Warragul

(61 miles 20 chains 0 links, 96.766 km)

Gallaghers Lane (60 miles 37 chains)

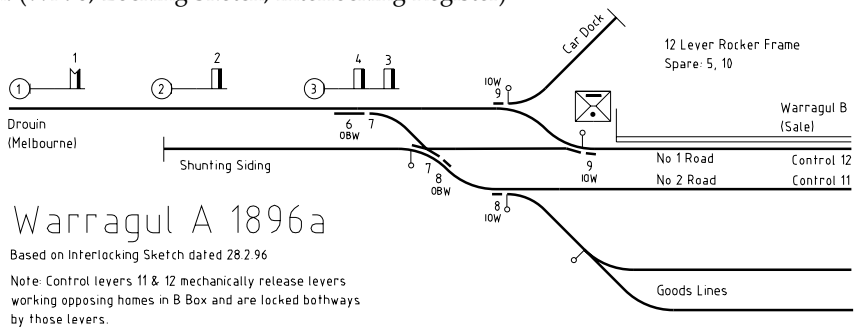
30.10.1945 Flashing lights provided. Work automatically for all trains. (WN 45, AGST 16/298/2)
80.09.1971 Provision of back lights on flashing light masts 1 & 2 (CI)
12.10.1983 Flashing light approaches lengthened (CI)
09.08.1988 Boom barriers provided at Colman St (formerly Gallaghers Ln). Three position Down Automatic D3149 provided. (WN 31)

Warragul

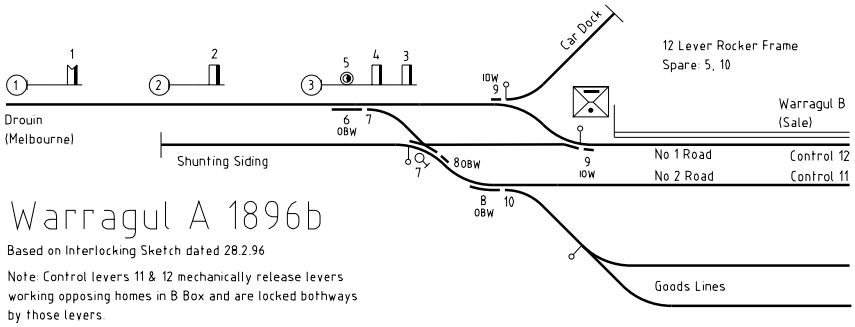
01.03.1878 Line opened between Bunyip and Moe (Chronological Index)
(01.04.1878) By this date, Staff & Ticket working in force with sections Drouin - Warragul - Moe (WTT, previous issue 4.3.78)
(01.04.1880) By this date, Waterloo (Yarragon) opened as Staff station, section now Warragul - Waterloo (WTT, previous issue 1.3.80)
(03.12.1885) By this date, Darnum opened as a Staff station and Telegraph Block in force. Sections Drouin - Warragul - Darnum (WTT, prev issue 1.12.82)
(17.03.1890) By this date, Winters Block replaced Telegraph Block on the sections Drouin - Warragul - Darnum (WTT prev issue 12.8.89)
12.05.1890 Line to Jindavick (Rokeby) opened. Staff & Ticket provided Warragul - Jindavick (CI, WTT issue 11.8.90 prev issue 17.3.90)
18.03.1892 Branch line extended from Rokeby to Neerim Sth. Rokeby closed as Staff station and section now Warragul - Neerim Sth (CI)
20.05.1896 Special instruction: Guard will be in charge of signalling at Darnum, Yarragon, and Trafalgar for No 13 Down Goods. Winters Block between Warragul and Darnum suspended for this train. Telegraph message (effectively APIX/ACRE) sent between Warragul and Moe (WN 47)

Warragul A

27.08.1896 Warragul interlocked and 'A' box provided at Up end with 12 lever Rocker frame (2 spare). Diagram 500'96 provided. (WN 8, Locking Sketch, Interlocking Register)



20.11.1896 Disc 5 provided on Post 3 (for moves to goods sidings) and Points 10 at neck of No 2 interlocked. Now no spare levers (IR, LS)



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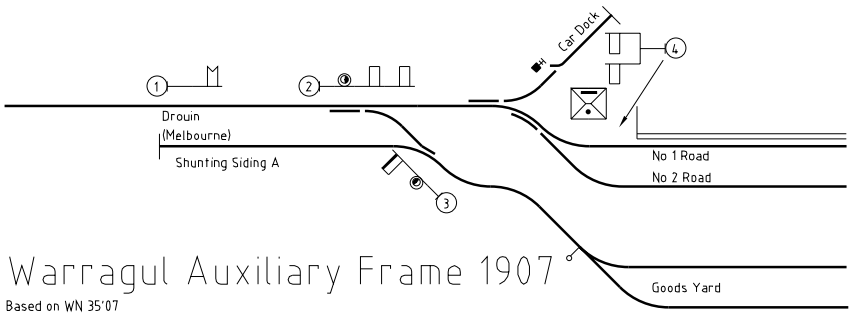
04.02.1900 Large Electric Staff instruments replaced Staff & Ticket and Single Line Block Drouin - Warragul (by No 17 Down Goods) (WN 32)

(02.09.1907) Downgraded to Auxiliary Frame working connections to goods yard and car dock. Now an 8 lever self contained frame with 3 signal levers, 2 point levers, 2 lockbar levers, and 1 crosslock lever. Diagram 485/07 replaced 500/06 (sic) (WN 35, IR)



(28.08.1909) Special instruction: When an Up goods train is departing from the goods yard, the last vehicle must have passed the Down Distant before the crossover can be restored to normal. This is to prevent the Signalman at the signalbox on the platform ('A' box) from letting a second train to proceed out onto the main line at the Up end of the station before the line between Posts 1 and 2 is clear (WN 34)

(10.05.1915) Works Siding provided at Up end of yard outside Post 2 for new island platform. Points in main line secured by hand locking bar and padlock with scotch block in siding. When a ballast train needs to enter siding, the driver must have an electric staff for the section and retain it until the train returns to the yard. The guard is reponsible for unlocking the points (WN 19)

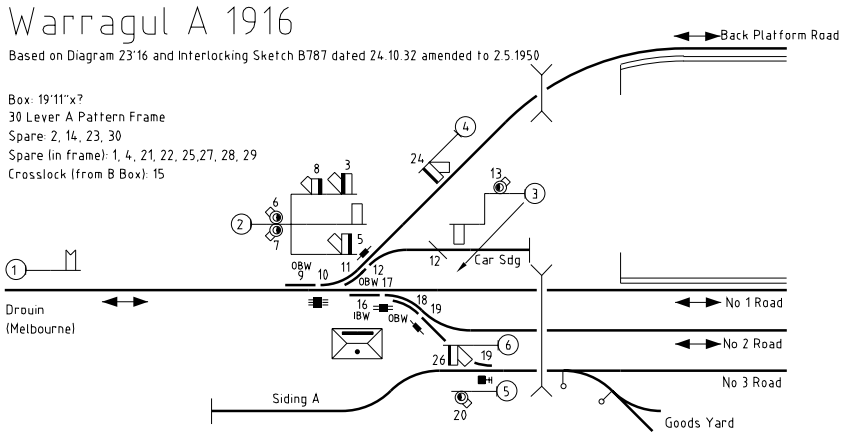
20.06.1915 Connection from main line to goods yard moved further out and Shunting Siding A abolished. Post 2 relocated. Post 3 relocated 70 yards further out and Disc abolished. Now 2 signal levers, 2 point levers, 1 lockbar lever, 1 crosslock lever, and 1 spare (sic). (WN 25, IR)

(21.06.1915) Points to Works Siding secured by Staff lock and rodded to a Derail (WN 25)

08.12.1915 Carriage Dock abolished (WN 49)

01.09.1916 New signalbox provided with 30 lever frame, but still referred to as 'Auxiliary Frame'. Frame contains 6 signal levers, 4 point levers, 3 lockbar levers, 1 crosslock, and 16 spares (IR)

