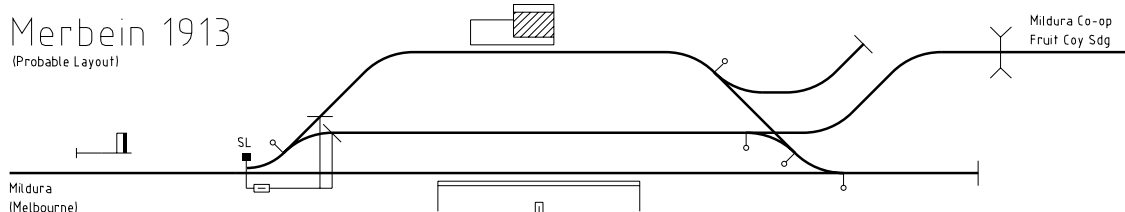


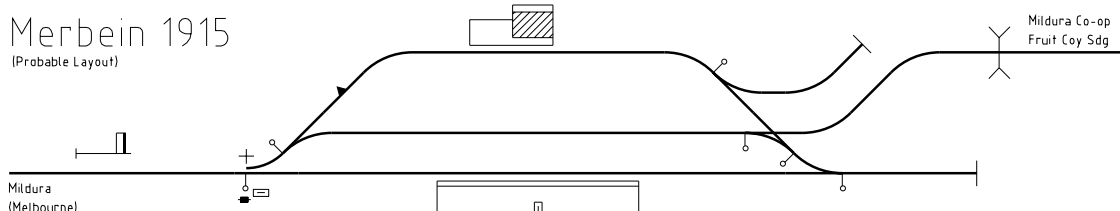
# Mildura - Yelta

## MERBEIN

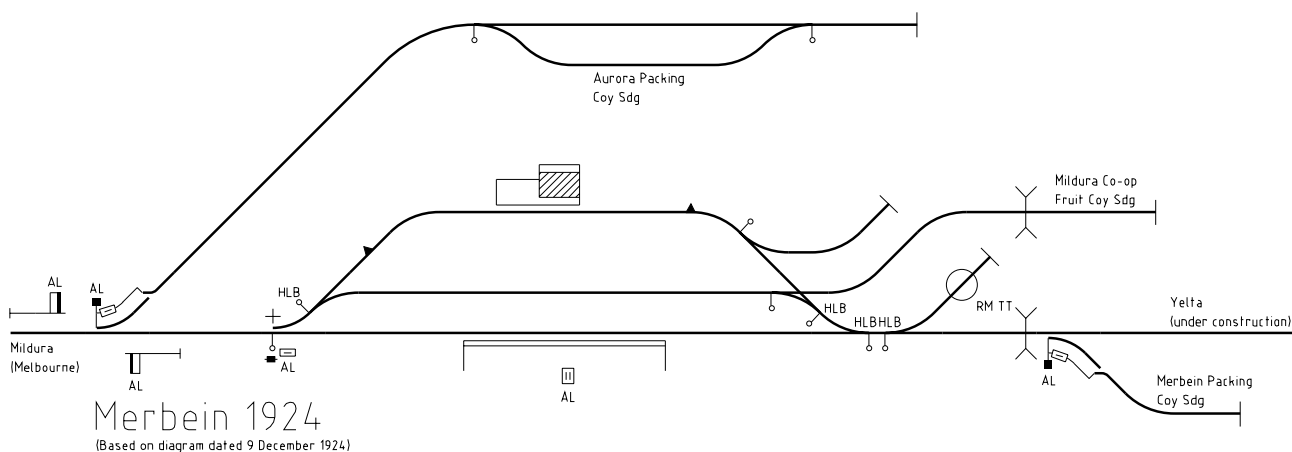
- 01.07.1910 Line opened from Mildura. Station opened for passengers and goods. Line worked by Train Staff and Ticket with section Mildura - Merbein (No 1 Pattern Lock Staff). (WN 26, SR has 4.7)
- (16.09.1912) Private siding provided for Mildura Co-op Fruit Co. Open for inwards and outwards goods (WN 38)
- 06.05.1913 Down Home provided. Up end points secured by a Staff lock and rodded to Derails in Nos 2 and 3 Roads. (WN 19, SLR I, SANP)



