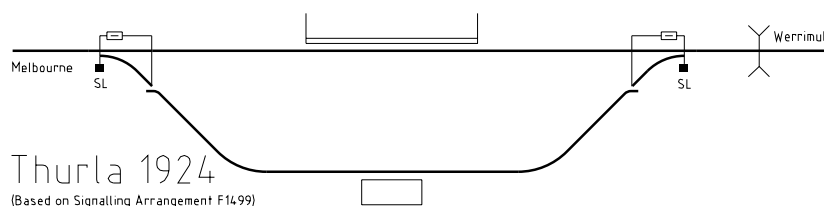


# Redcliffs - Meringur

THURLA (348 3/4 MILES)

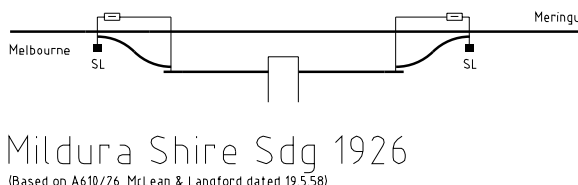
- (17.04.1923) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 16)
- 10.04.1924 Line opened Redcliffs to Werrimull. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Staff locks and rodded to catch points in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: low level 200' platform with shelter shed 17' by 8'6" with locker. Departmental residence: One Class 4. (WN 14 & 28, SLR II)



- (08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)
- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- 07.12.1953 Closed. (WN 48)

MILDURA SHIRE SIDING (351 MILES 42 CHAINS)

- 02.03.1926 Points at each end of siding are secured by Staff locks and are rodded to catch blades in siding. (SLR III)
- (05.03.1926) Open for traffic for Mildura Shire Council, Country Roads Board, and State Rivers and Water Supply Commission. Loop siding with accommodation to load 18 trucks. Loading chute situated in siding with notice boards 'Engines, Cars, Vans, High Sided Trucks and Trucks loaded above water level must not pass this post' erected on each side of chute. (A 610/26, WN 11)
- (01.03.1927) By this date used by Mildura Shire, State Rivers and Water Supply Commission, and Country Roads Board (Goods Rate Book)



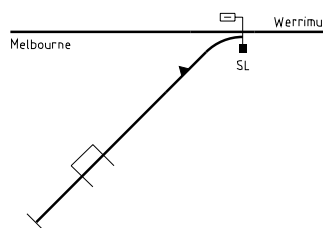
- (08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)
- (15.03.1932) Siding disconnected (WN 11\*)
- 31.03.1932 Staff locks removed (SLR III)
- (22.10.1940) Siding dismantled (WN 43)

BALLAST SIDING (353 1/4 MILES, 10 MILES 66 CHAINS LOCAL)

- 01.09.1925 Siding provided to supply ballast for extension to Meringur. Points in main line secured by Staff lock and scotch block provided in siding. Siding situated at 10 miles 66 chains (local mileage) (WN 36, SLR III, 'Rails to the Millewa North, McLean, ARHS, 1975)
- late 1925 Siding removed (McLean)

Ballast Sdg 1926

(Based on WN 36/25 & McLean)

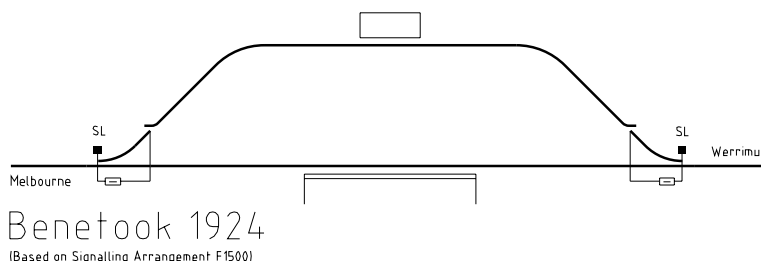


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 BENETOOK (355 MILES)
 

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- (17.04.1923) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 16)
- 10.04.1924 Line opened Redcliffs to Werrimull. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Staff locks and rodded to catch points in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: low level 200' platform with shelter shed 17' by 8'6" with locker. Departmental residence: One Class 4 and portable hut. (WN 14 & 28, SLR II)