01.11.1916 Back platform brought into use. Auxiliary Frame renamed 'Warragul A', but still operated as a subsidiary frame to Warragul B. B Box works main line signals and controls signals for other moves. Locking sketch suggests Warragul A was originally intended to fully work Up end of yard. Spare levers (in frame): 1 (Down Distant), 4 (Down Home to No 1), 21(Siding A to No 3 or Goods Yard), 22 (No 3 or Goods Yard to Siding A), 25: (Control Back Platform), 27 (Control No 2 Road), 28 (No 1 to main line), and 29 (Control No 1 Road). Diagram 23/16 replaced 10/16. (WN 45, IR, A3519)

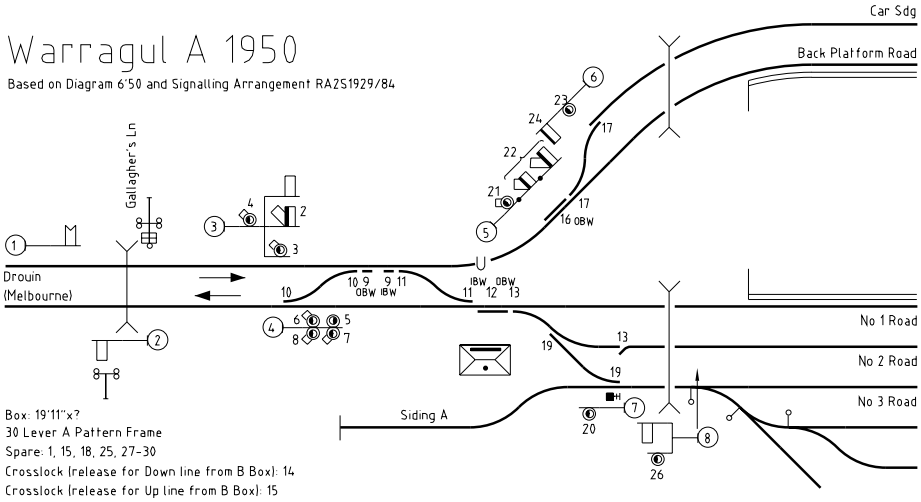


c12.1916 Post 6 replaced by new bracket post located on Down side of overbridge. Home 26 on left hand doll and Home from Post 3 relocated to right hand doll of new post. Derail 12 replaced by catch points. (Diagram)

22.03.1945 Slack wire controllers replaced by drop-off controllers (CI)

23.10.1949 Car Siding replaced by new siding behind Back Platform Road. Points 12 and Lockbar 11 relocated. Post 5 (Post 3 on 1916 diagram) abolished and Disc 13 relocated to Post 6 (Post 4 on 1916 diagram). Levers & locking not altered (LS B787)

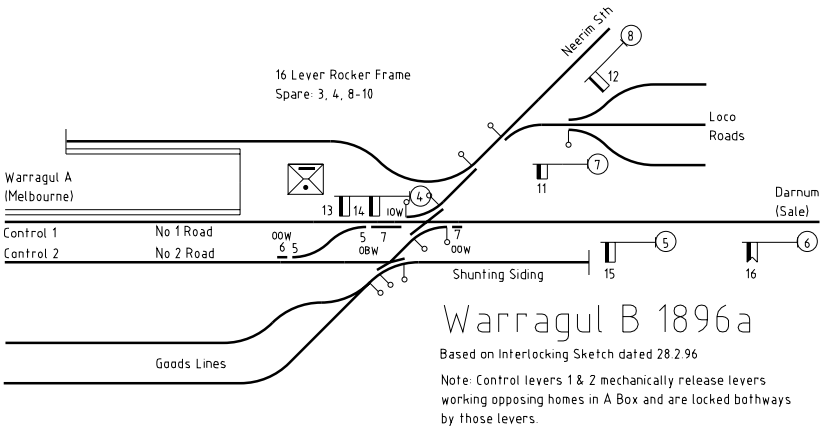
20.08.1950 Line duplicated between Drouin and Warragul. Track work and signals at Up end extensively altered, but A Box is still an auxiliary frame. Diagram 6/50 replaced 2/50. (WN 35, ACTM 18/151/2 & 18/155/1)



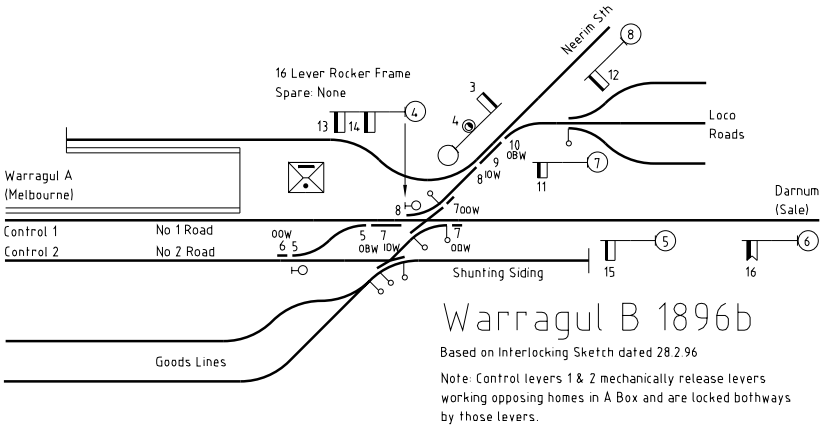
18.12.1971 Points 19D renewed in 94lb material (CI)
22.09.1973 Foundations renewed in front of signalbox (CI)
02.08.1978 Detector added so that Disc 20 mechanically detects Points 19 reverse (WN 32)
02.11.1980 Machine timbers renewed (CI)
02.05.1988 Points 17 and Catch 17 spiked normal and will be removed. Crossovers 10 and 11 were abolished together with Plunger 9. Home 2 & Discs 3 & 4 (Post 3), Disc 5 (Post 4), Disc 21 (Post 5), and Home 24 & Disc 23 (Post 6) were abolished. Levers 2-5, 9-11, 17, 21, 23, & 24 were sleeved normal. Lever 16 became a pilot lever. Amend Diagram 44/86. (WN 17)
03.05.1988 Disc 6 (Post 4) was taken out of use. Lever 6 sleeved normal (WN 19)
13.05.1988 No 2 & 3 Tracks were booked out of use and Siding A abolished. Points 13 and 19 were spiked normal. Disc 20 (Post 7) and Disc 26 (Post 8) were abolished. Levers 7, 8, 12, 13, 19, 20 and 26 were sleeved normal. Release levers in B Box sleeved normal. Effectively abolished. (WN 22)
07.08.1988 Box abolished. (WN 32)

WARRAGUL B

27.08.1896 Warragul interlocked and B box provided at Down end with 16 lever Rocker frame (5 spare). Diagram 500'96 provided. (WN 8, Locking Sketch, Interlocking Register)

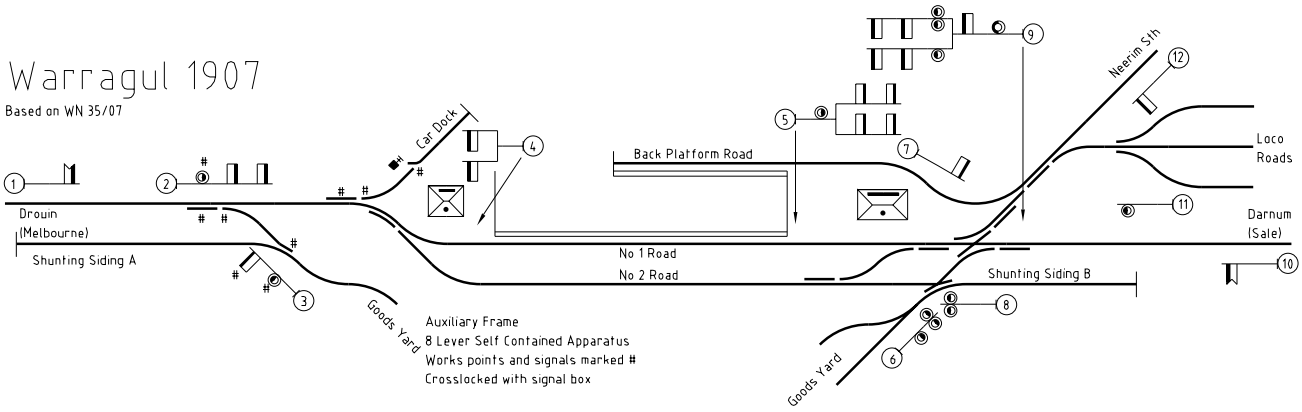


20.11.1896 Junction points and points in Neerim line interlocked and additional post provided. Levers 3, 4, 8-10 now working with no spare levers (IR, LS)



