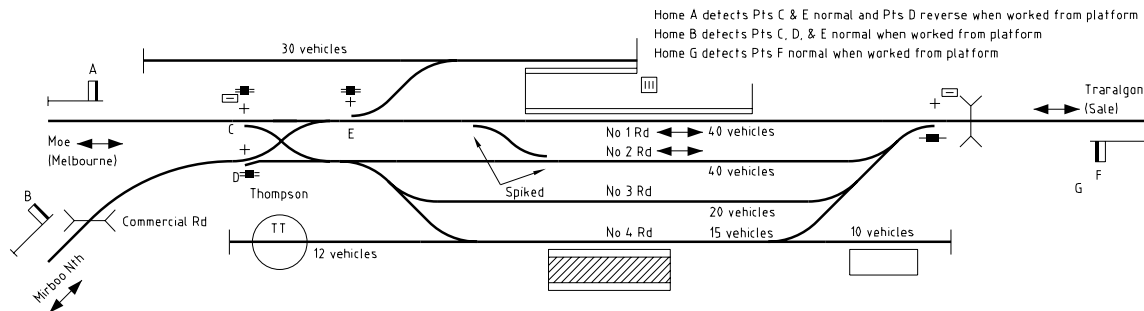


Morwell

(88 miles 75 chains 47 links, 144.372 km)

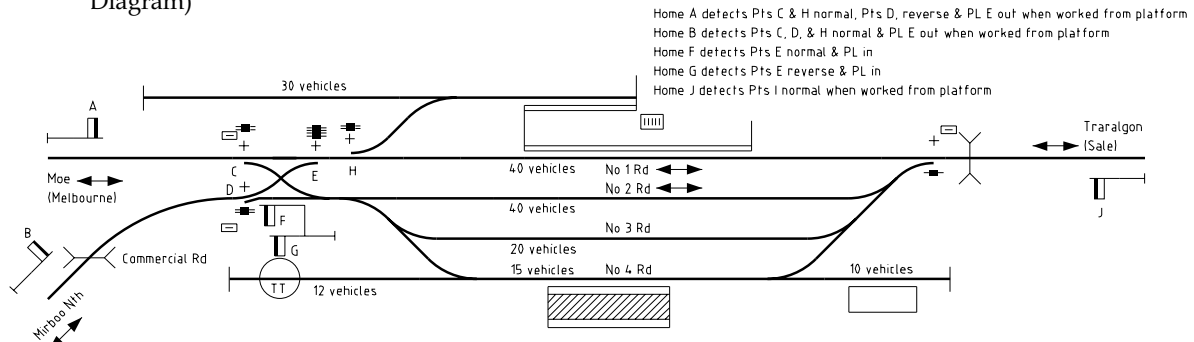
- 01.06.1877 Opened with line between Morwell and Sale. Staff and Ticket not provided initially. (VR to 62, Leo Harrigan, WTT)
- (01.04.1878) By this date, Staff & Ticket working introduced with sections Moe - Morwell - Traralgon (WTT, previous issue 4.3.78)
- 01.07.1897 Up Distant from Mirboo line abolished (WN 51)
- (01.07.1899) By this date had 3 Home signals (Register of Signals at Non-interlocked places)
- 02.06.1910 Main line points at Down end secured by plunger lock (Special Locks Register I, WN 23)
- (28.06.1921) Main line and branch points at Up end secured by plunger locks and worked by Thompson levers. Down Home from Mirboo line relocated 102 yards further out. Crossover between Nos 1 and 2 Roads spiked normal. (WN 26 extracts, SLR II)



