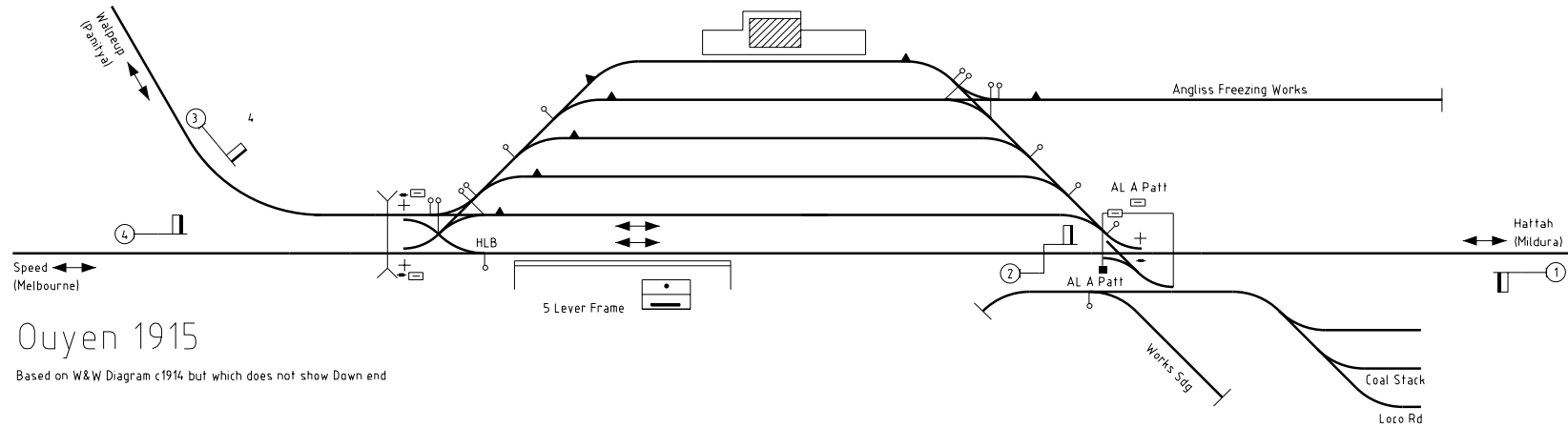


# Ouyen

## OUYEN

- 01.11.1902 Opened for goods traffic. Traffic worked by Construction trains. (WN 42)
- 15.01.1903 Line opened from Woomelang to Hattah. Station opened for traffic, but not even a shelter shed provided. No-one-in-charge. (WN 1, SR)
- (04.09.1905) Limit boards provided (WN 36)
- 21.05.1909 Points to siding secured by Staff locks rodded to catch points (WN 21, SLR 1)
- 26.06.1909 Opened as a Staff station with Train Staff and Ticket sections Woomelang - Ouyen (Lock Staff No 1), Ouyen - Mildura (Lock Staff No 2). Man in charge. Staff locks and 'Location Boards' removed (location boards were 400 yards from points). Up and Down Home signals provided. Points probably secured by hand locking bars. (WN 26, SLR 1, SR)
- 24.05.1911 Up Home signal provided on Kow Plains (Pinnaroo) line. Plunger locks provided on facing points both main line points. WN states that plunger locks provided on points in branch, but SLR I only has two sets provided. (WN 21, SANP, SLR 1)
- 25.06.1912 Line opened from Ouyen to Murrayville. Worked by Train Staff