09.03.1900 Large Electric Staff instruments replaced Staff & Ticket and Single Line Block Warragul - Darnum (WN 37)

01.09.1907 Down end fully interlocked. Box now known simply as 'Warragul'. New 55 lever frame providedwith 28 signal levers, 9 point levers, 6 lockbar levers, 1 crosslock lever and 9 spare. Diagram 485/07 replaced 500/06 (sic) (WN 35, IR)



(26.10.1908) Catch points provided in each Loco Road. No change in working levers. Post 4 relocated 25 yards further out. Diagram 798/08 replaced 485/07. (WN 43)

25.06.1915 Works Siding provided at Down end of yard behind Back Platform Road facing Up trains. Existing connection to Butter Factory Siding off Back Platform Road removed and Butter Factory Siding connected to Works Siding. Crossover to Works Siding connected to frame. Point indicator attached to Down end points of crossover. New ground disc, Post 5A, provided for moves from Works Siding. Post 7 relocated clear of new crossover. Extra point and signal lever in use in frame. (WN 26, IR)

01.08.1915 Crossover between No 1 and No 2 Roads adjacent to the signalbox was abolished and a new crossover provided in the lead between the Goods Yard and the Neerim line. Siding B extended. A direct connection has been made between Nos 3 and 4 Roads and the Cattle Siding which is now known as Siding D. The connection between Nos 5, 6, & 7 Roads and the main and branch lines has been abolished and these roads are connected to Siding D. A connection is provided between Siding D and the main line at the Down end. Post 8 has been relocated clear of the fouling point. Discs on Post 6 now read: left hand - No 3/4 to Branch, top right hand - No 3/4 to Main, bottom right hand - No 3/4 to Siding D; and on Post 8: left hand - Siding B to Nos 5/6/7 or Nos 3/4 via Siding D (hand points between these two groups of sidings), right hand - Siding B via straight road to Nos 2/3/4 (point indicator provided at points to No 2 Road). New Post 9A provided: Home to Post 9, Disc to 5/6/7 via D or 3/4 via D. (WN 32, IR)

(06.03.1916) Post 3 relocated 23 yards further in (WN 10)

14.09.1915 Alterations to interlocking; one signal lever abolished (IR)

26.04.1916 New connection provided from Back Platform to Neerim line. Connection to Works Siding and Ground Disc Post 5A and Post 7 remain. Post 11 abolished and disc relocated to new Post 11. Signals on this Post read: Home: to Post 9, right hand disc: to Back Platform or Works Siding, left hand disc: from Loco Roads to E. (WN 18, IR)

31.05.1916 Track and signal alterations. Connections to goods yard at Up and Down end rearranged. Diagram 10/16 replaced 798/08. (WN 23, IR)

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01.11.1916 Back platform brought into use. Final re-arrangement of tracks. New box provided named 'Warragul B'. Contains 93 lever frame with 53 signal levers, 18 point levers, 15 lockbar levers, 1 crosslock lever, and 6 spare. Diagram 23/16 replaced 10/16. (WN 45, IR, A3519)

c12.1916 Post 4 replaced by new bracket post on Down side of overbridge. Home on Post 3 relocated to right hand arm of new Post. Diagram 28/16 replaced 23/16. (Diagram 28/16)

(13.05.1926) Catch points in Butter Coy's Siding and Post 10 moved 50 feet closer to Noojee line (WN 21 extracts)

08.06.1927 Post 1 replaced by a new post 300 yards further out and distant probably motorised. Down Outer Home, Post 1B, worked by lever 72 and Up Starting, Post 2B, worked by lever 45 provided. Down Distant 72 now worked by lever 73. Home 45 now worked by lever 41. Disc 41 now worked by lever 25. By this date derail in Car Siding replaced by catch. (WN 24 extracts, Locking Sketch M19, Diagram 17'27)

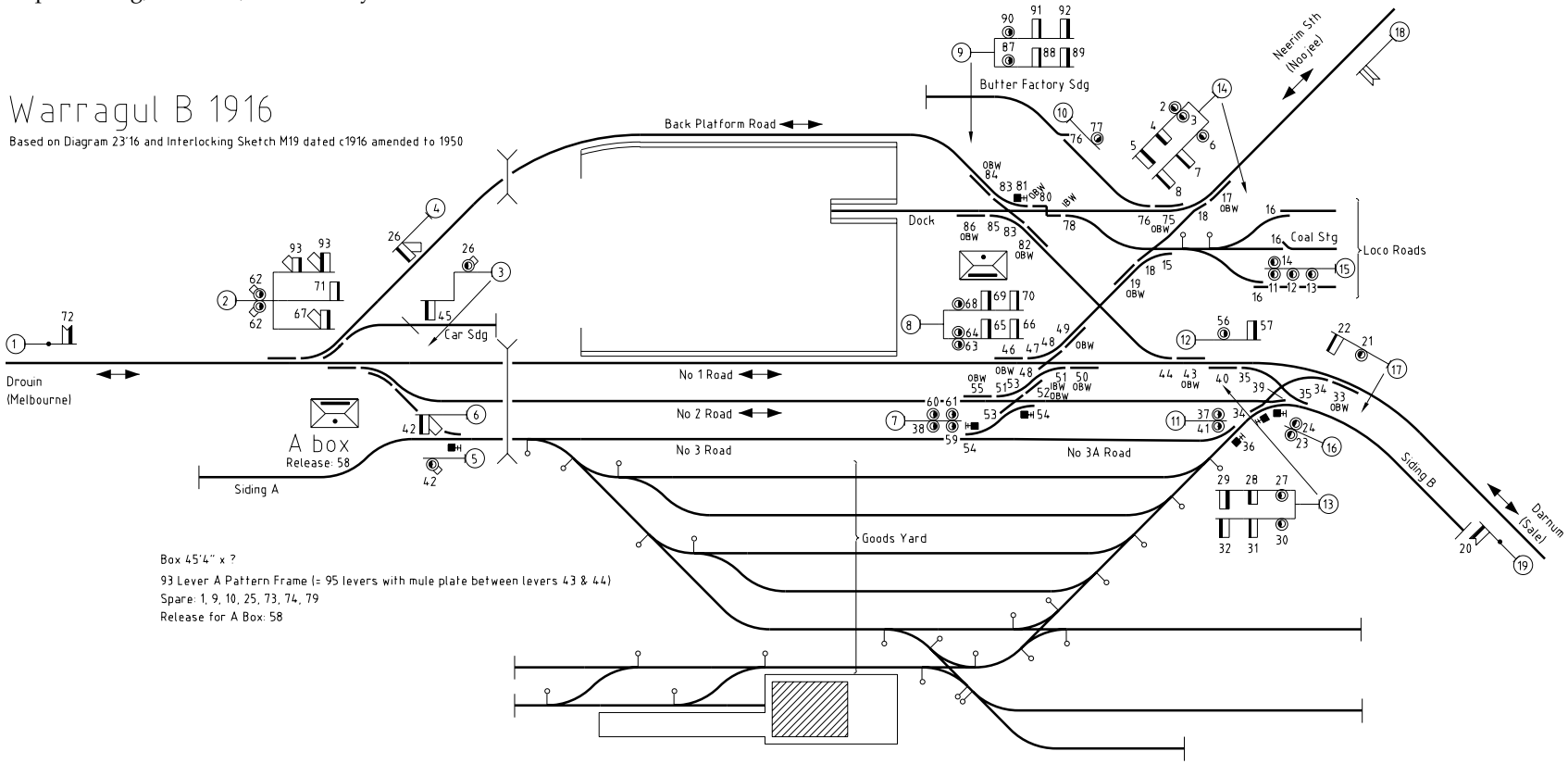
28.11.1927 All posts renumbered (except for Post 1). Diagram 17'27 provided. (WN 49 extracts)