Morwell 1921

Based on Diagram dated 9.2.25 and undated signal diagram

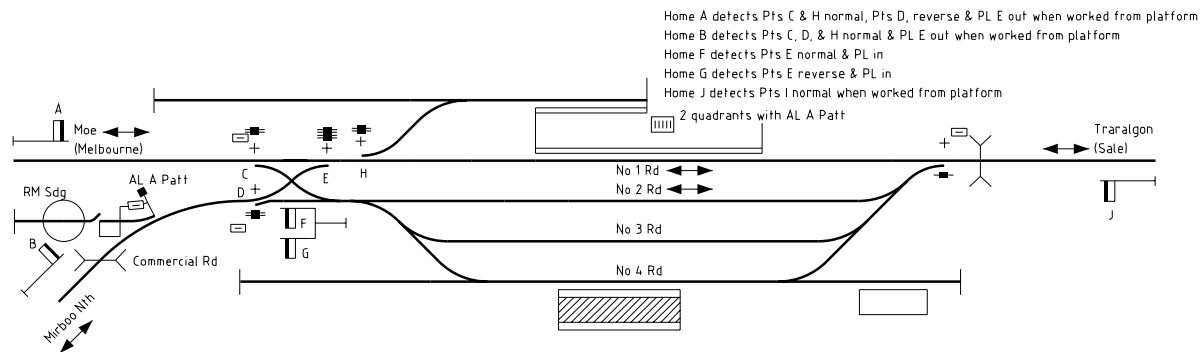
- (19.09.1922) Intermediate crossover between No 1 and No 2 Roads at Up end abolished (WN 38 extracts)
- 21.03.1930 Junction points plunger locked. Bracket Down Departure Home signals provided (WN 13 extracts, Signalling Diagram)



Morwell 1930

Based on Diagram dated 9.2.25 and signal diagram dated 7.7.28

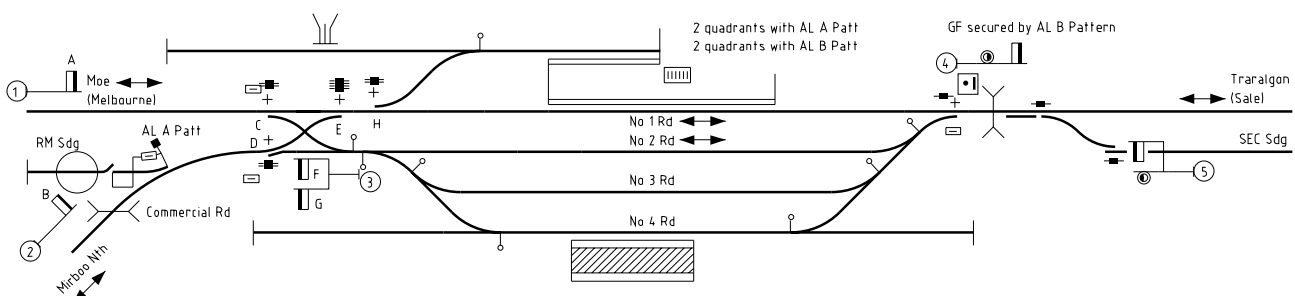
- 28.02.1946 Rail motor turntable siding provided with 26 foot turntable. Siding leads from Mirboo North line inside the Up Home and faces in the Down direction. The points are secured by an Annett lock and are rodded to catch points in the siding. Duplicate Annett locks are fitted to the platform quadrants operating the Up Home and Down Departure signals for the Mirboo North line, and the quadrant for the Up Home at the plunger locked points in Mirboo North line (WN 10 & 12, AGST 16/344/2, SLR III)



Morwell 1947

Based on signalling diagram RF879 dated 25.7.48

- 30.09.1947 New external goods shed office provided (Chronological Index)
- 25.07.1948 Detection for Homes A & B altered. Homes now detect Points E locked for the move and PL on Points E in or out. (Signalling Arrangement RF 879)
- 03.10.1948 Herne's Oak opened as a switching staff station. Short sections Moe - Hearne's Oak - Morwell, and long section Moe - Morwell. Miniature Electric Staff instruments provided for the section Moe - Morwell. Staff balancing magazines provided on all three sections (WN 51, AGST 17/2/1)
- 20.03.1950 Departure Home bracket signal renewed (CI)
- 17.09.1950 Main line deviated on the Down side between 89 miles 35 chains and 89 miles 70 chains (WN 39, ACTM 18/168/3)
- 27.09.1950 Connection provided between main line and SEC Siding (under construction) at the Down end. Junction worked by 5 lever ground frame. New Post 4 provided. Up Home replaced by lop bracket post with disc signal. Diagram 7/50 provided. (WN 50, ACTM 18/176/2)