- (07.09.1914) Stationmaster provided (WN 36)
- 21.07.1915 Plunger locking provided on Up end points in lieu of Staff lock. Rodded Derails abolished and Scotch Block provided in No 3 Road (WN 30, SLR I, SANP)



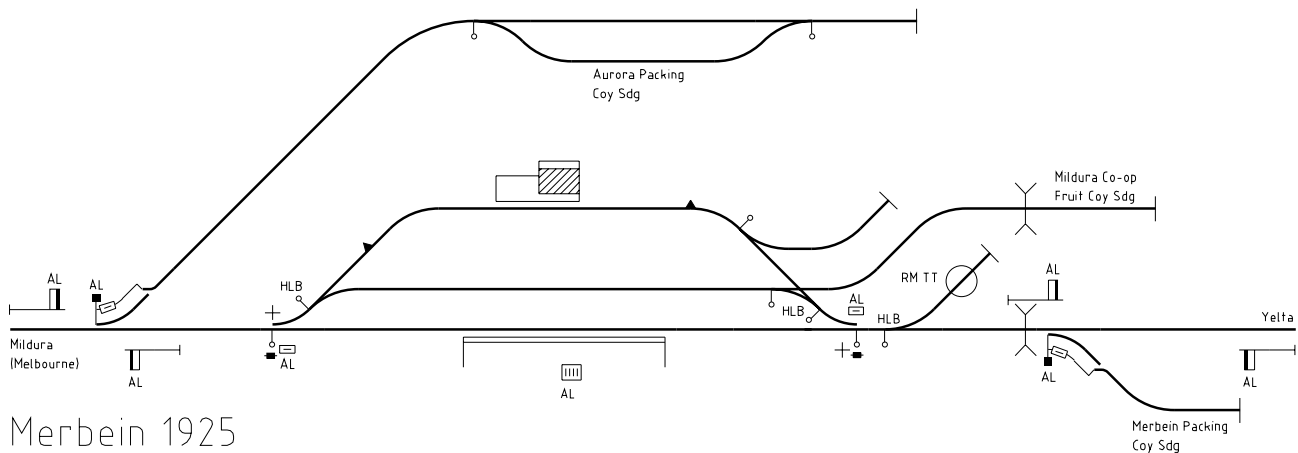
- 26.06.1922 Railmotor service provided between Mildura and Merbein. RM turntable provided leading off dead end extension at Down end of yard. (The Mildura Suburban Train Service, B. McLean, ARHS Bulletin, September 1978, No 491)
- 20.02.1924 Private siding for the Aurora Packing Company provided. The points to the siding are 375 yards on the Up side of station and are secured by an Annett lock and rodded to Catch point in siding. Down Home relocated 190 yards further out and Up Home provided. Duplicate Annett locks provided on both quadrants and on quadrant at plunger locked points. The Aurora Sidings consist of a lead from the main line 860 feet long, then two sidings (main and loop) at the Packing shed each of which can accommodate 12 trucks (approximately 300 feet in clear), and finally a dead end siding 80 feet long. (WN 10, SLR II, SANP)
- (04.03.1924) Private siding for the Aurora Packing Company open for inwards and outwards goods traffic. (WN 10)
- (08.07.1924) Private siding for the Merbein Packing Coy provided. Leads from the extension of the main line at the Down end of the yard (Yelta line, under construction) and has accommodation for 3 trucks. Scotch block provided in siding. (WN 28)