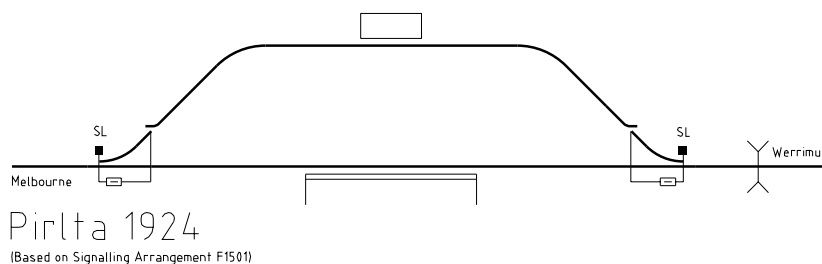
- (07.07.1925) Caretaker provided (WN 27 & 28)
- 02.11.1928 Opened as Temporary Staff station for about one month due to running of ballast train. Sections Redcliffs - Benetook - Meringur (A3251/28)
- (08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)
- 21.06.1939 Caretaker withdrawn. Now no-one-in-charge (WN 23)
- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- 01.03.1970 Closed. (WN 7)

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 PIRLTA (360 1/2 MILES)
 

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- (17.04.1923) Open for goods in truck loads (minimum 3 tons) inwards and outwards as Taparoo. Trains operated by construction branch. (WN 16)
- (02.01.1924) Renamed 'Pirlta'. (WN 1\*)
- 10.04.1924 Line opened Redcliffs to Werrimull. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Staff locks and rodded to catch points in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: low level 200' platform with shelter shed 17' by 8'6" with locker. Departmental residence: One Class 4 and portable hut. (WN 14 & 28, SLR II)



- (02.12.1924) Caretaker provided. (WN 49)
- (08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)
- 24.05.1939 Caretaker withdrawn. Now no-one-in-charge (WN 23)
- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- (28.03.1989) Line closed by this date (WN 12)

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**MERRINEE (366 MILES)**

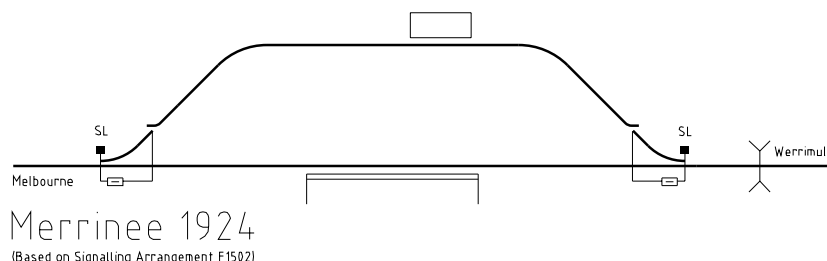

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(05.06.1923) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 16)

10.04.1924 Line opened Redcliffs to Werrimull. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Staff locks and rodded to catch points in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: low level 200' platform with shelter shed 17' by 8'6" with locker. Departmental residence: One Class 4. (WN 14 & 28, SLR II)



30.06.1925 Caretaker provided (WN 26)

05.02.1931 Opened as Staff station to allow trains to be worked to Merrinee and return while another train runs to Meringur; trains are not permitted to cross at Merrinee. Sections now Redcliffs - Merrinee - Meringur. Guard in charge of signalling. Driver of Merrinee (i.e. second) train to approach Merrinee cautiously and slow to 10 mph about 440 yards from the points. Train is not to enter Merrinee until the Driver can see that No 1 Road is clear and that not train is entering the station from Meringur. Before entering the Meringur section the Guard must place three detonators 600 yards from the facing points and remove them once shunting is complete. The Guard of the Meringur (i.e. first) train must contact the Caretaker at Merrinee before departure to check if the second train has left Merrinee. If not, the train must approach Merrinee in the same fashion as described for the second train. (A242/31)

(08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)

07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)

09.01.1950 Caretaker withdrawn. Now no-one-in-charge (WN 50\*)

28.03.1950 Closed as Staff station. Section now Redcliffs - Meringur. May open as telephone block post in section (WN 14)

(28.03.1989) Line closed by this date (WN 12)

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**KARRAWNNA (372 1/4 MILES)**

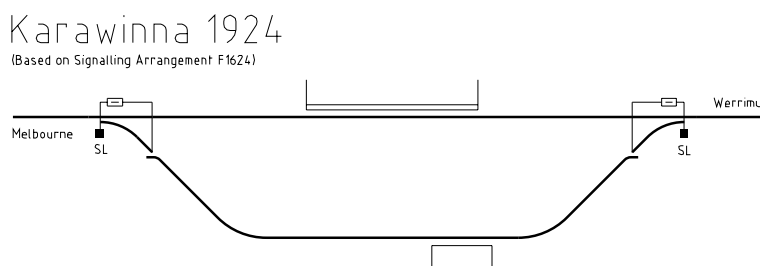

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(25.09.1923) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 16)