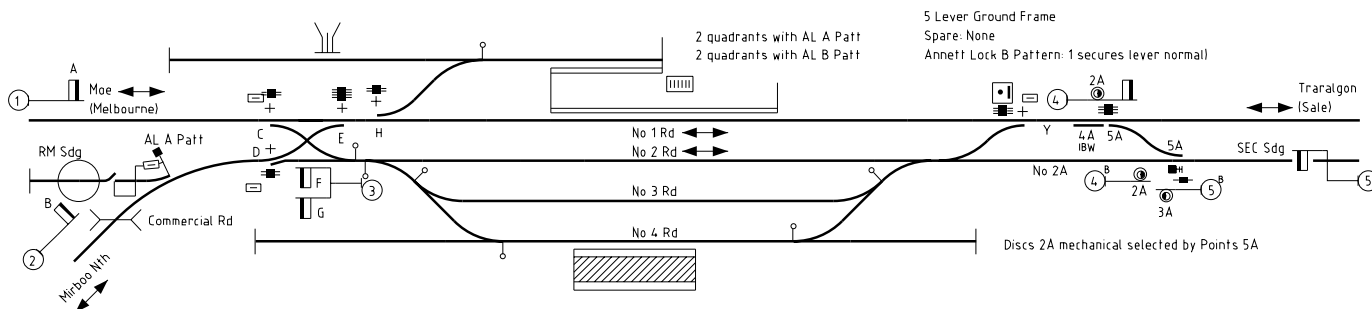
Morwell 1950

Based on signalling diagram 7'50

- (14.08.1951) SEC Siding now available for traffic. Siding junctions at Down end of Morwell at 89 miles 10 chains 50 links and extends for 2 miles 35 chains to the new briquette factory. A single lead is available for traffic. Only one engine under steam is permitted to operate on the siding at one time (WN 33, ACTM 18/332/4)
- 10.01.1954 Main line deviated on the Down side between 89 miles 23 chains and 89 miles 54 chains (WN 3, ACTM 19/180/2)
- 21.01.1954 Portion of SEC siding taken out of use for regrading purposes. Temporary Staff locked connection to SEC siding provided at 89 miles 55 chains. Temporary connection rodded to catch points. Original points worked by ground frame taken out of use together with the discs on Posts 4 and 5. (WN 5, SLR III, ACTM 19/182/2)
- 07.03.1954 Up Home from Mirboo line (Post 2) relocated (WN 11)
- 30.05.1954 Main line deviated on the Up side between 89 miles 35 chains and 89 miles 54 chains (WN 23)
- 16.01.1955 Main line deviated on the Up side between 88 miles 13 chains and 88 miles 67 chains (WN 4)
- 11.09.1955 Main line deviated on the Down side between 89 miles 35 chains and 89 miles 54 chains (WN 38, ACTM 19/180/2)
- 22.09.1955 Temporary connection to SEC siding abolished and original connection restored to use together with ground frame and discs on Posts 4 and 5. (WN 39, SLR III has 29.9, ACTM 19/182/2)
- 13.11.1955 Main line deviated on the Up side between 89 miles 35 chains and 89 miles 66 chains (WN 47)
- (29.11.1955) Staff Exchange Box provided. Will be in use for No 132 Light Engine on Mondays. Staff Exchange Box is of special type; a box with a hinged lid and secured by a padlock (due to exchanging miniature and large Electric Staffs). (WN 48, ACTM 19/389/3)
- 19.12.1955 Ballast trains operating in temporary Works Siding at 88 miles 15 chains. No points provided; line will be slewed for trains to enter and leave. Staff carried between Siding and Morwell; ballast trains signalled under

Rule 18. (A2042/55)