05.05.1930 Texas Oil Coy Siding opened for inwards and outwards goods in truck loads. Leads off Noojee line between Posts 16 and 20. Points face Down train and are secured by a Staff lock rodded to catch points. Has accommodation for two 25' trucks inside gate. Worked by pilot from Warragul. A Master Key lettered 'Texas Oil Company's Siding' provided to allow siding to be shunted in the absence of the Train Staff. Key normally kept in Office safe. Handed to Signalman when it is necessary to shunt the siding. Signalman must comply with GA p552-4 clause 7, and must not send the Awak message until key is returned to him. (WN 19, WN 26 extracts, Locking Sketch M19)

30.06.1930 From this date the passenger service to Noojee withdrawn. Replacement bus service operated by Mr Stewart Devine (WN 26)

?.1930 Water column (8" automatic) provided between Nos 2 & 3 Roads at Up end of yard behind Post 7 (WN 29)

04.10.1930 To allow Signalmen to foul Noojee line outside Home signal when SM at Neerim South is absent from his station with the goods train, permission must be obtained by exchanging



Agne & Audi messages before the goods train leaves Neerim South. Awak message exchanged as soon as practicable after Goods train arrives back at Neerim South (Station Scrapbook)

(01.05.1936) Porter on 3 am shift must extinguish lamps on Posts 13, 18, and 19, together with buffer stop lamp on Siding B at day light to protect petrol discharging in siding (Station Scrapbook, AGST 10/298/2)

(30.08.1938) Trains may shunt Texas Oil Siding and Butter Factory Siding (outside Post 16) in the absence of the Train Staff and when the Signalman at Neerim South is not on duty subject to the instructions in GA (p348-50) and the following. Signalman at Warragul B must exchange Agne & Audi messages with Neerim South before the later goes off duty and the Awak message when the Signalman at Neerim South comes on duty provided the Master Key is in the possession of the Signalman at Warragul B. (Station Book, AGST 11/488/3)

02.06.1940 Catch points 16 in centre (Coal Stage) and right hand Loco Roads moved 14 and 15 yards further out respectively. Post 17 moved 3 yards further out (WN 25, AGST 12/426/2)

10.06.1940 Post 21 replaced by new post 505 yards further out. Distant 20 now worked by signal motor (WN 25, Locking Sketch M14, AGST 12/427/3)

16.12.1940 Post 1 replaced by new post 605 yards further out (WN 52, AGST 14/76/2)

16.01.1946 The two turntable discs were abolished (WN 4, AGST 16/327/3)

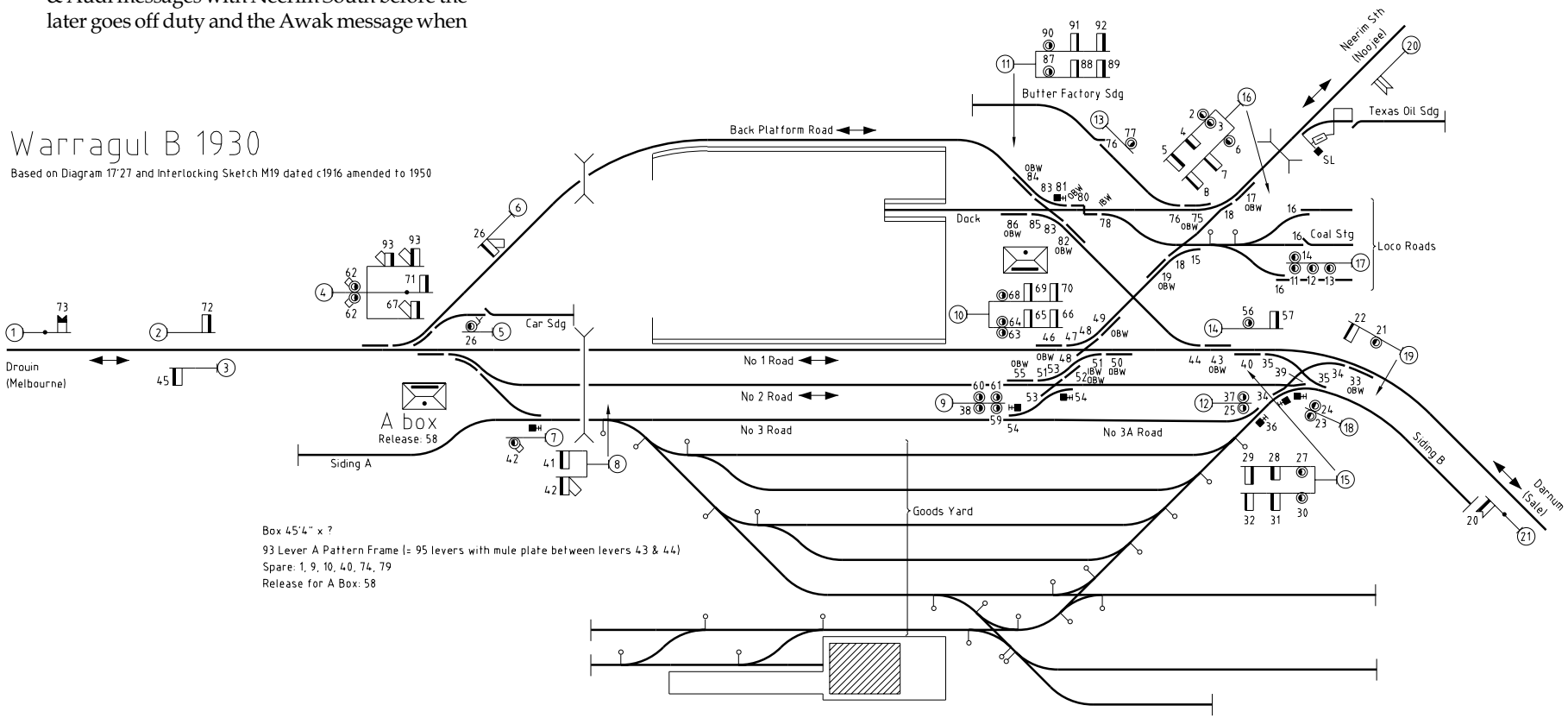
12.12.1947 Posts 10, 11, & 15 remodelled (CI)

c1948 Point rodding near signalbox covered (CI)

23.01.1949 Large Electric Staff instruments Warragul - Darnum replaced by miniature instruments (WN 5, AGST 17/357/3)

14.09.1949 Post 2 relocated 133 yards further out. Amend Diagram 17/27 (WN 38, AGST 17/478/1)

02.10.1949 Works siding (future Up line) provided towards Drouin at Up end. Points to Works Siding face Up trains and are located at 60 mile 71 chains inside Post 2. New Post 2B, with one disc, provided for moves out of siding. Disc provided under arm on Post 3 for moves to siding. Point and discs worked from four lever



auxiliary frame electrically released by lever 74 Warragul B. Amend Diagram 17/27 (WN 41, AGST 17/487/2)

24.11.1949 Post 7 moved 12 yards further out (WN 48)

23.01.1950 Works siding connected to Works siding at Drouin. Way and Works plant trains may operate in the new siding between Warragul and Drouin. Before a train may enter the siding the Signalmen at Drouin and Warragul must confer and, provided there is no other train in the siding, the work train may be signalled into the works siding. Trains entering from Warragul must not proceed past the Limit of Shunt board at Drouin (the section between the board and Drouin is used as a refuge siding). A note of the entry and exit of all work trains must be made in both TRBs. (WN 5)