- and Ticket with sections Ouyen - Murrayville (LS 3) (WN 25, SR)
- (25.11.1912) Up Home relocated 220 yards further out (WN 48)
- 01.12.1912 Hattah opened as a Staff station; section now Ouyen - Hattah (LS 2) (SR)
- 09.12.1912 Speed opened as a Staff station; section now Speed - Ouyen (LS 1) (SR)
- 13.12.1912 Walpeup opened as a Staff station; section now Ouyen - Walpeup (LS 3) (SR)
- (31.03.1913) A 53' turntable provided (WN 13)
- 07.05.1913 Third plunger lock provided. Signal provided? (SLR 1, SANP)
- (14.07.1913) Pawl levers and a ground disc signals provided on turntable (WN 28)
- 21.04.1915 The points to the Loco Road have been secured by an Annett lock and are rodded to the compound points in the Loco Roads. A new Down Home, Post 2, was provided protecting the points. The former disc signal (Post 2) leading from the Loco Roads was removed. Five lever interlocking frame provided on platform (4 levers working signals and 1 pilot lever). Duplicate Annett lock provided on the interlocking frame on the platform. (WN 17, SLR 1, IR)
- (04.10.1915) Train Staff and Ticket System on the sections Speed - Ouyen - Hattah were replaced by the Electric Staff system. The Master Keys lettered Lascelles - Ouyen and Ouyen - Hattah were abolished. (WN 40)

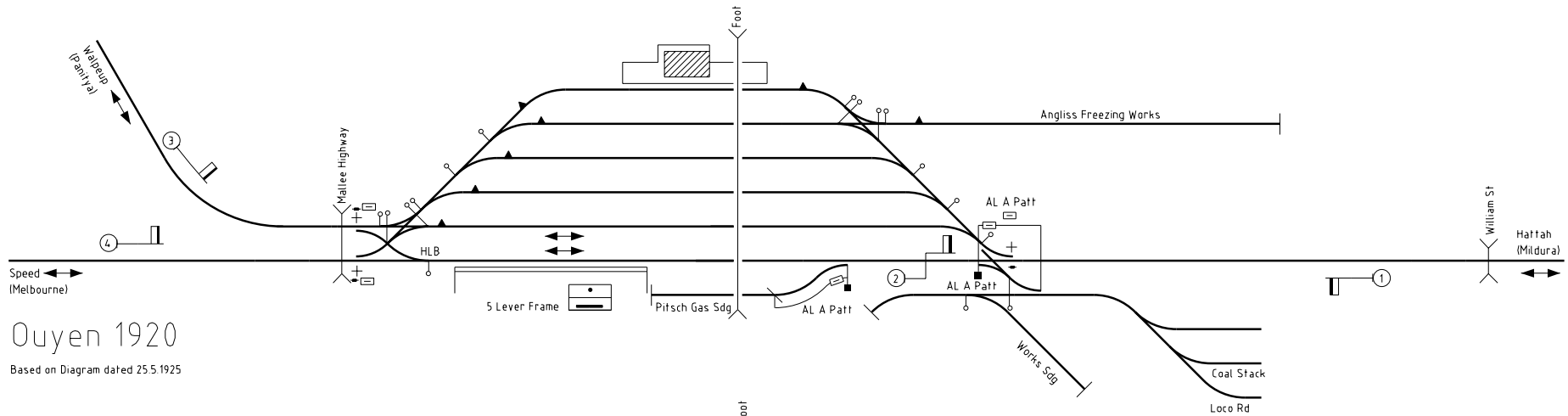


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- 17.06.1920 The points in the main line leading to the Pintsch Gas Siding were secured by an Annett lock rodded to a Derail (WN 23\*, SLR 2)
- (03.08.1926) The 53' turntable replaced by a 70' turntable at new loco depot adjacent to branch line. (WN 31\*)
- 04.11.1926 Dead end siding provided at Down end of No 2 Road. Annett locked crossover provided at Down end of yard leading from No 1 to 2 Roads. Down Departure Home signal relocated between platform and new crossover (WN 46\*)

