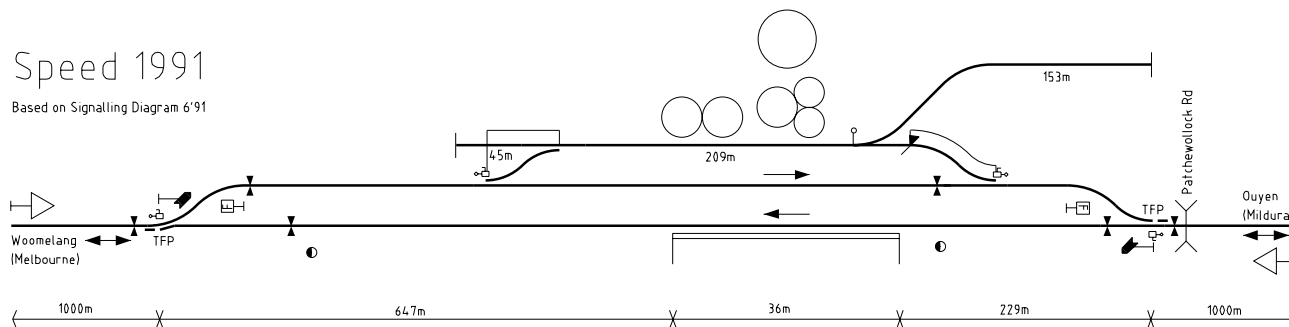


- 07.03.1989 Trailable point machines replaced the plunger locks on the main line points. Down trains will use No 2 Road and Up trains No 1 Road. Non-trailable point machines are provided on the points leading to No 3 Road. These are rodded to a Derail and Crowder at the Down end and Safety Points at the Up end of No 3 Road. The Up and Down Home signals were replaced by Location Boards (WN 10).
- 19.03.1989 Miniature Electric Staff working Woomelang - Speed - Ouyen replaced by Train Order working on same sections. Speed remains attended (WN 12, SLR 3 has 9.3.)
- 01.06.1989 Trailable point machines commissioned at each end of the crossing loop and the Home signals were abolished. (WN 23)

- (02.06.1989) Follow-on moves at all unattended crossing loops will require the attendance of a signaller from Ouyen to conduct roll-by inspection. (WN 24)
- 03.11.1989 TAILS commissioned. (WN 45)
- (31.07.1990) Hand locking bar provided to secure points at Down end points leading from No 2 to No 3 Road towards No 3 Road (WN 29)

### Speed 1991

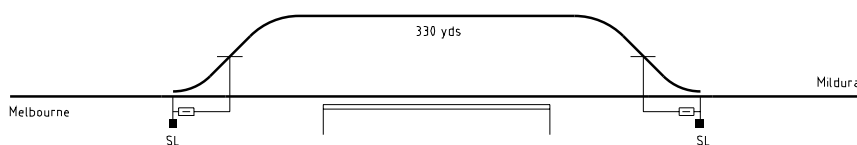
Based on Signalling Diagram 6'91



- 12.10.1997 Section Authority Working replaced Train Order working Gama Block Point - Speed - Ouyen (WN 39)
- 25.07.1999 Train Order Working replaced Section Authority working Gama Block Point - Speed Loop - Ouyen (WN 29)

TEMPY (268 3/4 MILES)

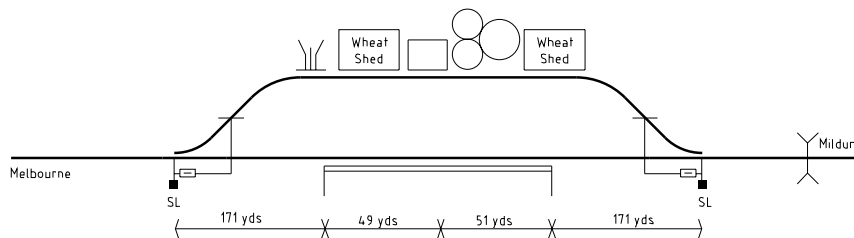
- 24.12.1908 Points secured by Staff locks. Scotch blocks probably provided in siding. Supervised by SM Woomelang (WN 51, SLR 1 has 23.12)
- (04.01.1909) Open for outwards goods traffic in truck loads (only) (WN 1)
- 01.07.1912 Worked under Caretaker conditions (WN 26\*)
- 19.12.1912 Rodded Derails provided at each end of siding (SLR 1)
- (06.01.1913) Supervised by SM Speed. (WN 6)
- 14.04.1915 Stationmaster provided (WN 15)
- (16.05.1922) Telegraph instruments removed (WN 20\*)
- 01.11.1922 Location Boards removed (WN 39\*)
- 18.05.1926 Large Staff Locks replaced by Miniature Staff Locks (SLR 3)