25.01.1950 The Dock Road was abolished and the points 81 and 83D spiked to lie for the Back Platform Road. Homes 88 & 89 and Disc 87 on Post 11, Disc 27 on Post 15, and Disc 3 on Post 14 were abolished. Points 85 & Lockbar 86 abolished. Levers 3, 27, 85, 86, 87, 88, 89 previously working. (WN 5, LS M19, AGST 18/41/2)

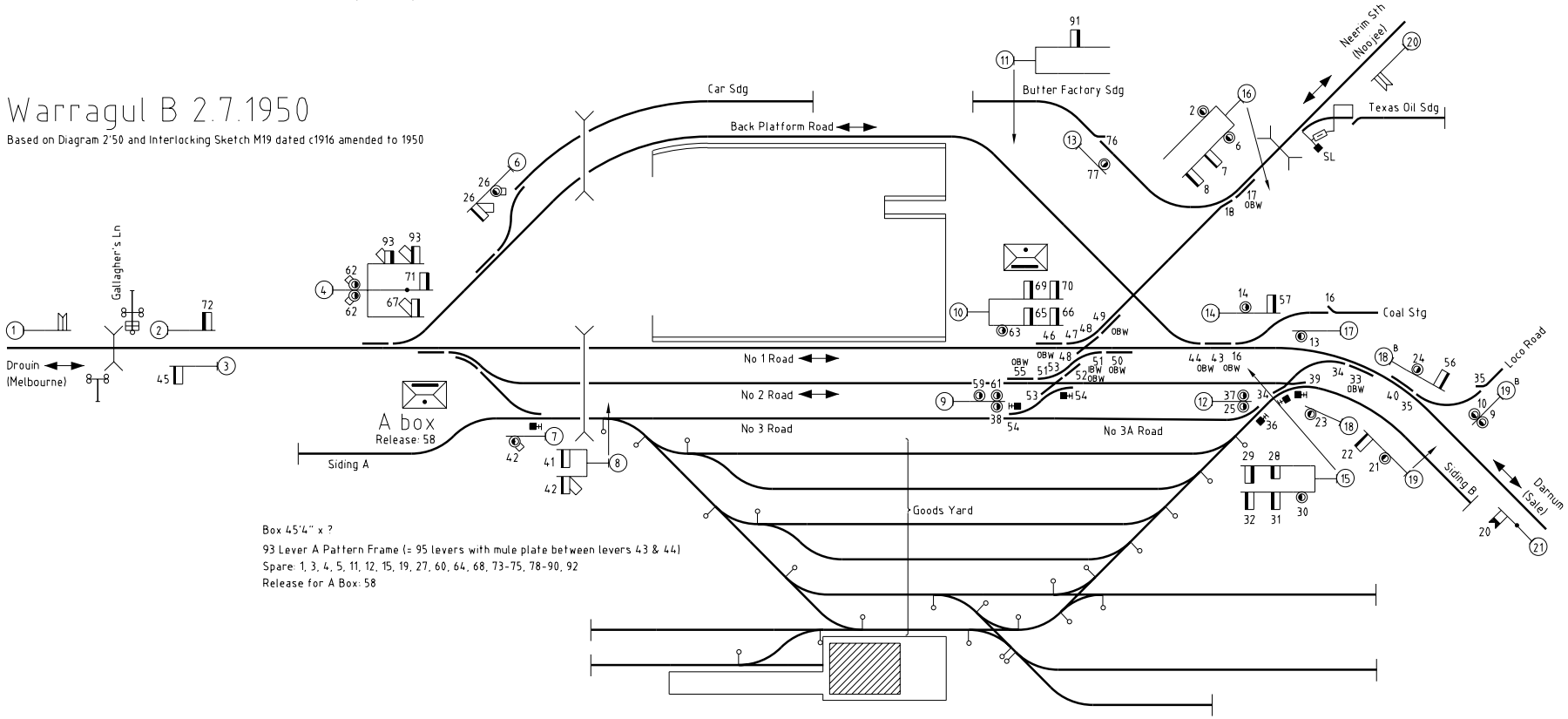
05.03.1950 The Works Siding between Drouin and Warragul became the main line and is worked under the electric staff system. (WN 12, ACTM 18/57/1)

08.03.1950 The former main line between Drouin and Warragul became a works siding. Points worked by auxiliary frame reversed. Post 2B replaced by a ground disc. Amend Diagram 17/27 (WN 12, AGST 18/57/1, LS has 5.3)

02.05.1950 Works siding between Drouin and Warragul taken out of use. Main line connection abolished. Auxiliary frame removed, together with Ground Disc Post 2B and disc on Post 3. Release lever 74 abolished. (WN 19, LS M15, ACTM 18/101/1)

11.05.1950 Post 19 relocated 76 yards further out (WN 20, ACTM 18/103/3)

14.05.1950 Lead from right hand (southernmost) Loco Road abolished. Loco Road slewed to connect with Sale line inside Post 19. Points 35, Catch 35 and Plunger 40 provided. New Posts 18B (Home 56 and Disc 24) and 19B (Discs 9 and 10) were provided to protect new lead to the

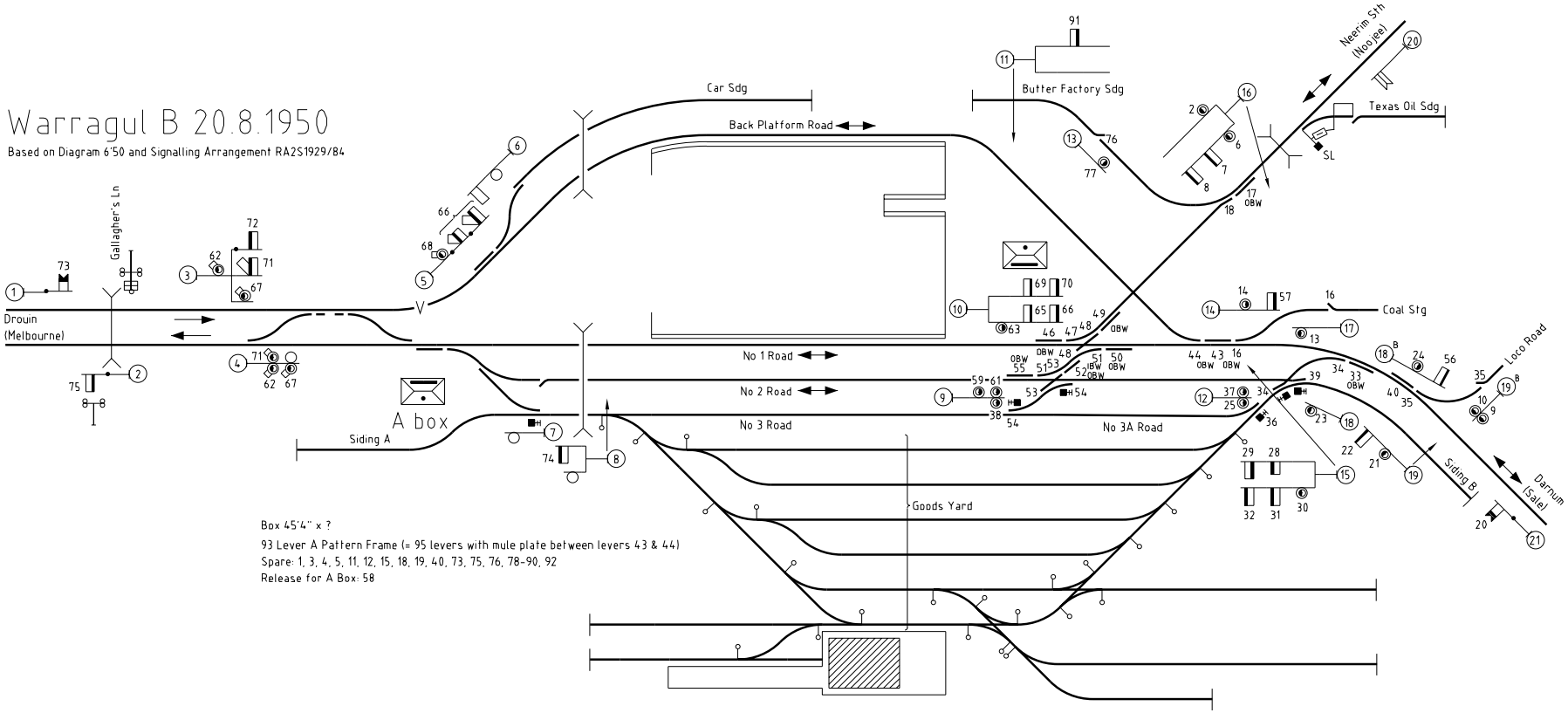


Loco Road. Crossover 35 (Siding B to X) was abolished, together with Lockbar 40, Disc 56 on Post 14, and Disc 24 on Post 18. (WN 20, ACTM 18/104/1, LS M19)