10.04.1924 Line opened Redcliffs to Werrimull. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Staff locks and rodded to catch points in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: low level 200' platform with shelter shed 17' by 8'6" with locker. Departmental residence: One Class 4 with portable hut. (WN 14 & 28, SLR II)



(16.12.1924) Caretaker provided (WN 51\*)

(08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)

07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)

20.06.1950 Now no-one-in-charge (WN 27)

(28.03.1989) Line closed by this date (WN 12)

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WERRIMULL (378 MILES)

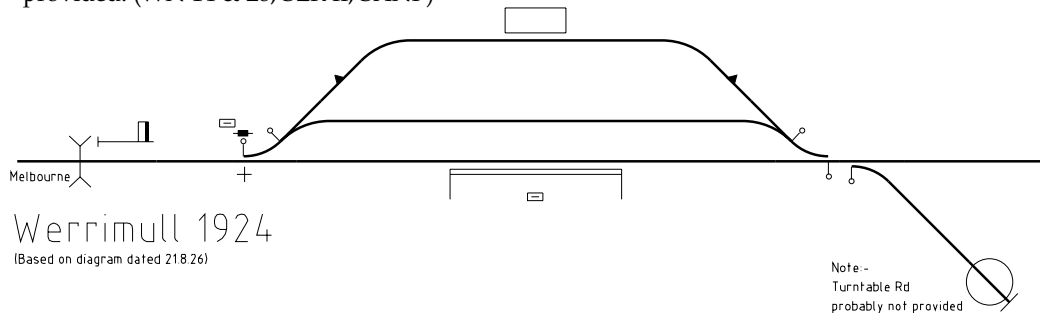
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(18.12.1923) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 51)

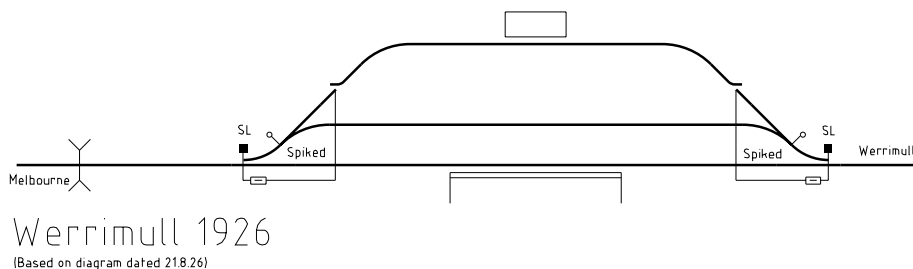
10.04.1924 Line opened from Redcliffs. Opened for passengers and goods. No-one-in-charge. Line worked by Train Staff and Ticket with section Redcliffs - Werrimull (No 2 Pattern Lock Staff). Master key provided for section. Two loop sidings provided with space for one other. Down Home signal provided and points at Up end secured by plunger lock. Home signal normally at clear. Guard in charge working; Guard is responsible for restoring Home to stop and withdrawing plunger for shunting. Home must be recleared before departure. Guard to telephone arrival of train to Redcliffs when travelling on Staff Ticket. Scotch blocks provided at each end of No 3 Road. Telephone communication provided. Good facilities: temporary sheep races and yard; Good platform 25' by 16' with ramp at Down end. Passenger facilities: Type A station buildings (Office 12' by 10' and Waiting Room 12' by 10'); 250' low level platform; Van Goods shed 12' by 10'. Turntable and water not provided. (WN 14 & 28, SLR II, SANP)



(16.12.1924) Caretaker provided (WN 51\*)

30.10.1925 Line extended to Meringur. Closed as Staff station; section now Redcliffs - Meringur. No 2 Road spiked out of use. Points at Down end secured by Hand Locking Bar and padlock. (A2626/25, WN 11/26\*)

02.03.1926 Points secured by Staff locks and rodded to catch points in siding. Plunger lock removed from Up end points. Home signal removed to Meringur (SLR III, SANP)



(17.02.1931) No 2 Road unspiked and scotch blocks provided at each end. Points at each end normally lie for No 3 Road. To provide greater convenience in loading operations in No 3 Road, a Down train placing empties or an Up train clearing loading may place loaded trucks in No 2 Road for clearance by a subsequent Up train (WN 7/31)