- 15.01.1956 Main line deviated on the Down side between 88 miles 20 chains and 88 miles 70 chains (WN 4)
 22.02.1956 Up Home (Post 5) relocated a further 16 feet from running line (WN 10)
 14.03.1956 Overhead wiring brought into use between Herne's Oak and Traralgon. Nos 1, 2, 3, and 4 Roads wired together with crane siding to Stop Board, No 4 Road dead end extension Down end, and Stock Siding to Stop Board (WN 11, ACTM 19/427/3)
 19.06.1956 Disc on Post 5 relocated to new Post 5B located 75 yards further in (WN 26, ACTM 19/465/5)
 27.06.1957 Post 1 relocated 62 yards further out and 16 feet from running edge (WN 27, ACTM 20/72/3)
 24.01.1960 No 2 Road extended to connect with SEC Siding. Plunger locked connection from main line to No 2 Road relocated 60 yards further out and double compounds in Nos 2 and 3 Roads abolished. Post 4 relocated 45 yards further out. New Post 4B provided. Amend Diagram 7/50. (WN 5, ACTM 20/415/1)



Morwell 1960

Based on Box Diagram dated 19.1.60

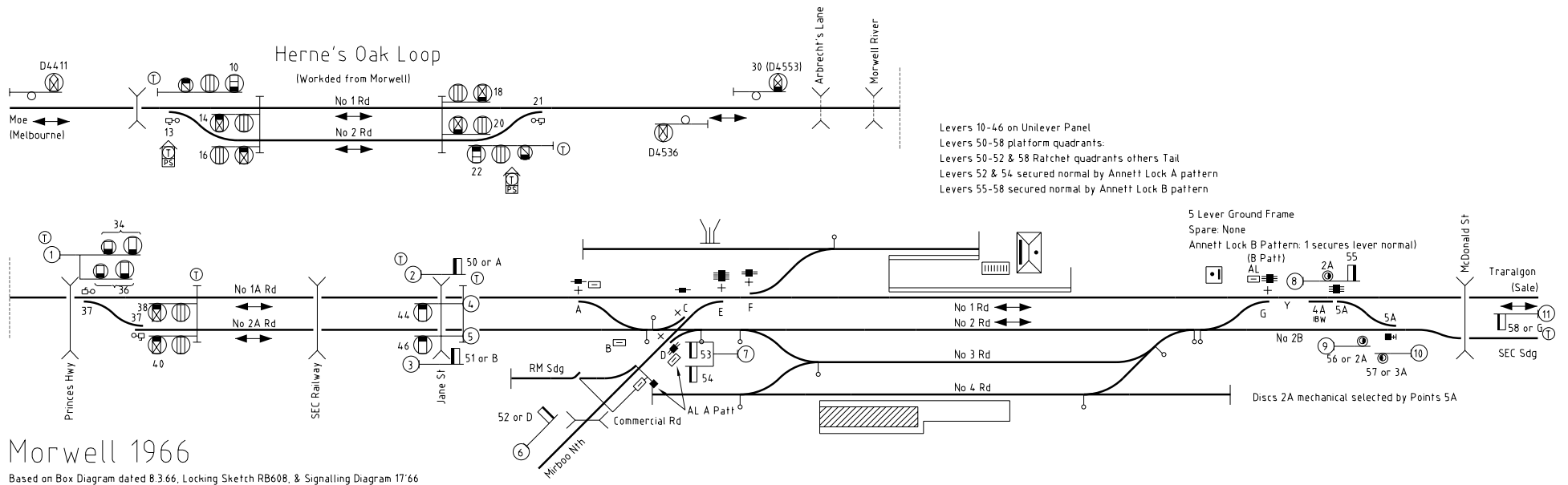
- (05.08.1960) Instructions issued for operation of traffic between Morwell and Morwell Briquette Siding. Before Down train departs Morwell, Guard (or Driver in case of light engine or rail tractor) must be instructed not to depart on Up or foul the leads to the siding without obtaining permission from signalman at Morwell (SS)
 (15.11.1960) Telegraph instrument withdrawn (WN 46)
 16.12.1962 Lop bracket Post 5 replaced by straight mast 420 yards further out. Arm is repeated at the platform quadrant and at plunger locked points (WN 2, ACTM 21/351/6)
 31.03.1963 Up end plunger locked points relocated 67 yards further out due to renewal of points and crossings (WN 18, ACTM 21/386/8)
 04.08.1963 Line deviated between 84 miles 24 chains and 86 miles 65 chains. Original Herne's Oak loop replaced by new plunger locked loop on deviation. Short section Miniature Electric Staff sections Moe - Herne's Oak - Morwell abolished. Herne's Oak may open as a Temporary Train Staff & Ticket station in the Moe - Morwell section. Staff Exchange Box provided at Morwell; insertion of Miniature Electric Staff in centre opening releases short section Train Staffs in outer openings. (WN 33)
 (18.02.1964) Works Siding provided as an extension of No 2 Road at Up end. Points are normally spiked reverse. A board lettered 'Engines and vehicles must not pass this board until authorised by Signalman Morwell' is erected at exit of siding. (WN 7, ACTM 22/7/6)
 (04.08.1964) No 4 Road temporarily extended 280 feet in the Down direction. Extension wired for electric trains. (WN 31, ACTM 22/116/1)