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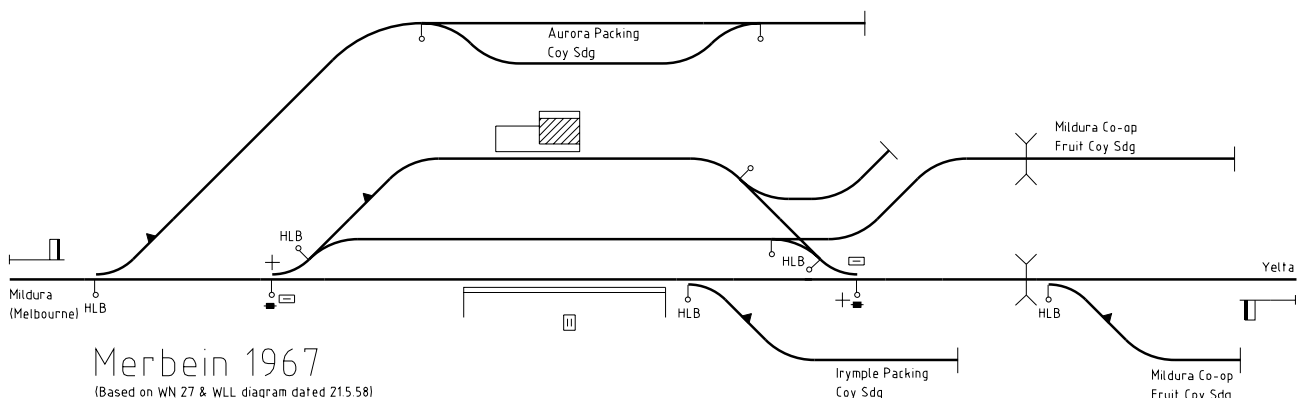
- 29.10.1924 Points to Merbein Packing Coy Siding were secured by an Annett lock and rodded to a Catch point in the siding. Points unlocked by key for Aurora Siding. (WN 45, SLR II)
- 27.06.1925 Line to Yelta opened for passenger and goods traffic. Up Home provided from Yelta line and new Down Home to protect the points to the Merbein Packing Coy Siding. New Homes secured by Annett locks. Down end points fitted with plunger lock. Line worked by Train Staff and Ticket with the section Merbein - Yelta (No 4 Pattern Lock Staff). (WN 27, SR, SANP)



### Merbein 1925

(Based on diagrams dated 9 December 1924 & 27 October 1933)

- (01.03.1927) By this date Merbein Packing Coy's Siding not listed (Goods Rates Book)
- 10.11.1928 Railmotor service between Mildura and Merbein withdrawn (McLean)
- (01.08.1929) By this date Irymple Packing Co Sdg in service (since 1.3.27) (Goods Rates Book)
- (23.12.1930) Merbein Packing Coy's Siding abolished. Annett locked points removed. (WN 51)
- (07.11.1932) By this date passenger service to Yelta withdrawn due to removal of passenger car from goods train (since 21.10.29) (WTT)
- (27.06.1933) Merbein Packing Coy's Siding restored to service for the Mildura Co-op Fruit Coy; still holds 3 trucks. Points secured by Annett lock (WN 26)
- (09.09.1935) By this date passenger service withdrawn due to passenger car withdrawn from the daily Goods service from Mildura (since 01.10.1934) (WTT)
- (16.01.1937) The Rail Motor Siding (which led off the main line at the Down end) was dismantled (WN 4)
- (12.06.1951) The Aurora Packing Co Siding has been relaid approximately 60 feet to the north of its original location (i.e. closer to the station) (WN 24)
- (01.06.1954) Mildura Co-op Fruit Coy's siding at the Down end of the station extended 50 feet (WN 22)
- (23.07.1957) The portion of the Irymple Packing Coy's Siding formerly situated between the Packing Shed and the Store Room has been relocated to the south side of the Store Room (i.e. closer to the main line). The siding has been shortened by 155 feet to leave 300 feet standing room inside the gate (WN 30)
- (08.05.1962) Mildura Co-op Fruit Coy's siding extended by 90 feet (WN 19)
- 22.06.1967 Up Departure Home B and Down Departure Home E were abolished. The Annett locks and rodded connections on the points to the Aurora Packing Coy's Siding and the Mildura Co-op Fruit Coy's Siding have been removed. The points are now worked by CCW levers and secured by hand locking bars and padlocks. (WN 27)