(08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)

07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)

28.03.1950 Closed as Staff station. Section now Redcliffs - Meringur. May open as telephone block post in section (WN 14)

(10.03.1953) No 2 Road removed (WN 10)

(11.09.1973) Now no-one-in-charge (WN 37\*)

(28.03.1989) Line closed by this date (WN 12)

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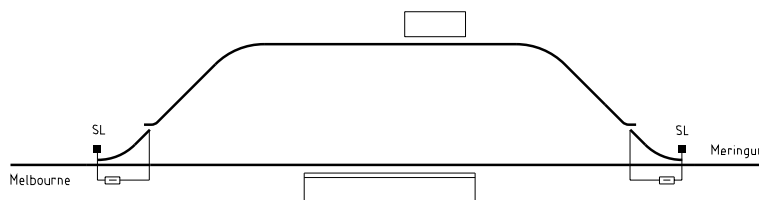
**BAMBILL (383 1/2 MILES)**


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- (07.12.1925) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 28)
- 30.10.1925 Line extended from Werrimull to Meringur. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Hand Locking Bars and Padlocks and Scotch Blocks provided in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: 200' low level platform with motor ramp at Down end and shelter shed 17' by 8'6" with locker. Departmental residence: One Class 3. Water supply provided at 46 miles 66 chains (local). (A 2626/25, WN 11\*)
- 02.03.1926 Points secured by Staff locks and are rodded to catch points in siding (SLR III)



Bambill 1926

(Based on A2626/25 & Langford diagram dated 19.5.58)

- (20.12.1927) Caretaker provided (WN 51\*)
- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- 31.07.1944 Now no-one-in-charge (WN 30)
- 12.04.1977 Closed (WN 16)
- 12.05.1977 Staff locks removed (SLR III)

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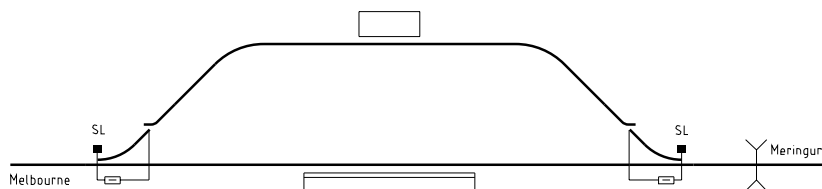
**YARRARA (388 MILES)**


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- 30.10.1925 Line extended from Werrimull to Meringur. Opened for passengers and goods. No-one-in-charge. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Hand Locking Bars and Padlocks and Scotch Blocks provided in siding. Goods facilities: 8 graded grain sites; goods platform 25' by 16' with ramp at Down end. Passenger facilities: 200' low level platform with motor ramp at Down end and shelter shed 17' by 8'6" with locker. Departmental residence: 10' by 8' portable hut. (A 2626/25, WN 11\*)
- 02.03.1926 Points secured by Staff locks and are rodded to catch points in siding (SLR III)



Yarrara 1926

(Based on A2626/25 & Langford diagram dated 19.5.58)

- (08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)
- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- 02.09.1975 Catch points at Down end replaced by scotch block. Main line points at Down end equipped with WSa lever. (SLR III)
- (28.03.1989) Line closed by this date (WN 12)

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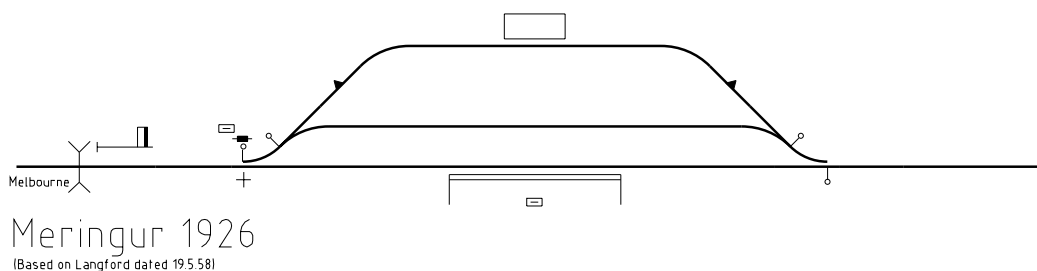
**MERINGUR (393 1/4 MILES)**