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- 03.07.1966 Automatic and Track Control system of working provided on the sections Moe - Herne's Oak - Morwell and the Electric Staff system and Temporary Train Staffs abolished. No 2 Road at Morwell extended 1 mile 294 yards in the Up direction. Panel provided at Morwell to work Herne's Oak loop and Up end of No 2A Road. Quadrant levers on platform relocated to the new signal bay adjacent to the Station Office. Diagram 4/65 replaced 7/50. (WN 28)
- 07.09.1968 Last Mirboo Nth DRC ran on this Saturday. Line closed for passengers as from 9.9 (WTT, WN 35 extracts, Sec 67/4909)
- 10.04.1969 Plunger locked Points G rodded to points in No 2 Road and worked by small point lever (CI)
- 21.07.1971 Hand gates provided at Commercial Road (89 miles 11 chains). The signalman must receive a signal from the traffic branch employee operating the gates that they have been opened

- (30.07.1971) Instructions issued for operating hand gates. For Down trains, Station Assistant to arrange for Yard Assistant to close gates and give an 'All right' signal. When this is received the Station Assistant is to promptly despatch train. When departing from No 1 Road, the Yard Assistant must telephone from Post 52 and the Station Assistant will then clear Post 54. For Up trains, the Yard Assistant is to be sent to the gates when the Station Assistant is advised that the train is approaching Yinnar. When the gates are closed the Yard Assistant is to give the 'All right' signal to the Station Assistant who will clear the Up Home from the quadrant at Points D. The gates are secured by a 1P padlock and the lamps will not be lit unless the gates need to be operated in darkness or fog. (SS)

- 16.04.1973 Annett locked Rail Motor Siding abolished (WN 18, SLR III)
- 18.06.1974 Last goods ran on Mirboo Nth line (WTT)
- 24.06.1974 Mirboo North line closed on this day (WN 26, WTT 1003/74, Secty 67/4673)
- 29.10.1975 Post 6 (Up Home Mirboo line) abolished. Post 7 replaced by new Post 7 with one arm. Quadrants 52 and 54 removed. Plunger locks on Points C and D presumably removed. (WN 44, LS RB608, SLR III)
- 06.10.1976 Plunger lock on the former junction points (Points E) leading to Mirboo North was replaced by an Annett lock. Duplicate locks provided on platform quadrants 50, 51, and 53. Amend Diagram 17/66. (WN 41)
- 13.12.1979 Disc 3A now detects Points 5A bothways (LS)
- 02.07.1987 Overhead isolated beyond Warragul (WN 29)
- 16.07.1987 Overhead switches feeding power to Morwell sidings, Morwell SEC Siding, and Maryvale were decommissioned (WN 29)