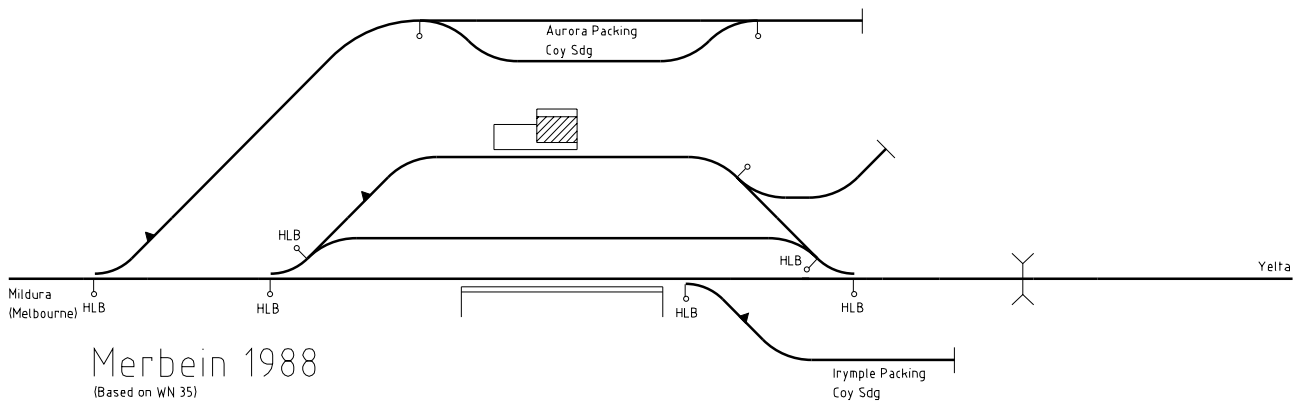


### Merbein 1967

(Based on WN 27 & WLL diagram dated 215.58)

- (19.12.1978) Stationmaster withdrawn. Now No-one-in-charge (WN 51)
- 15.01.1980 Closed as Staff station. New Train Staff and Ticket section Mildura - Yelta (WN 4)
- 16.12.1981 Mildura Co-op Fruit Coy's Sidings dismantled (CI)
- (11.09.1984) May open as a Special Block Post in the Mildura - Yelta section (WN 36)

01.09.1988 Plunger locks and Up and Down Home signals were abolished. Main line points secured by hand locking bars and padlocks and worked by WSA levers. (WN 35)

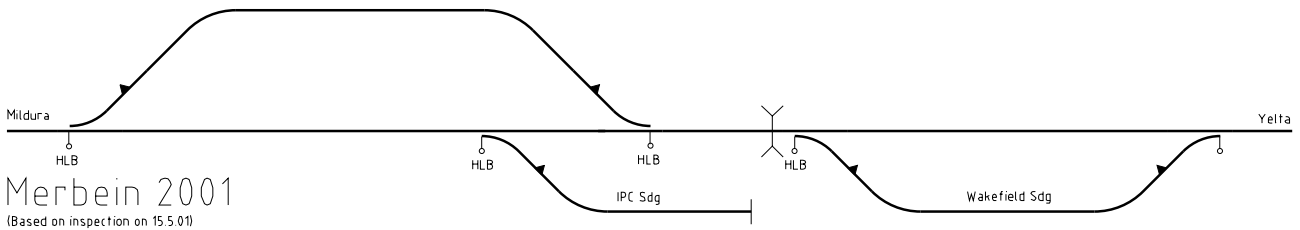


30.01.1995 Wakefields siding provided at 853.850km on the Down side of Merbein. The loop siding has a clear standing room of 280 metres. The main line points are worked by WSA levers and secured by hand locking bars. Hand operated Derail blocks are provided in the siding. (WN 5)