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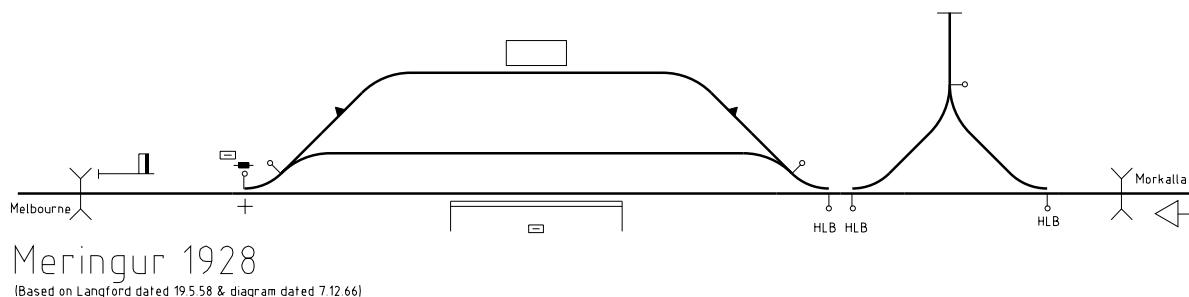


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- 30.10.1925 Line extended from Werrimull to Meringur. Opened for passengers and goods. Caretaker. Line worked by Train Staff and Ticket with section Redcliffs - Meringur (No 2 Pattern Lock Staff). Master Key provided. Two loop sidings 18 chains overall with space for one other. Points in main line secured by Hand Locking Bars and Padlocks and Scotch Blocks provided in siding. Guard in charge working. Guard to telephone arrival of train to Redcliffs when travelling on Staff Ticket. Telephone communication provided. Good facilities: temporary sheep races and yard at Up end; Good platform 50' by 16' with ramp at Down end; 8 grain sites. Passenger facilities: Type A station buildings (Office 12' by 10' and Waiting Room 12' by 10'); 250' low level platform with ramp at Up end and cart dock 50' from up end; Van Goods shed 12' by 10'. Departmental residence: Class 3. No turntable or water supply provided. (WN 11\*, Staff Register)
- 02.03.1926 Up end points secured by plunger lock and Down Home signal provided. (SLR III)

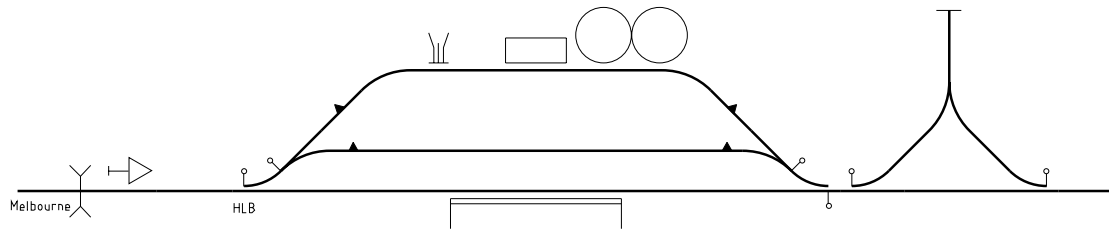


- (?.12.1927) Caretaker provided (WN 51)
- (03.01.1928) Reversing triangle provided at Down end (WN 1\*)
- 05.02.1931 Merrinee opened as a Staff station; sections now Merrinee - Meringur (A242/31)
- (21.04.1931) Permission granted to stand vehicles in No 2 Road when there is not sufficient siding accommodation. Scotch blocks provided at each end of No 2 Road (WN 16)
- 16.06.1931 Line extended from Meringur to Morkalla. Points at Down end to sidings and reversing triangle secured by Hand Locking Bars and padlocks. Location Board provided at Down end about 440 yards from station. When Down train arrives on Ticket and is proceeding to Morkalla, Guard must place Down Home to Stop. Following Down train must come to a stand at Home signal and Guard walk forward to take charge of signalling. Returning Up train from Morkalla must come to a stand at Location Board and Guard must walk forward to



- determine situation. (WN 27)
- (08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)
- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- (01.07.1941) No 2 Road spiked out of use. Scotch block at Up end of No 3 Road moved further out to provide 148 feet between scotch block and stock race (WN 26)
- 28.03.1950 Merrinee closed as Staff station; section now Redcliffs - Meringur (WN 14)
- 02.06.1959 Meringur - Morkalla section only open for carriage of wheat. Trains only run as required (WTT 42/59)
- 19.03.1964 Line to Morkalla officially closed: in view of poor response during the record 1963/4 season, Commissioners do not propose to re-open the Meringur - Morkalla section in future. Train service previously seasonal. (Secty 63/12341)
- (16.11.1965) Line to Morkalla closed (WN 46)