Morwell 1966

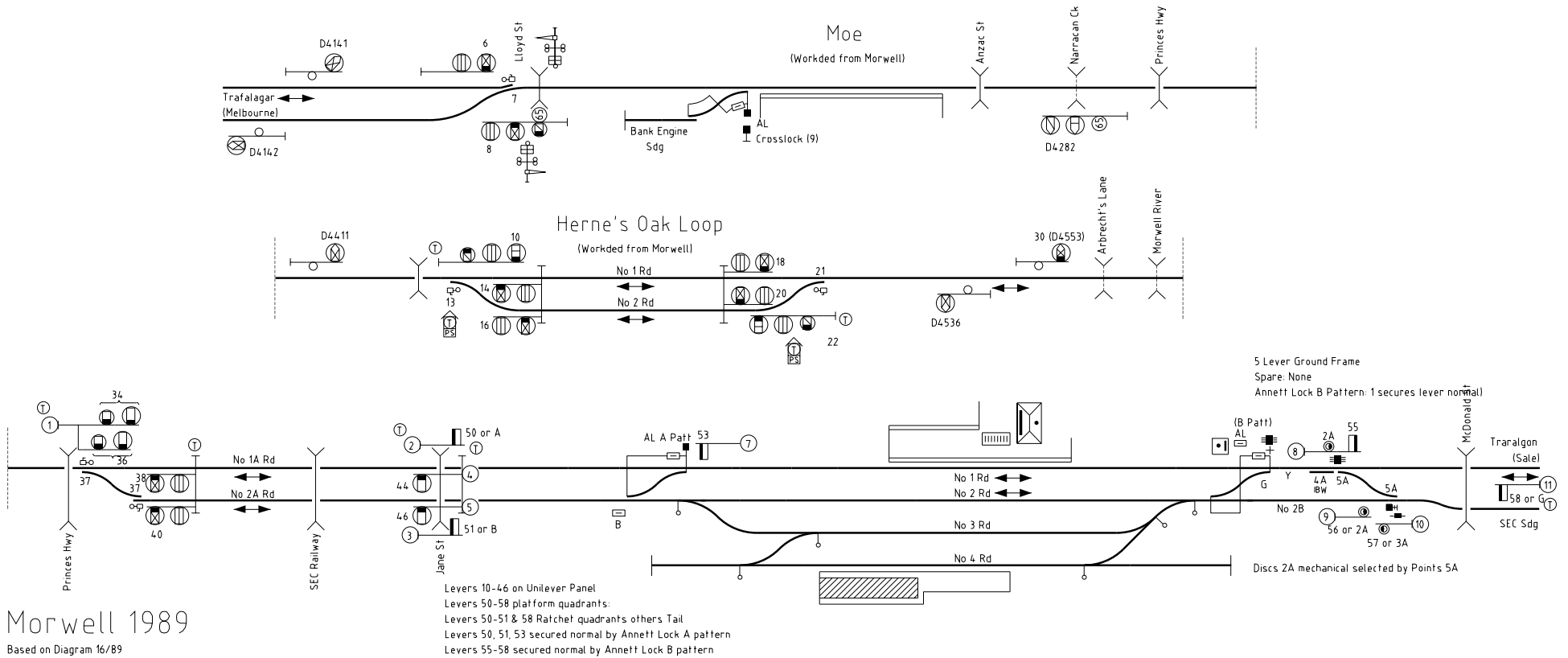
Based on Box Diagram dated B.3.66, Locking Sketch RB608, & Signalling Diagram 17'66

Version 1.0 (May 2004)

- 26.11.1988 Plunger locked Crossover A was abolished. Annett locked Crossover E and associated compound points were replaced by a new Annett locked Crossover 45 metres in the Up direction. Plunger locked Points F leading to the Dock Siding were abolished. The hand points leading from No 2 to No 3 Track at the Up end were relocated 45 metres in the Up direction. Amend Diagram 14/88. (WN 48, SLR III has 27.10)
- 16.06.1989 Moe signalbox abolished. Control of end of double line transferred to Morwell panel. Bank Engine Siding provided at Up end of Moe platform. Points Annett locked with key in an