02.07.1950 Connection between Neerim line and Back Platform Road abolished, together with remaining original connections to Loco Shed. Home 92 and Disc 90 on Post 9 abolished. Home 4 and Calling On 5 on Post 16 abolished. Points 15, 76, 78, 81, and 83 abolished. Discs 11, 12, and 14 abolished. Down Distant fixed and lever 73 spare. Lockbars 19, 80, 82, and 84 abolished. Catches 16 abolished. Coal Stage Road slewed to connect with Sale line at X. New Points 16/ Catch 16 provided. Post 17 relocated, but only Disc 13 remains on it. Disc 14 provided on Post 14. By this date Home 45 (Post 2) equipped with a reverser. Diagram 2/50 replaced 17/27. (WN 29, ACTM 18/127/3, LS M19)

20.08.1950 Line duplicated between Drouin and Warragul. Double Line Block working replaced large Electric Staff working. Block instruments situated in Warragul B Box. Established as Block Terminal on the Down journey. The Guard of any Down train arriving in the Back Platform Road must inform the Signalman at B Box that the train is complete by means of the telephone near the office door. Flashing Lights provided at Lardner's Rd (58 miles 52 chains) on Down line only. Controls at Up end rearranged. Control levers 26 and 42 abolished. Home 41 now worked by lever 74. Home 45 relocated and now worked by lever 75. Down Distant now worked by lever 73 again. Home 72 provided, together with control levers 66 and 68. Diagram 6/50 replaced 2/50. (WN 35, ACTM 18/151/2 & 18/155/1)

13.12.1950 Post 16 relocated 60 yards further out (WN 51, ACTM 18/205/2)



21.01.1951 Lead between Neerim line and No 3 Road abolished and Neerim line slewed to connect with Back Platform Road. Post 9 abolished. All signals but Home 65 removed from Post 10. Additional Home provided on Post 11. Homes 7 and 8 and Disc 6 abolished on Post 16, but Home and Calling on arm provided. Home 31 and Disc 30 on Post 15 abolished. Long lead between No 3 Road (Points 54U) and Neerim line (Points 18) removed. Double compound provided at Down end of No 2 Road, together with Ground Disc 13B. Diagram 1/51 replaced 6/60. (WN 6)

23.10.1951 Post 17 relocated to opposite side of line (WN 44)

11.11.1951 Disc on righthand doll of Post 16 relocated below bracket (WN 47)

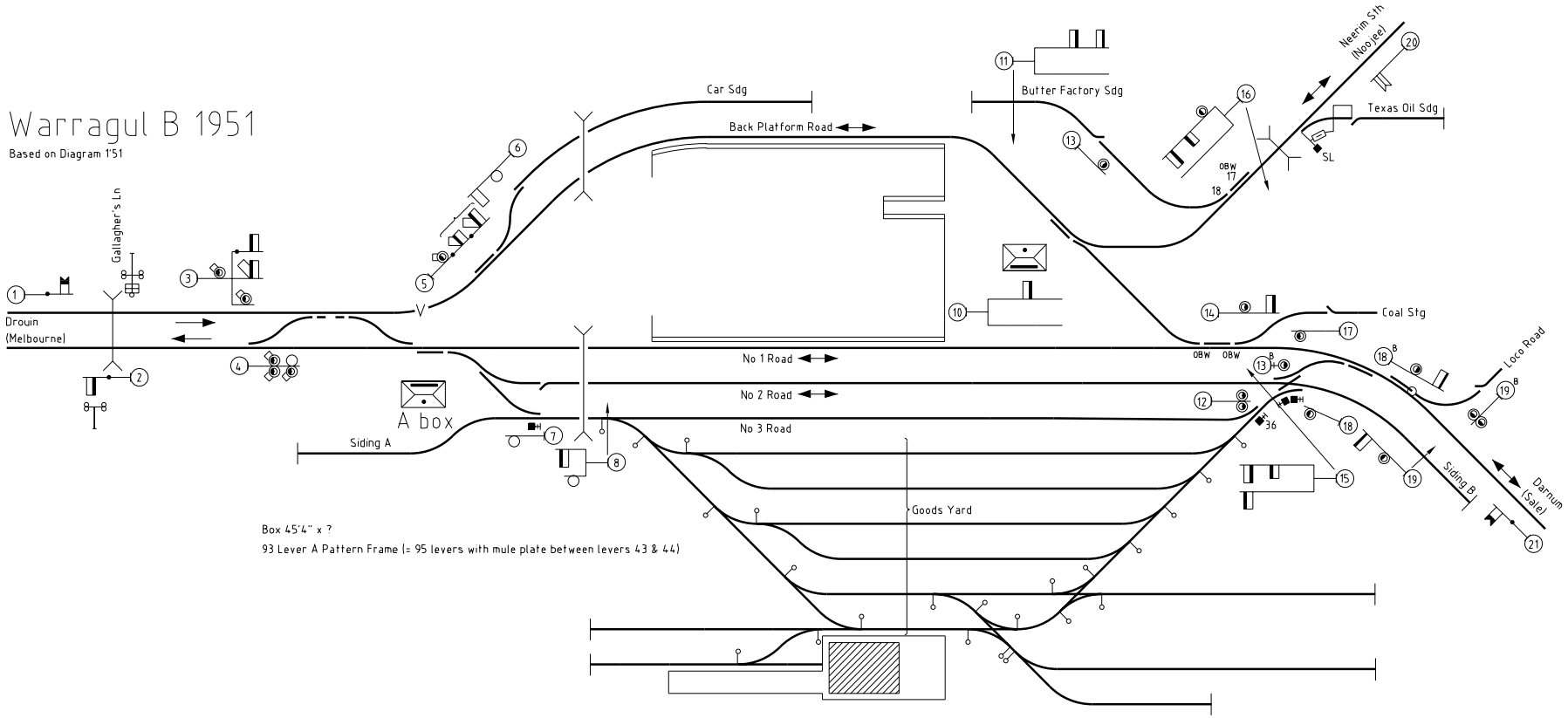
09.04.1952 Post 2 relocated 3 yards closer in (WN 17)

29.05.1952 Post 13 relocated to right hand side of track (WN 24)

13.07.1952 Post 10 relocated 10 yards nearer the platform. Post 11 replaced by a new bracket signal 8 feet further from the track. (WN 30, ACTM 18/216/4)

14.08.1952 Main line deviated behind Loco Depot between Warragul platform and 62 miles 40 chains (note that main line was still single at this time). Final layout commissioned except that future Up line beyond Points 32U not in use, Down end connection to Car Siding not provided, nor was the Engine Road. Home 56 and Discs 63 (Post 10), and 17 (Post 17) not provided. Points 52, Catch 52 and Plunger 51 not provided. Disc 23 located on Post 25. Diagram 6/52 replaced 1/51 and 5/52. Note that Diagram 5/52 shows an earlier stage that does not appear to have been brought into use. (WN 35, ACTM 18/495/3 & 18/501/3, IR)

16.09.1952 Connection provided to southern side of coal stage from lead to coal stage from No 3A road behind Post 21. This connection is known as the 'Engine Road'. (WN 39, ACTM 18/501/3)