28.06.1967 Down Home and plunger lock removed. Points at Up end equipped with CCW lever and hand lock bar and padlock. Location Board provided 440 yards from Up end points (WN 27, SLR III)



### Meringur 1967

(Based on Langford dated 19.5.58 & diagram dated 7.12.66)

??.10.1968 Triangle removed. (McLean)

(03.12.1968) Caretaker withdrawn. Now worked under no-one-in-charge conditions. (WN 49)

(28.03.1989) Line closed by this date (WN 12)

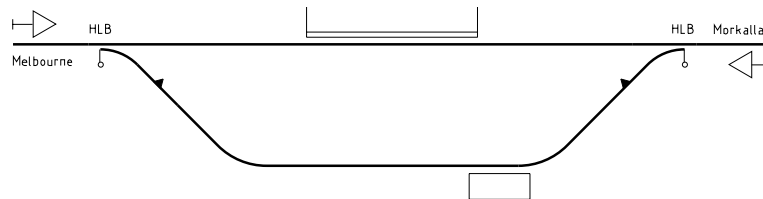
## KARWEEN (397 1/2 MILES)

(27.01.1931) Open for wheat in truck loads outwards. Trains operated by construction branch. (WN 4)

16.06.1931 Line opened Meringur to Morkalla. Opened for passengers and goods. No-one-in-charge. Supervised by SM Redcliffs. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Hand Locking Bars and Padlocks. Scotch blocks provided in siding. Goods facilities: goods platform 25' by 16' with ramp at Down end. Passenger facilities: low level 200' platform with shelter shed 17' by 8'6" with locker. (WN 23\*, 25, 27)

### Karween 1931

(Based on A1117/31 & Langford diagram dated 19.5.58)



(08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)

07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)

02.06.1959 Meringur - Morkalla section only open for carriage of wheat. Trains only run as required (WTT 42/59)

19.03.1964 Officially closed: in view of poor response during the record 1963/4 season, Commissioners do not propose to re-open the Meringur - Morkalla section in future. Train service previously seasonal. (Secty 63/12341)

(16.11.1965) Closed. (WN 46)

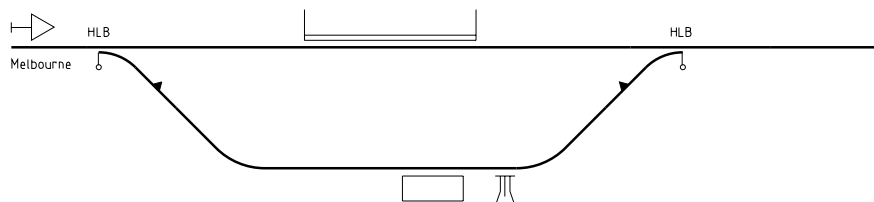
## MORKALLA (402 3/4 MILES)

(27.01.1931) Open for goods in truck loads (minimum 3 tons) inwards and outwards. Trains operated by construction branch. (WN 8)

16.06.1931 Line opened Meringur to Morkalla. Opened for passengers and goods. No-one-in-charge. Line worked by Train Staff and Ticket with section Meringur - Morkalla. Guard in charge of signalling. One loop siding provided 18 chains overall with space for two others. Points in main line secured by Hand Locking Bars and Padlocks. Scotch blocks provided in siding. Location Board provided. Goods facilities: goods platform 50' by 16' with ramp at Down end. Passenger facilities: 250' low level platform with ramp at Up end, cart dock, shelter shed 12' by 8'6" and van goods shed 12' by 10'. (WN 23\*, 25, 27)

### Morkalla 1931

(Based on A1117/31 & Langford diagram dated 19.5.58)



(08.03.1932) Now supervised by Travelling Stationmaster based at Redcliffs (Class 8) (WN 10)

(04.07.1939) Passenger facilities removed. (WN 27\*)

- 07.09.1939 Travelling Stationmaster withdrawn. Now supervised by SM Redcliffs (WN 36)
- 02.06.1959 Meringur - Morkalla section only open for carriage of wheat. Trains only run as required (WTT 42/59)
- 19.03.1964 Officially closed: in view of poor response during the record 1963/4 season, Commissioners do not propose to re-open the Meringur - Morkalla section in future. Train service previously seasonal. (Secty 63/12341)
- (16.11.1965) Closed. (WN 46)