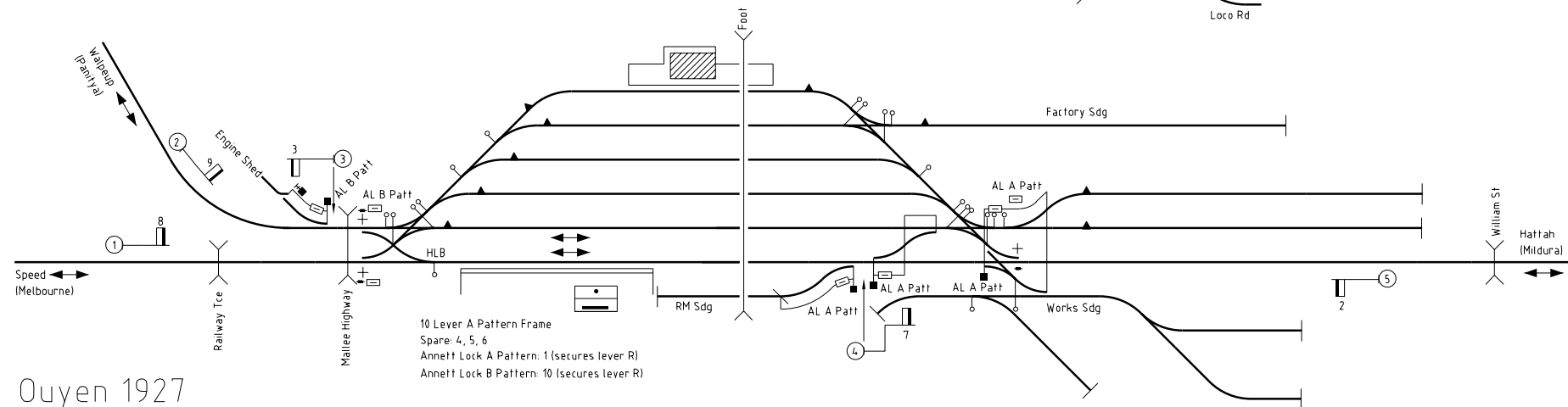
- 20.07.1927 Up Home signal on Murrayville line relocated 100 yards further out (WN 30\*)
- 27.07.1927 Existing 5 lever A pattern frame replaced by new 10 lever A pattern frame (5 signal levers, 2 pilot levers, 3 spares). Points in Murrayville line leading to (new) Loco Siding secured by B pattern Annett lock with duplicate lock on Pilot lever 10 in frame. Down Departure Home signal provided protecting Loco Siding points. Old Loco Roads now Works Siding (WN 33\*, IR)
- (30.10.1928) Composite Electric Staff provided in Hattah

- 07.11.1933 section account Kiamal (WN 44)
- Up Home signal relocated 140 yards further out (WN 49\*)
- (17.04.1934) Selector telephone extended from Birchip to Ouyen. Trains towards Melbourne now controlled by Train Control (WN 16)
- 05.09.1939 Up Home signal on Murrayville line relocated 480 yards further out (WN 38)



Ouyen 1920

Based on Diagram dated 25.5.1925



Ouyen 1927

Based on Diagram dated 26.3.1931

Version 1.0 (November 2002)

06.09.1939

Crossover from No 1 Road to Murrayville line relocated to Up side of level crossing and main line points secured by plunger lock. A bracket post was provided in the rear of the junction points with Homes for the main line and the branch, and the existing Down Departure Home for the branch was removed. The Annett Lock, rodded connection to the catch points, and point indicator on the catch, were removed from the points to the Loco Sidings. A notice

17.12.1942

board lettered 'Catch. Drivers must not pass this board until authorised by Transportation Employee' was erected on the approach side of the catch. (WN 38, IR)

Double compound points in main line at Down end abolished. Connection to Works Siding relocated to outside the main line points, but are still secured by an Annett lock. (WN 52)

23.12.1942

Dead end extension (1400 feet long) provided at Down end of No 4 Road. Double compound

provided to allow access to No 5 Road as well (WN 52)