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05.10.1952 Line duplicated between Warragul and Yarragon. Miniature Electric Staff working Warragul - Darnum replaced by Double Line Block. Up line provided, together with Down Starting (Post 26) and bottom left hand disc removed from Post 25 to new post Post 24. Car Siding connected to Back Platform Road at Down end and renamed 'Loop Road'. Left hand disc provided on Post 10, together with disc on Post 17. Diagram 7'52 replaced 6'52. (WN 42, ACTM 18/495/4)

27.05.1954 Frame shortened by 15 levers at right hand end. Now 78 levers long. Now contains 39 signal levers, 4 control levers, 13 point levers, 6 plunger levers, and 2 crosslock levers (14 spare) (LS)

27.06.1954 Overhead energised between Dandenong and Structure 3268 on Down side of Warragul. Back Platform, Loop Road, Nos 1 - 8 Roads, Siding A, lead to No 9 Road at Up end up to the Stop Board, and the Down dead end extensions to Nos 7 & 8 Roads up to the Stop Boards. (WN 28, ACTM 19/238/2)

27.07.1954 Wire adjusting apparatus provided for levers 57 and 59 (CI)

10.11.1954 Green glasses in calling-on signals on Posts 5, 16, 17 & 19 were replaced by yellow glasses (WN 46, 53/4069)

19.09.1955 Overhead energised between Warragul and Moe. (WN 38, ACTM 19/383/4)

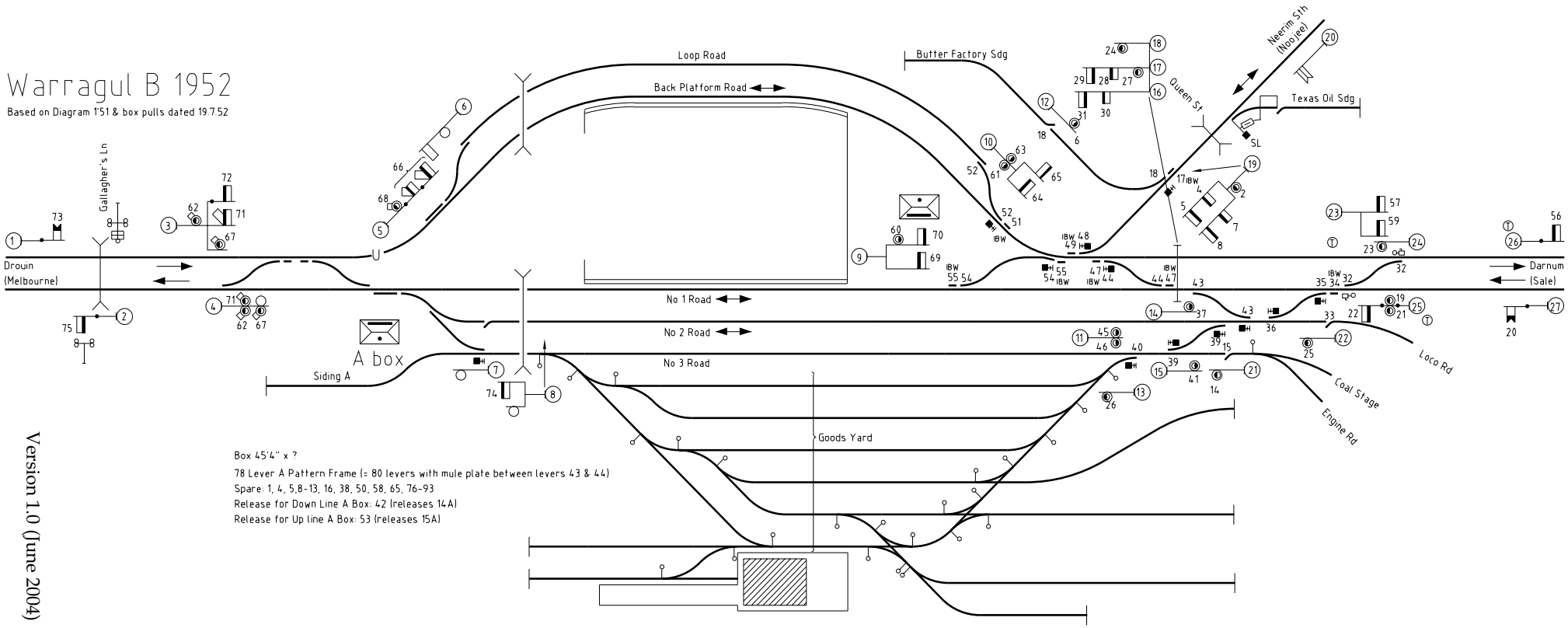
05.10.1955 Post 22 relocated 18 feet further out. Catch in Loco Road relocated 22'6" further out. (WN 42, ACTM 19/395/3)

11.10.1955 Additional catch points provided in Loco Road and the lead to the Engine Road. The new catch points work in the opposite direction to the original catch points and were provided to derail run-away vehicles travelling towards the engine shed. New catch points worked by same levers as original catch points. (WN 42, LS, ACTM 19/395/3)

(15.05.1956) Telegraph instrument removed. Teleprinter provided. (WN 20)

30.09.1958 Neerim line closed (WN 39)

(18.08.1959) Post 20 (fixed Distant from former Neerim line) abolished (WN 33)



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(02.02.1960) Baulk provided on former Neerim line at 61 miles 68 chains 91 links on the Up side of Albert Street. Scotch block provided on former Neerim line at fouling point of Oil Siding. Vehicles may be stored between the Oil Siding and the baulk. (WN 5, ACTM 20/371/3)

02.08.1961 Portion of former Neerim line between the points to the Butter Factory Siding and the Up side of Queen Street (61 miles 41 chains 4 links) became a siding for the Works Depot. Scotch block provided on the Up side of Queen Street. (WN 33, ACTM 21/103/2)

?.1963 Crane Road straightened and reduced in length 20 feet (WN 3)

(09.06.1964) Coal Stage Road removed due to coal stage dismantled. Amend Diagram 27/62. (WN 23, ACTM 21/440/6)

(30.08.1966) Turntable (70 foot) removed (WN 35)

19.01.1969 Signalling to and from former Neerim line rationalised. Bracket Post 9 replaced by straight mast with Home 70 replaced by a disc. Home 65 on Post 10 removed. Catch in Butter Factory Siding removed and lay of Points 18 reversed and connected to lever 48. Lockbar 17 abolished. Post 19 replaced by a straight mast. Homes 5 and 8 removed and Calling On arms 4 and 7 converted to discs. Staff lock and rodded catch point removed from Caltex Oil Siding. One additional signal lever and 4 control levers, 1 point lever, and 1 plunger lever abolished. Now 19 spare. Diagram 27/68 provided. (WN 26, LS, IR)