Tempy 1928

Based on Diagram in Station Book dated 12.3.28

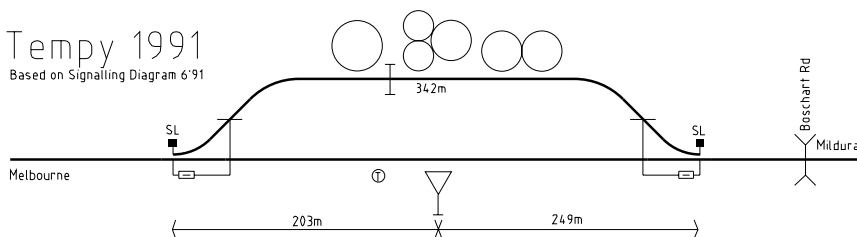
- 15.06.1931 Stationmaster (Class 9) replaced by Caretaker. Supervised by SM Ouyen (WN 23 & 24)



Tempy 1958

Based on Weston Langford diagram dated 6.1.58 & Signalling Arrangements F5390

- 28.11.1977 The Down end Staff locked points were relocated 46 metres further out (WN 49)
- (20.12.1979) Caretaker withdrawn. Now no-one-in-charge (WN 12)
- (05.10.1982) Closed to passengers (WN 40)
- 03.03.1989 Miniature Electric Staff Locks replaced by Large Staff Locks. Large Master Keys held at Donald and Ouyen and when it is necessary for a train to shunt a competent employee must attend with a Master Key. (WN 10, SLR 3)



Tempy 1991

Based on Signalling Diagram 6'91



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 GYPSUM SDG (274 MILES)
 

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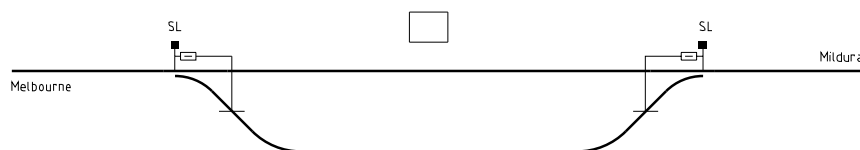


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- (07.09.1903) Open as Austral Gypsum Coys Siding at 274 miles. Only open for outwards goods in truck loads. Guard of Mildura line train will keep the keys of points and chock blocks, supply empties and clear loaded trucks. SM Woomelang to do waybilling (WN 36)
- 02.03.1904 Main line points secured by Staff Locks. Scotch blocks probably retainin in siding. (WN 9, SLR 1)
- (04.09.1905) Limit Boards provided. These boards were placed about 400 yards from stations that were not equipped with signals (see WN 31/05). (WN 36)
- 19.12.1912 Rodded Derails provided in siding (SLR 1)
- (06.01.1913) Supervised by SM Speed. (WN 6)
- (11.01.1915) Level crossings provided at 273 miles 55 chains and 274 miles 43 chains (WN 2)
- 30.05.1921 Renamed Gypsum Siding (WN 21\*)
- 01.11.1922 Location Boards removed (WN 39)
- 18.05.1926 Large Staff Locks replaced by Miniature Staff Locks (SLR 3)
- 15.09.1927 Renamed Gypsum (WN 37)
- 01.01.1955 Closed to all traffic (WN 51)

## Gypsum 1928

Based on Station Book diagram dated 12.3.1928



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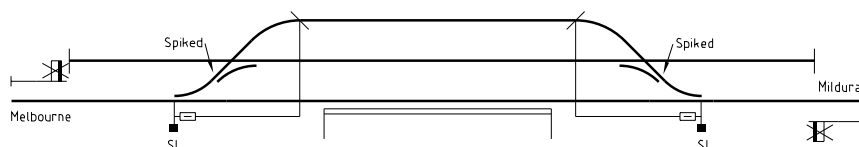
 BRONZEWING (279 3/4 MILES)
 

