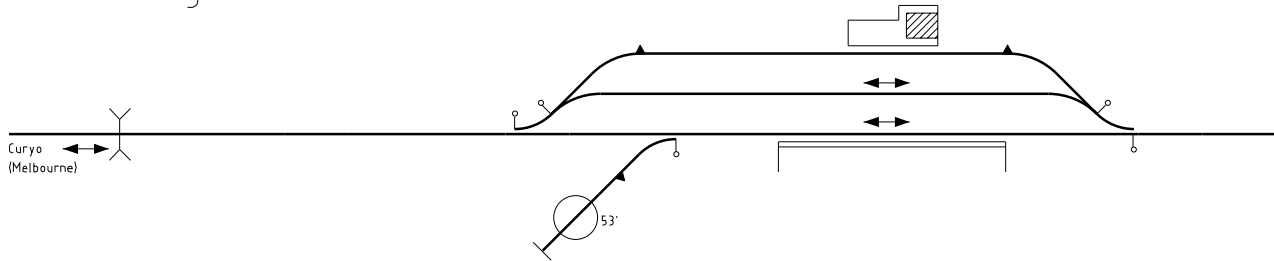


# Woomelang

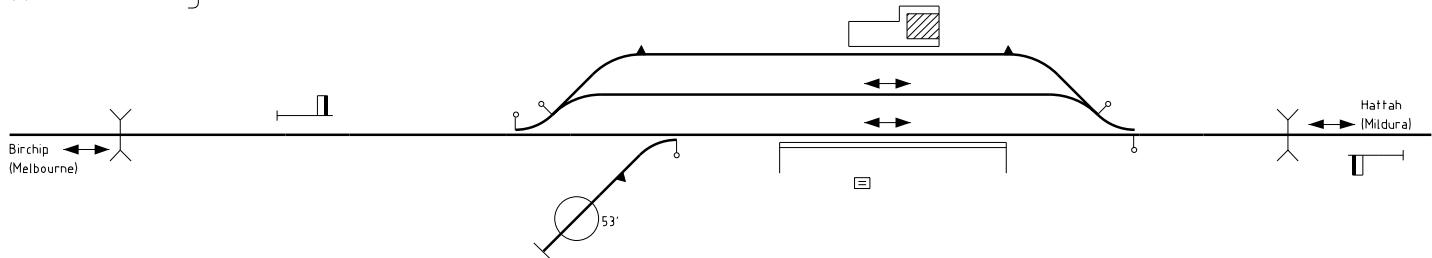
## WOOMELANG

18.08.1899	Line opened from Birchip to Woomelang. Line worked by Train Staff and Ticket sections Birchip - Woomelang. By 1903 this was a No 2 Pattern Lock Staff (Red boxes). (Victorian Railways to 62, Leo J. Harrigan, Staff Register)	15.10.1903	Line extended from Yatpool to Mildura. Yatpool closed as Staff station and section is now Woomelang - Mildura, still No 1 Pattern (Blue boxes) (SR)
22.03.1900	Down Home signal provided (Register of Signals at Non-Interlocked Places, WN 39)	(25.01.1904)	Telegraph line provided on Mildura line. Instrument provided at Woomelang (WN 4)
12.08.1902	Man in charge (WN 32)	26.06.1909	Ouyen opened as Staff station. Section now Woomelang - Ouyen with No 1 Pattern Staff (SR)
15.01.1903	Line opened from Woomelang to Hattah. Line worked by Staff with sections Woomelang - Hattah. Staff is a No 1 Pattern Staff with Blue boxes. (WN 1, SR)	(06.03.1911)	Lascelles probably opened as Staff station - Man in charge. Section now Woomelang - Lascelles still with No 1 Pattern Staff (SR)
02.02.1903	Up Home signal provided. Located about 200 yards from facing points. (RSNIP, WN 4)	(25.09.1911)	Up Home relocated 100 yards further out (WN 39)
25.05.1903	Line extended from Hattah to Nowingi. Hattah closed as Staff station and section is now Woomelang - Nowingi, still No 1 Pattern (Blue boxes) (SR)	01.12.1911	Staffs replaced. Now Birchip - Woomelang (No 1 Pattern) and Woomelang - Lascelles (No 2 Pattern) (SR)
25.05.1903	Line extended from Nowingi to Yatpool. Nowingi closed as Staff station and section is	23.12.1912	Curyo opened as Staff station. Section now Curyo - Woomelang with No 3 Pattern Staff (SR)