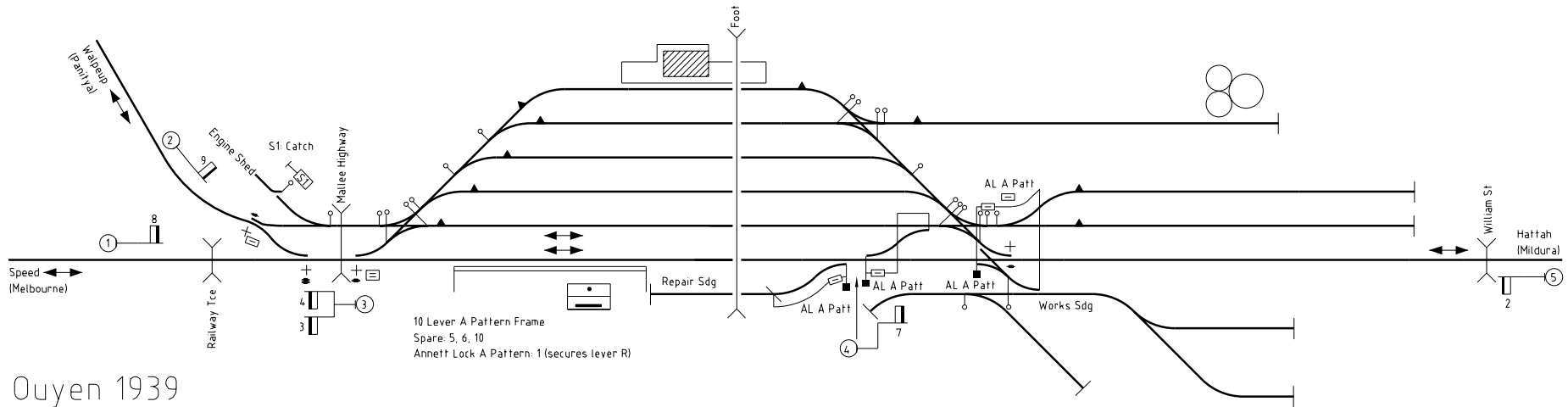
(05.03.1946) Turntable disc abolished (WN 10)

24.08.1948 DRC service provided to Pinnaroo (WN 34)

01.11.1968 Last run of the DRC service to Pinnaroo (WN 45)

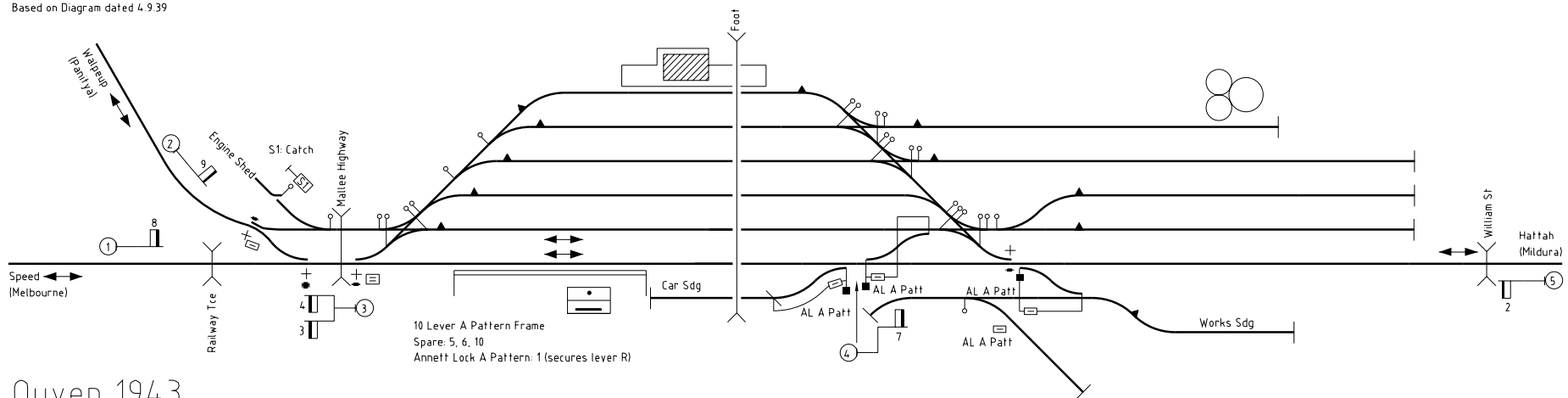
(01.04.1969) Telegraph instrument removed (WN 13)

(02.12.1969) Turntable removed (WN 48)