- 17.04.1994 Post 2 replaced by right hand bracket post (WN 15)
- 04.06.1995 Composite Staff provided in Morwell - Traralgon section (WN ?)
- (29.10.1996) Composite Staffs withdrawn (WN 43)
- (04.10.1999) Morwell Briquette Siding operated under siding conditions. Permission must be obtained from the Signaller Morwell before departure from Morwell Briquette Sdg (WN 39)
- 25.11.1999 New master key provided for the Morwell - Traralgon section due to provision of

- 06.01.2004 Intermediate Electric Staff instrument at Morwell Industrial Siding (WN 49)
- Herne's Oak telemetry failed due to lightning strike. No 2 Road at Herne's Oak booked out of use. Temporary panel provided at Morwell to work Homes 10, 14, 18, & 22. (WN 1)
- 22.04.2004 New telemetry unit installed to work Herne's Oak and loop restored to service (WN 10)



Morwell 1989

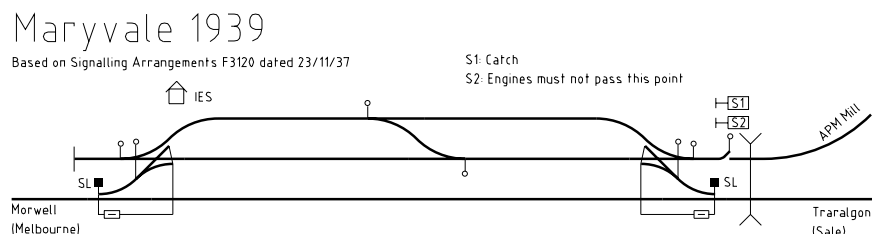
Based on Diagram 16/89

HAZELWOOD (90 MILES 54 CHAINS, 146 KM)

- 10.06.1974 Siding provided and opened for traffic as 'Maryvale Public Siding'. It consists of a loop siding 1500 feet standing room with the up end points at 90 miles 54 chains and down end points at 91 miles 2 chains. Points at each end rodded to catch points and secured by Staff locks. Siding is wired. Permission granted to haul up to 20 vehicles to siding from Morwell without brakevan in rear. No one in charge. (WN 25 & 27)
- (14.01.1975) Renamed Hazelwood. Supervised by Morwell. (WN 2)
- 04.10.1979 Flashing lights provided at Tramway Road (91 miles 562 metres). Staff lock at the Down end of the siding was replaced by an A pattern Annett lock. Key normally kept in Large Staff/ Annett Exchange apparatus at Up end points. Down shunting trains will operate the flashing lights until Staff is exchanged for Annett key. On completion of shunting the train must be on the Up side of the points before the Staff is released. If the movement continues in the Up direction the flashing lights will not start unless the train occupies the Down approach section for 4 minutes. If the movement continues in the Down direction, a shortened approach section is provided. (WN 42)
- 26.07.1987 Overhead wiring removed (WN 32)
- (04.10.1999) Gippsland Intermodal Freight Terminal (Hazelwood) used by National Logistics as part of the Gippsland Intermodal Freight Terminal. Hand derails provided between catch points and gates at each end of siding (WN 39)

MARYVALE (91 1/4 MILES)

- (12.10.1937) Siding opened for APM traffic at 91 1/4 miles (WN 41)
- (08.02.1938) Open for traffic as 'Maryvale' (WN 6)
- (15.11.1938) Intermediate Electric Staff Instrument provided at 91 miles (Up end) of Maryvale. Controlled from Morwell. (WN 46, AGST 11/341/3)