Woomelang 1899

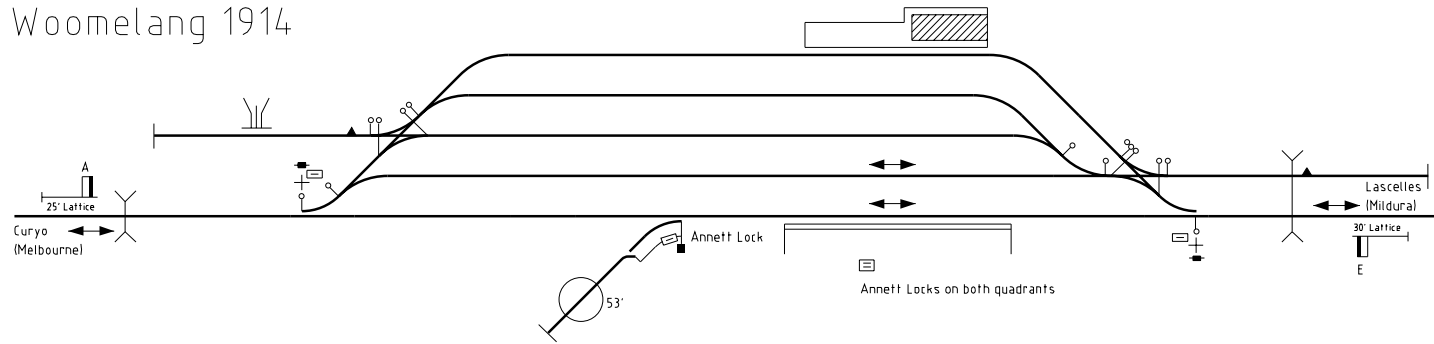


Woomelang 1903



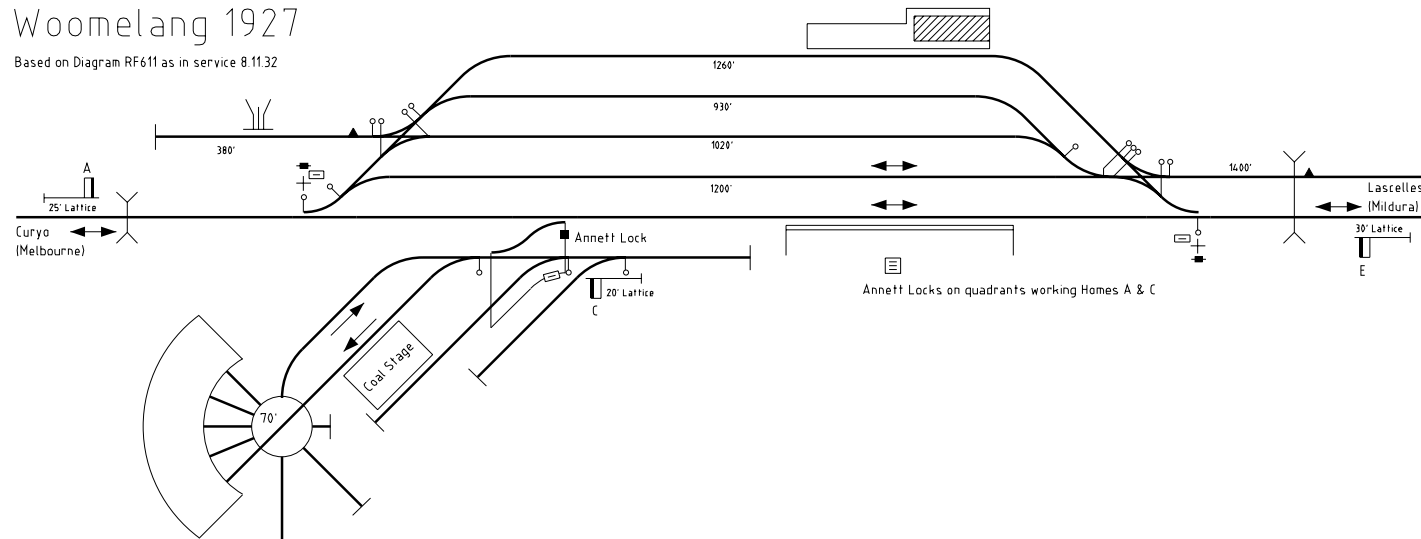
- 10.07.1913 Main line points at each end of yard secured by Plunger Locks. Annett lock securing Crossover Road will not be brought into use at present (WN 28, Special Locks Register #1)
- 18.11.1913 Points in No 1 Road leading to the Engine Road are rodded to safety points and now secured by an Annett Lock. Duplicate locks provided on Home signal quadrants on platform. (WN 46, SLR 1)
- 12.11.1914 Large Electric Staff replaced Train Staff and Ticket between Curyon and Lascelles. Sections still Curyo - Woomelang - Lascelles. Master Key Birchip - Woomelang withdrawn. (WN 46, SR)
- (26.07.1915) Up Home signal provided to protect Annett locked points to Loco Siding. Duplicate Annett lock provided on quadrant on platform and Annett lock probably removed from Up Home signal at Down end of station (WN 29)
- (28.02.1916) Bank Engine Key provided in Curyo section. Bank engine may bank Goods trains to 240 1/2 miles (3/4 mile on Up side of Woomelang). A Stop Board is erected at this point. Loads from Woomelang to Watchupga increased, now 700 tons for 100% (DD class) engine (WN 9)
- 08.11.1933 Temporary Staff Station opened at 239 1/2 miles to allow regrading of bank between that