Ouyen 1939

Based on Diagram dated 4.9.39



Ouyen 1943

Based on Diagram dated 8/4/1943 & Box Diagram dated 25.10.46

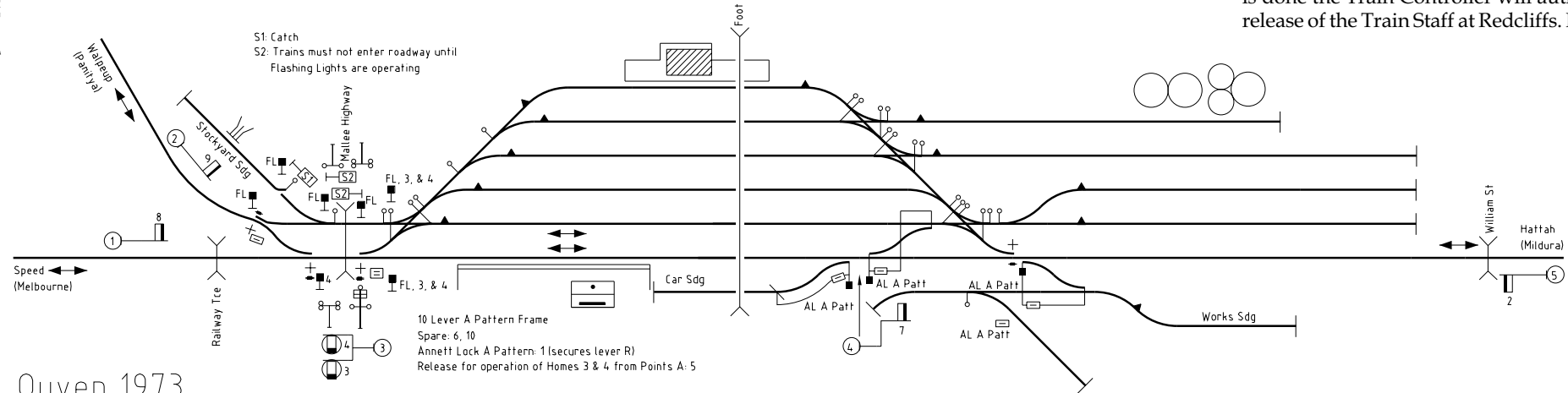
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11.10.1973 Flashing lights provided at Ouyen Highway (288 miles 56 chains) at Up end of station. Departure Home signals converted to light signals and push buttons provided for control of the signals located near the crossing. A pilot lever (Lever 5) was provided in the frame to release control of the Departure signals for operation by the push buttons. Push buttons for manual control of the flashing light signals

29.09.1982

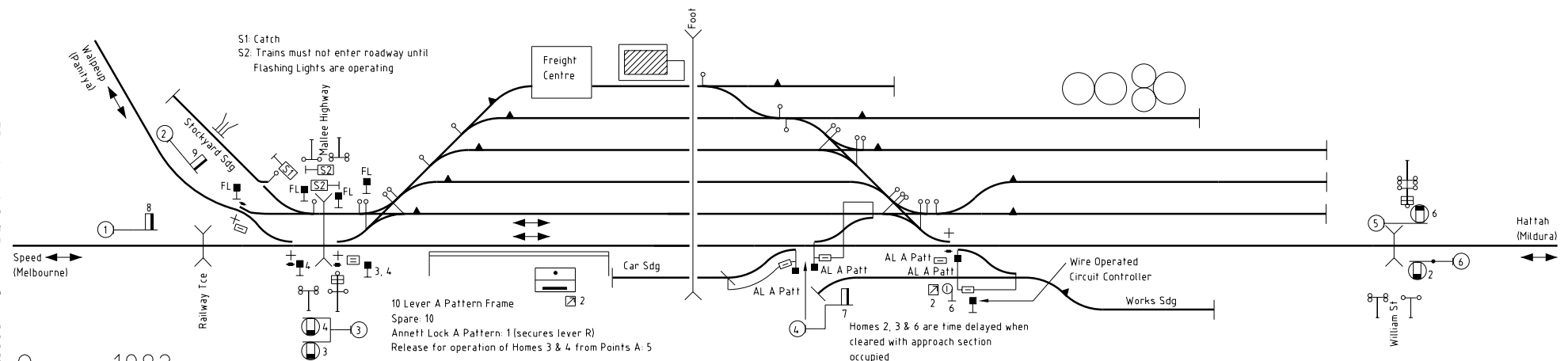
Flashing lights provided at William Street (WN 43, IR) were provided on each side of the level crossing (465.588 km) at Down end of station. New Down Departure (Post 2) provided on Up side of level crossing. Mechanical Up Home 2 replaced by a new light signal, Post 6, which is repeated at the frame. The Home 7 was electrically lit (WN 41, IR)