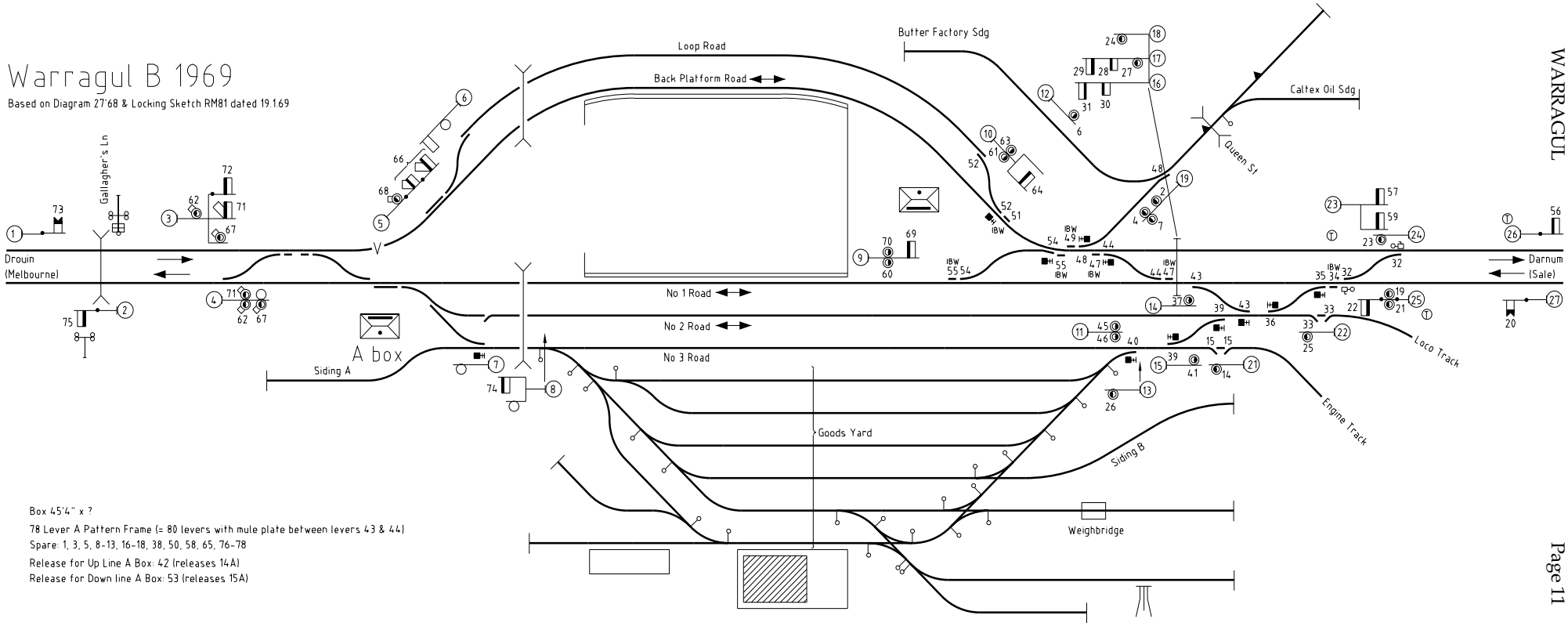
02.07.1972 C Pattern Annett Locks fitted to crane in Works yard & switch isolating overhead power (CI)

18.08.1982 'Not wired' plates fitted to WSa levers working points to Crane Track and Train Examiners Road (WN 35)

26.08.1986 Crossover 43 abolished. Disc 60 on Post 9 (No 1 Road to Loco Track) removed (IR, WN 35)

02.07.1987 Overhead decommissioned on Down side of Warragul beyond Structure 3268. (WN 29)

(28.07.1987) Bitumen path constructed from Freight gate to station to allow parcels to be transferred by forklift. Before crossing the tracks the OiC Freightgate must inform the Stationmaster who must proceed to B Box. The Signalman must sleeve all levers working signals to No 1, 2, 3



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or Goods Yard and not allow any train to enter No 1 Road. A Box must be switched out. All shunting movements must cease. (WN 29)

02.05.1988 Crossovers 44, 48, and 54 were abolished together with Plungers 47, 49, and 55. Post 9 (Home 69 and Disc 70), Post 12 (Disc 6), Post 17 (Home 29, Calling On 28, and Disc 32), and Post 19 (Discs 2, 4, and 7) were abolished. Disc 61 (Post 10) was abolished. Levers 2, 4, 6, 7, 27, 28, 29, 44, 47, 48, 49, 54, 55, 61, 68, 69 and 70 were sleeved normal. Amend Diagram 44/86. (WN 17, IR)

18.05.1988 Loco Track taken out of service. Catches 33 and Post 22 abolished. Levers 25 & 33 sleeved normal (CI)

31.05.1988 No 2 & 3 Tracks were booked out of use. A Box out of use. Levers 42, 53, 62, and 67 were sleeved normal (WN 22)

29.06.1988 Crossover 39 and Points 40 were disconnected from the frame and are now worked by WSa levers. Catches 15 in Engine Track were abolished. Posts 11 (Discs 45 & 46), 13 (Disc 26), 14 (Disc 37), 15 (Disc 41), 21 (Disc 14), and 25 (Post 22) were abolished. Disc 21 (Post 25) was abolished. A new light Dwarf Post 22, worked by lever 37, was provided for moves from Nos 2, 3, and Goods Yard to Down line. Levers 14, 15, 21, 25, 26, 39, 40, 41, 45, and 46 were sleeved normal (WN 25)

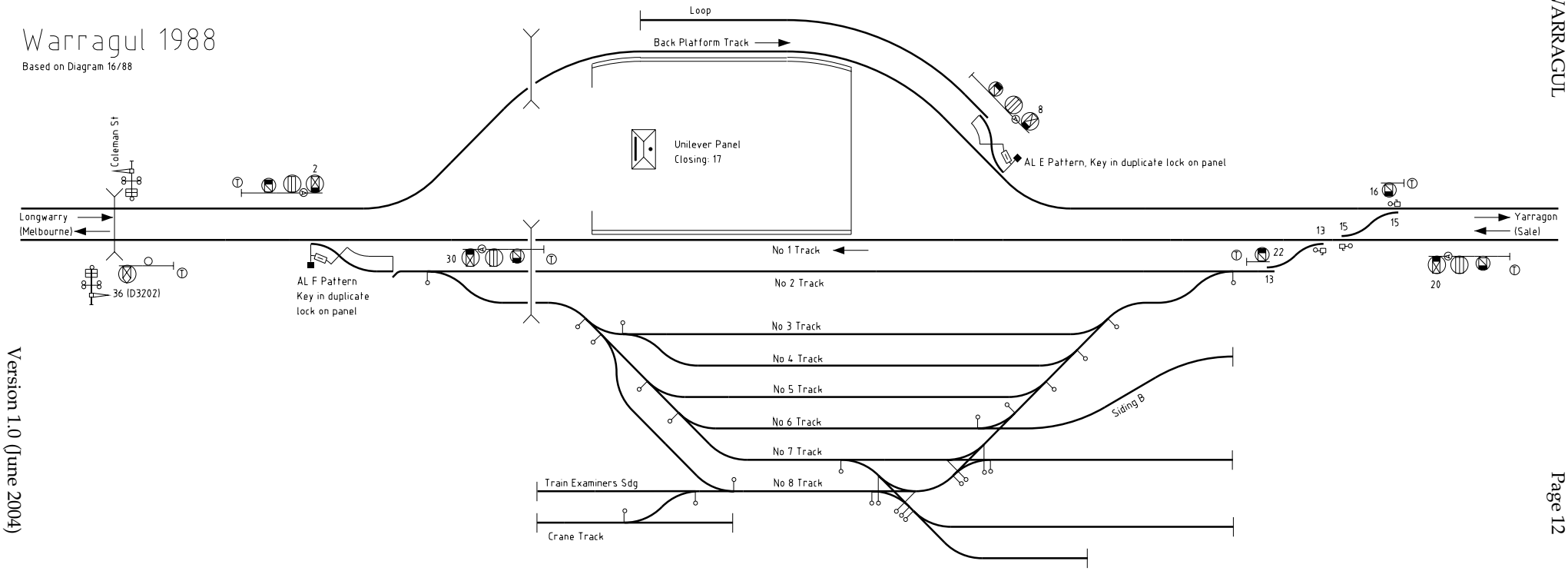
07.08.1988 Mechanical signalbox and all remaining mechanical signals abolished. Control panel provided in station building. Three position signalling provided in yard except for Down Starting signal Post 36 which is a light two position signal. Double line block working to Yarragon replaced by Automatic Signalling. Warragul abolished as a Block Terminal. Diagram 16/88 replaced 44/86. (WN 32)

26.08.1988 Double line block working Longwarry - Warragul replaced by Three Position Automatic Signalling. Down two position Starting Post 36 redressed as an Automatic and renumbered D3202, but remains controlled by lever 36. Switchout facilities provided at Warragul (WN 33)

10.10.1989 Overhead wiring over former Butter Coy Siding has been removed (WN 40)

27.04.1990 Post 2 relocated 46 metres further out. Amend Diagram 16/88 (WN 17)

(01.10.1996) Shunting tractor in use. Only to work in goods yard. Derail provided on short siding at Up end of No 9 Road to protect loading contractor (WN 39)



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