Woomelang 1914



Woomelang 1927

Based on Diagram RF611 as in service 8.11.32



- (27.02.1934) Bank Engine Key in Curyo section withdrawn due to completion of regrading. (WN 9)
- 30.05.1934 Down Home relocated 258 yards further out (WN 34)
- (16.09.1941) Two radial tracks at the turntable removed (WN 37)
- (05.03.1946) Turntable disc removed (WN 10)
- 09.12.1948 Plunger locked turnout at Down end renewed (CI)

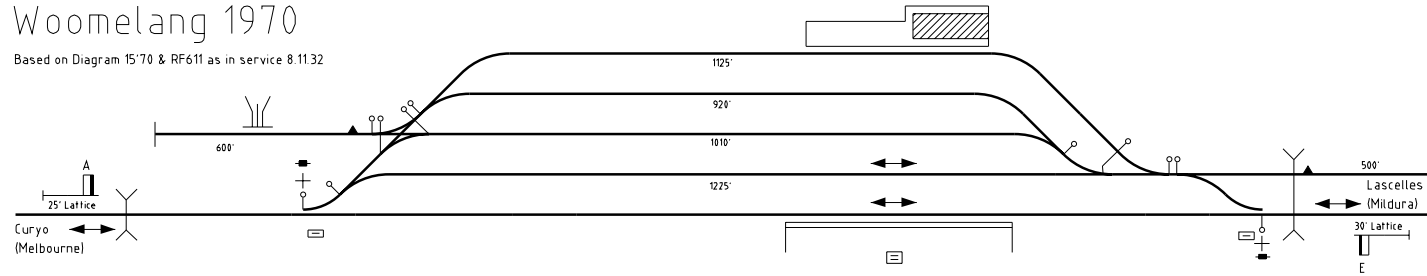
point and Woomelang. Divided Staff placed in Curyo - Woomelang instrument. Staff Station opened daily as arranged by SM Woomelang. No crossing loop provided at 239 1/2 miles. (A 1969/33)

- 17.07.1955 Large Electric Staff instruments Curyo - Woomelang replaced by Miniature instruments. Curyo provided with switching instruments and long section provided Birchip - Woomelang (WN 30)
- 06.01.1957 Large Electric Staff instruments Woomelang - Lascelles replaced by Miniature instruments (WN 3)
- (02.02.1960) Departure Road from turntable abolished (WN 5)
- (01.04.1969) Telegraph line abolished. Telegraph instrument removed (WN 13)
- (27.05.1969) High level Coal Stage Road abolished (WN 21)
- 14.05.1970 Loco sidings abolished. Up Home protecting

- (48.12.1970) Annett Locked points removed (WN 21, Signalling Arrangement drawing)
- The coal stage track, turntable track, and dead end adjacent to No 1 Road at the Up end have been removed. The dead end extension of No 2 Road at the Down end has been reduced in length to 500 feet (WN 48)
- 17.10.1972 Up end plunger locked points relocated 90 yards further out (WN 43, SA)
- 10.11.1977 Staff Exchange Box provided. To be used for