14.10.1982 Flashing lights provided at Ouyen Highway (467.575 km) on the Murrayville line (WN 43) (03.03.1987) The Electric Staff system between Ouyen - Hattah - Carwarp - Redcliffs will be replaced by the Train Staff and Ticket system with the section Ouyen - Redcliffs for the running of specified trains on Friday, Saturday, Sunday, and Monday. Electric Staffs must be withdrawn and secured at Hattah and Carwarp; once this is done the Train Controller will authorise the release of the Train Staff at Redcliffs. Miniature



Ouyen 1973

Based on Signalling Arrangement A0V5, Box Diagram dated 15.10.73 & Signalling Diagram 16'70



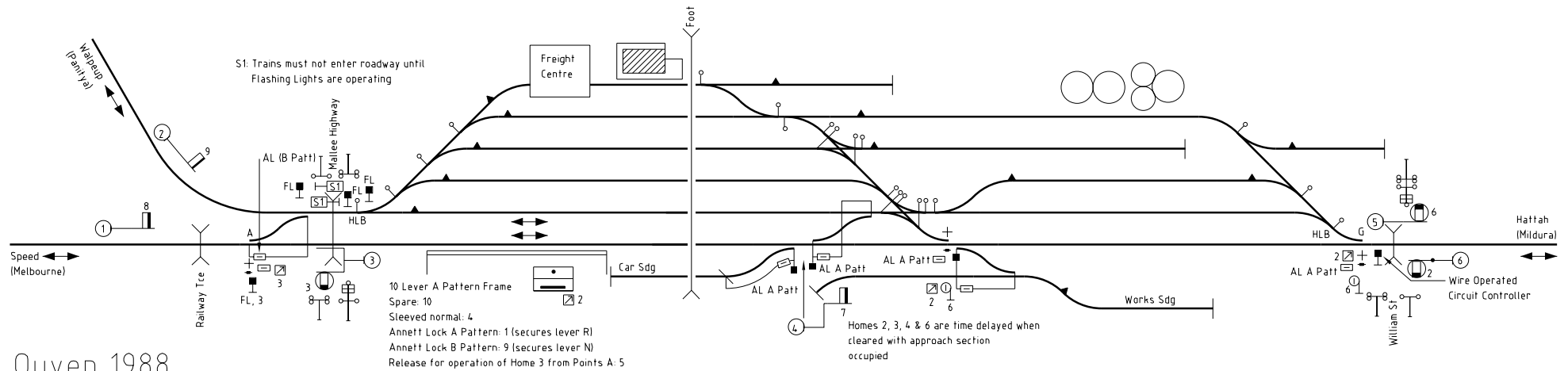
Ouyen 1982

Based on Signalling Arrangement A0V5

Version 1.0 (November 2002)

crossovers abolished. New plunger locked connection provided from main line to No 2 Track on Up side of Ouyen Highway. Stockyard siding (former Loco Sidings) abolished. Down Home 4 (Post 3) was abolished and lever 4 was sleeved normal. Alterations were made to the push buttons controlling the flashing lights. Amend Diagram 48/82 (WN 49)