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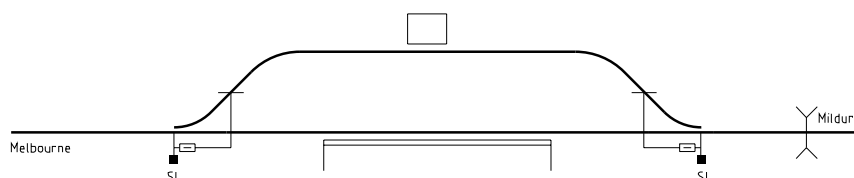
- (11.01.1915) Level crossing (with cattle guards) provided at 278 miles 4 chains (WN 2)
- 16.02.1921 Up and Down end points secured by Plunger Locks. Up and Down Home signals provided. (SLR 2, SANP)
- ??.03.1921 Up and Down end points secured by Staff Locks rodded to Derails. Plunger locks and Home signals retained, but out of use. (SLR 2)
- (05.04.1921) Opened as an Electric Staff station as 'Boulka'. Sections Speed - Boulka - Ouyen. Main line points secured by Plunger Locks and Up and Down Home signals provided. Staff Locks and Derails retained but out of use. (WN 14\*)
- (26.04.1921) Open for traffic (WN 17\*)
- (19.07.1921) Closed as an Electric Staff station (WN 29)
- (02.08.1921) Now No-one-in-charge (WN 31)
- 01.11.1921 Renamed Bronzewing (WN 43)
- (24.01.1922) Established as an Electric Staff station (WN 4\*)
- (14.02.1922) Closed as an Electric Staff station (WN 7\*)
- (16.01.1923) Established as an Electric Staff station. Up and Down Home signals brought into use. Plunger Locks replaced Staff Locks on the main line points. Rodded Derails replaced by scotch blocks. (WN 3)
- (08.02.1923) Closed as an Electric Staff station. Up and Down Home signals crossed. Staff Locks replaced Plunger Locks on the main line points. Rodded Derails provided in No 3 Road. Points to No 2 Road spiked to lie for No 3 Road. (WN 8)
- (22.01.1924) Established as an Electric Staff station. Same changes as in 1923 (WN 3)
- (12.02.1924) Closed as an Electric Staff station. Same changes as in 1923 (WN 7)
- 06.01.1925 Established as an Electric Staff station. Same changes as in 1923 (WN 2)
- 10.02.1925 Closed as an Electric Staff station. Same changes as in 1923 (WN 7)
- 18.05.1926 Large Staff Locks replaced by Miniature Staff Locks (SLR 3)
- (04.01.1927) May open as an Intermediate Block Post in the Speed - Ouyen Electric Staff section (WN 1\*)



Bronzewing 1928

Based on Diagram in Station Book dated 12.3.28

- (28.04.1936) Electric Staff instruments removed (WN 17\*)
- (12.05.1936) Home signals and plunger locks removed (WN 19\*, SLR 3)
- 08.04.1941 No 2 Road removed (WN 14)
- 01.03.1952 Now No-one-in-charge. Supervised by SM Ouyen. (WN 16)



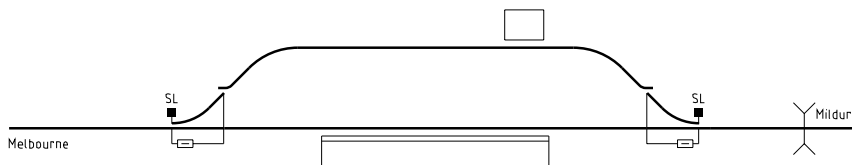
Bronzewing 1958

Based on Weston Langford diagram dated 6.1.58

- 03.06.1963 Closed to all traffic, but remains open as a block post. (WN 20)
- 01.10.1963 Staff locks, points, and rodded connections removed (WN 41, SLR 3)
- 19.03.1989 Closed as an Intermediate Block Post due to the introduction of Train Orders (WN 11)

NUNGA (284 MILES)

- (29.01.1912) Opened as 'Boulka' at 284 miles. No-one-in-charge. Supervised by SM Lascelles. Open for inwards and outwards goods in truck loads. Points to siding secured by Staff Locks and rodded to catch points in the siding. (WN 5)
- 09.12.1912 Renamed Nunga (WN 49\*)
- (06.01.1913) Supervised by SM Ouyen. (WN 6)
- 01.11.1922 Location Boards removed (WN 39\*)
- (02.12.1924) Caretaker provided (WN 49)
- 18.05.1926 Large Staff Locks replaced by Miniature Staff Locks (SLR 3)



Nunga 1928

Based on Diagram in Station Book dated 22/3/28, Signalling Diagram F2645 dated 22.9.30

- 04.11.1929 Caretaker withdrawn. Now No-one-in-charge (WN 44)
- (17.01.1956) Passenger platform reduced in length from 401 feet to 150 feet (WN 3)
- 03.03.1989 Miniature Electric Staff Locks replaced by Large Staff Locks on 1.3 and 3.3. Large Master Keys held at Donald and Ouyen and when it is necessary for a train to shunt a competent employee must attend with a Master Key. (WN 10)

Nunga 1991

Based on Signalling Diagram 6'91 & inspection 2002