- 14.03.1956 Overhead wiring brought into use between Herne's Oak and Traralgon. Nos 1 & 2 Sidings together with dead end extension at Up end and branch at Down end to Stop Board. (WN 11, ACTM 19/427/3)
- 04.10.1979 Flashing lights provided at Tramway Road (91 miles 562 metres). The Staff lock at the Up end of the siding was replaced by an A pattern Annett lock and that at the Down end by a B pattern Annett lock. Keys normally kept in Large Staff/ Annett Exchange apparatuses at the Up and Down end points. At the Up end, exchange of the Staff prevents operation of the flashing lights during shunting movements. At the Down end, the flashing lights will operate until the Staff is exchanged for the Annett key, after which the flashing lights will be operated by push buttons. For Down movements departing the siding the flashing lights must be manually started. For Up movements from the Down end points, the flashing lights will commence to operate 4 minutes after the Staff is retrieved. (WN 42)
- 07.05.1981 Manual control of Tramway Road flashing lights abolished and automatic operation provided (CI)
- 13.08.1987 Boom barriers provided at Tramway Road (148.244 km). The boom barriers will operate automatically for Up and Down main line moves and Up siding moves. The boom barriers will be manually operated for Down siding moves. Up and Down Automatic lights signals Posts 1 and 2 were provided on each side of the road. A co-acting signal is provided for Post 1. These signals are normally at proceed and must be restored to stop by means of the 5P keyswitches located at the Staff locked points before shunting (WN 32)
- 01.03.1996 V/Line took over operation. Worked under siding conditions. Permission required from Signaller Morwell before entering line in either direction (WN 9)
- (20.10.1998) Intermediate crossover in siding removed and lines straightened. (WN 41)

MORWELL SHIRE INDUSTRIAL SIDING (148.5 KM)

- 01.02.1979 Up and Down main line points were rodded to catch points and Large Staff locks provided. Telephone connected to station service line provided at Up end points (WN 7)
- (06.03.1979) Siding available for traffic. The siding is wired (WN 10)
- 04.10.1979 Flashing lights provided at Tramway Road (91 miles 562 metres). Staff lock at the Up end of the siding was replaced by a C pattern Annett lock. Key normally kept in Large Staff/Annett

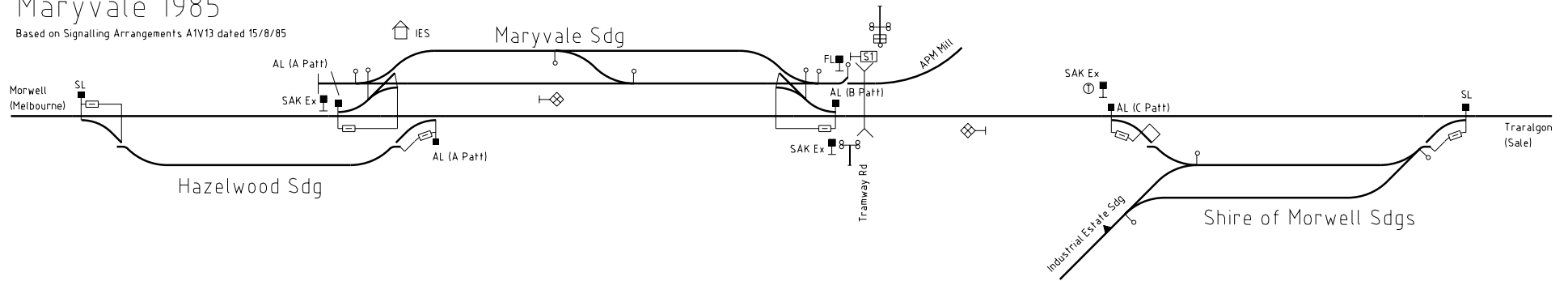
Exchange apparatus at Up end points. Up shunting trains will operate the flashing lights until Staff is exchanged for Annett key. On completion of shunting the train must be on the Down side of the points before the Staff is released. If the movement continues in a Down direction the flashing lights will not start unless the train occupies the Up approach section for 4 minutes. If the movement continues in the Up direction, a shortened approach section is provided. An electric detector was fitted to the Down end points to prevent the operation of

the flashing lights by a shunting Down train standing on the approach track. (WN 42)

- 27.02.1996 Industrial Estate Siding booked out of use. (WN 10)
- (18.10.1999) Restored to service as 'Morwell Industrial Siding' (WN 41)
- 25.11.1999 Intermediate Electric Staff instrument provided in cabin located on Up side of siding at the Down end. (WN 49)

Maryvale 1985

Based on Signalling Arrangements A1V13 dated 15/8/85



Maryvale 1988

Based on Diagram 14'88