31.07.1995 Wakefields siding commissioned. Details as above. (WN 31)

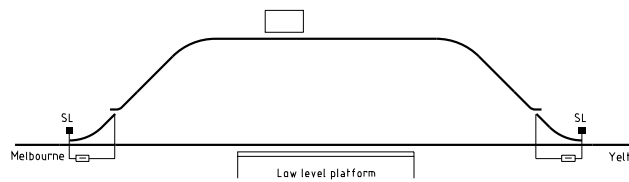
12.10.1997 Closed as a Special Block Post due to provision of Section Authority Working (WN 39)

(18.11.1997) The Mildura Pilot operates as required between Merbein and Redcliffs. The station consists of two loop sidings: Wakefields at the Down end and Old Merbein Siding. The dead end IPC siding is opposite the Old Merbein Siding. All points are secured by hand locking bars and padlocks. The issue of a Siding Authority to Merbein from either Mildura or Yelta authorises the train to shunt at all sidings at Merbein. (WN 44)



MERBEIN WEST (361 1/4 MILES)

27.06.1925 Opened with line for passengers and goods traffic. No-one-in-charge. Provided with loop siding 18 chains long with space for two others. Points to siding secured by Staff locks and rodded to catch points in siding. Eight graded grain sites. Goods platform 50 feet by 16 feet with ramp at Up end. Low level passenger platform 200 long with motor ramp at Up end and cart dock 50 feet from Up end. Shelter shed 12' by 8'6" without locker. Van Goods Shed 12' by 10'. (WN27)



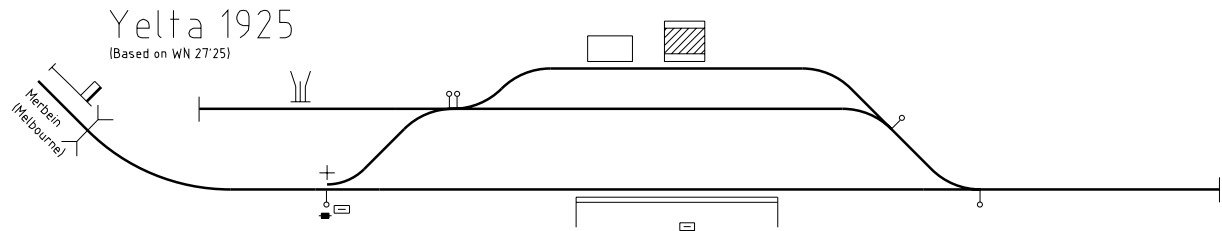
(07.11.1932) By this date passenger service Merbein - Yelta withdrawn due to removal of passenger car from goods train (since 21.10.29) (WTT)

29.04.1941 Siding abolished. Main line connections removed. No consignment exceeding 10 cwt can be accepted for this station (WN 18)

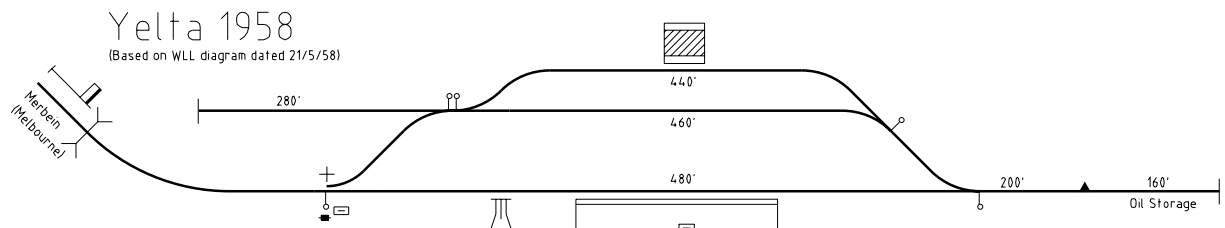
(02.11.1948) Closed (WN 44)