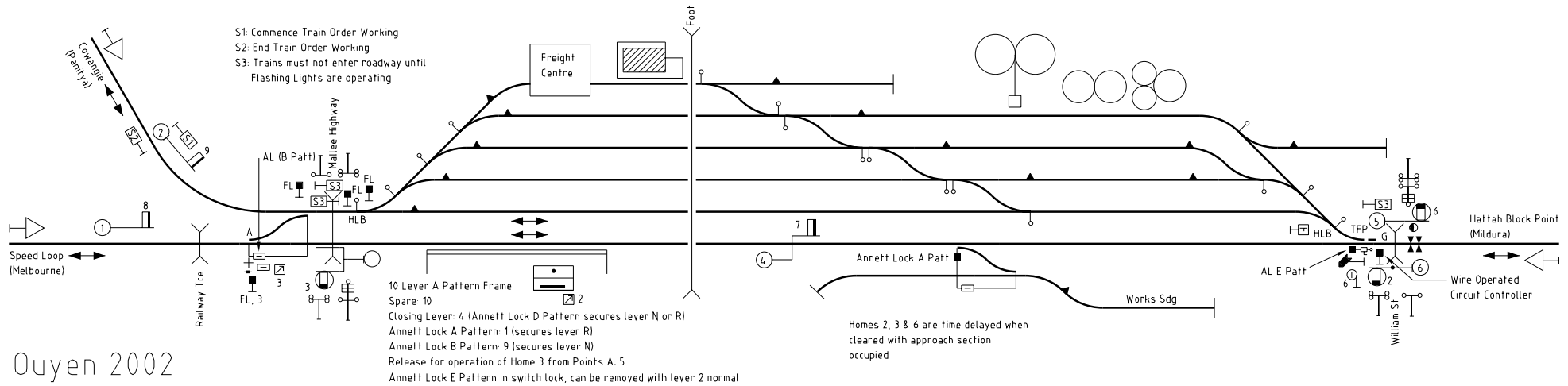
- 20.08.1987 Master Key provided at Ouyen for trains needing to run on Staff Ticket and which shunt Kiamal and Nowingi. The Master Key is normally kept in a glass fronted box. (WN 8)
- 20.08.1987 The dead end extension at the Down end of No 2 Track was connected to the main line to form an extended crossing loop. The new points are plunger locked. The signal quadrant at the new plunger locked points to work the Up Home is fitted with an Annett lock. A 5P keyswitch is provided at the points to control the Down Departure signal, Post 6. (WN 33)
- 15.08.1988 The hinged Hayes Derail at the Down end of No 6 Track was relocated to the fouling point of the Down end extension of No 6 Track (WN 33)
- (23.08.1988) Hand locking bars provided on points leading to No 6 Road to provide protection to Freight Centre employees loading and unloading (WN 33)
- 07.12.1988 Connections at the Up end rearranged. Both



### Ouyen 1988

Based on Signalling Arrangement A0V5

- 07.03.1989 The plunger locking was removed from the Down end points and a Trailable Point Machine set for No 1 Track provided. The hand throw lever of the point machine is secured by an E pattern Annett Lock. The key is secured in an electric lock at the frame. The key can be release if lever 2 (Home on Post 6) is restored to normal and a push button pressed. Closing lever 4 was provided to allow Ouyen to switch out for No 1 Track and Homes 2, 3, and 6 were converted to be non track cancelled. (WN 10)
- 19.03.1989 Train Orders with the sections Speed - Ouyen - Hattah replaced the Electric Staff system on the same sections. Special Train Staff and Ticket working between Ouyen and Redcliffs abolished. Ouyen became an Intermediate Terminal Station. (WN 12)
- (11.04.1989) Through Train Orders may be issued through Ouyen (WN 14)
- 03.11.1989 TAILS commissioned between Dunolly and Mildura (WN 45)
- 25.10.1991 The TAILS installation at the Up end of Ouyen was abolished (WN 40)
- (15.03.1994) No-one-in-charge for certain trains (WN 9\*)
- 12.10.1997 Section Authority Working replaced Train Order Working on the sections Speed Loop - Ouyen - Hattah. Ouyen may open or close. When closed Ouyen is a Block Point and when open is an Attended Crossing station. Ouyen must be open for all terminating or originating trains on the main line (WN 39)
- 25.07.1999 Train Order Working replaced Section Authority Working on the sections Speed Loop - Ouyen - Hattah Block Point. Ouyen is an Intermediate Terminal Station and may be attended or unattended. It must be attended for all moves to the branch from No 1 Road, for any arrivals from the branch, if No 2 Road is to be fouled, or a cross is to take place. Through train orders may be issued for trains 9140 and 9141. (WN 29)



Ouyen 2002

Based on Signalling Diagram 6'91, Box Diagram, Locking Sketch & Inspection