## YELTA (364 MILES)

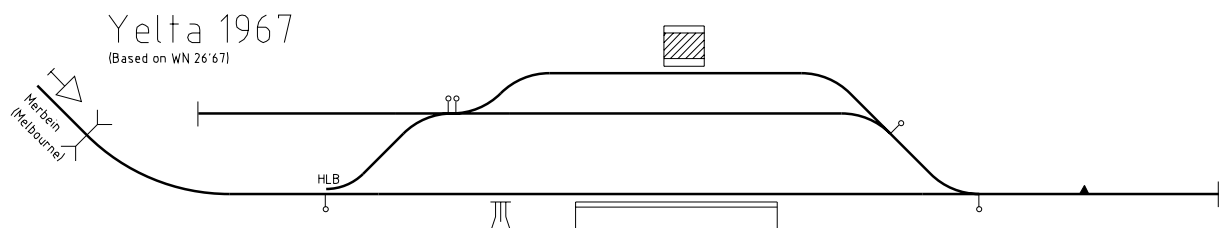
27.06.1925 Opened with line from Merbein for passengers and goods traffic. Caretaker. Provided with two loop sidings 18 chains overall with space for one other, and a dead end siding 9 1/2 chains long serving stock yards. No turntable or water supply provided. Points at Up end secured by plunger lock and Down Home signal provided. The normal position of the signal will be at 'clear' with the platform quadrant secured reverse by a carriage lock. The signal will be lit at night. Line worked by Train Staff and Ticket with the section Merbein - Yelta (No 4 Pattern Lock Staff). Guard responsible for signalling at Yelta. Goods facilities: combined stock trucking yards, eight graded wheat sites, goods platform 50' by 16' with ramp at Up end, goods shed 30' by 15' standing on its own platform. Passenger facilities: low level passenger platform 250 feet long with motor ramp at Up end and cart dock 50' from Down end, Type C station buildings with office (20' by 12'), ladies waiting room (12' by 10') with yard and closet (12' by 12'), and gents closet and urinal; van goods shed (12' by 10'). One Class 3 concrete departmental residence. (WN 27, SR)



- (07.11.1932) By this date passenger service Merbein - Yelta withdrawn due to removal of passenger car from goods train (since 21.10.29) (WTT)
- (18.03.1938) Trucks loaded with water pipes may be placed in dead end extension of No 1 Road for unloading after departure of train. Home must be left at Stop. (Memo from B&S Inspector)
- (23.03.1943) Trucks loaded for the Department of Air may be placed between the buffer stops at the dead end extension of No 1 Road and a scotch block which has been immediately on the Down side of the points to No 2 & 3 Roads. (WN 12)
- (04.08.1953) Trucks for the NSW Water Conservation and Irrigation Commission may be placed in the dead end extension of the platform road which may be treated as a siding. The points from the dead end extension normally lie for No 3 Road as do the points to No 3 Road and the points are secured with hand locking bars and padlocks (WN 31)



- (14.02.1966) Dead end extension still used to discharge oil truck for the Water Conservation and Irrigation Commission (Goods Rate Book)
- 20.06.1967 The Home signal and plunger lock were abolished. The main line points were equipped with a CCW lever and hand locking bar and padlock. A location board provided 440 yards from the points (WN 26)



- (17.04.1973) Now no-one-in-charge (WN 16)
- 15.01.1980 Merbein closed as Staff station. New Train Staff and Ticket section Mildura - Yelta (WN 4)
- 12.10.1997 Section Authority System replaced Train Staff and Ticket. The section remains Mildura - Yelta. Commence/End Section Authority Working Boards are located 450 metres outside the points and this point is defined as station limits. Drivers must not relinquish the Section Authority until the train is complete inside the End Section Authority Board and must not foul the line outside the Start Section Authority Board without a Section Authority or Shunt Authority. (WN39)
- 25.07.1999 Train Order Working replaced Section Authority Section on the section Mildura - Yelta. Commence/End Section Authority Working Boards replaced by Commence/End Train Order Working Boards. (WN 29)
- 26.11.1999 Mildura closed as a Crossing Station. New Train Order section Yatpool BP - Yelta (WN 48)