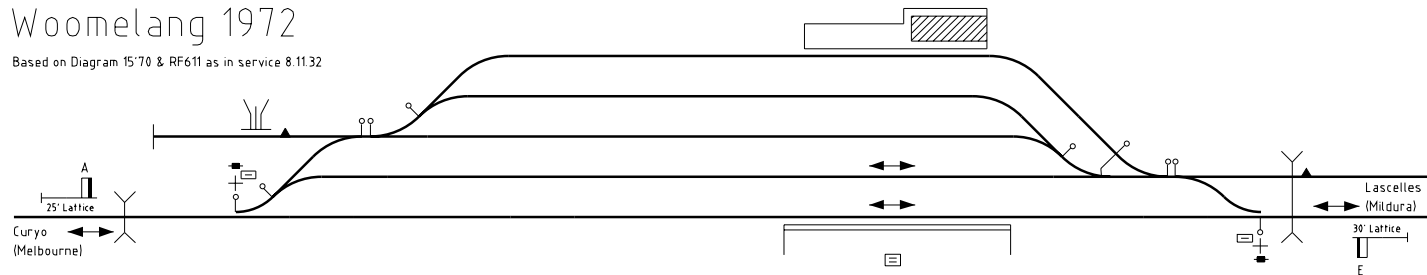
### Woomelang 1970

Based on Diagram 15'70 & RF611 as in service 8.11.32



### Woomelang 1972

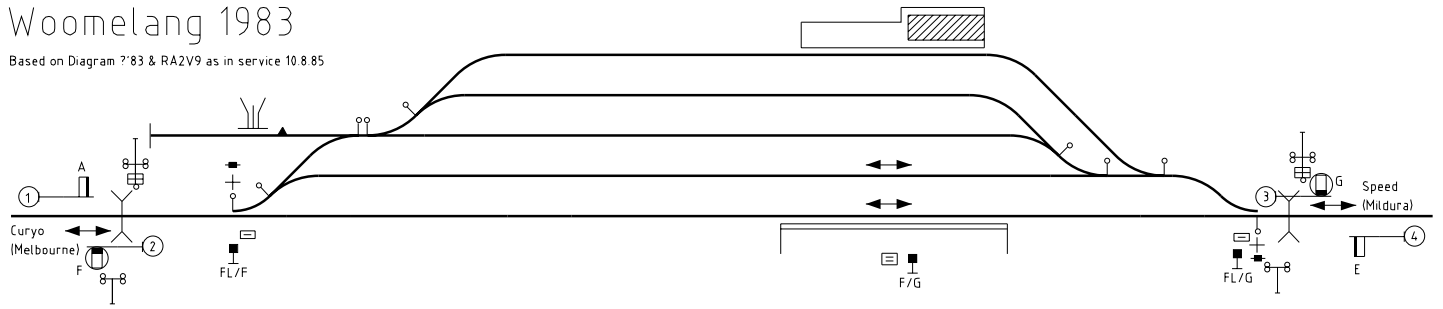
Based on Diagram 15'70 & RF611 as in service 8.11.32



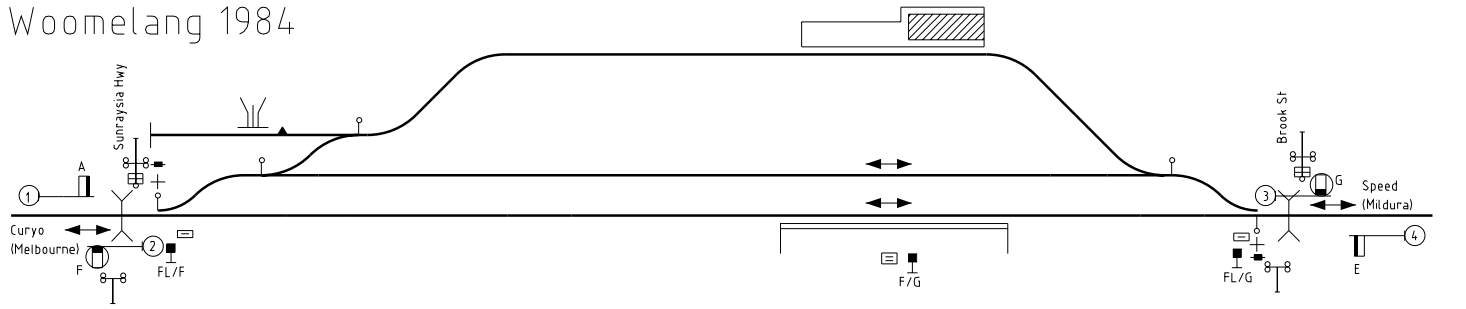
- 13.12.1982 No 9155 on Saturdays (WN 46, 49)  
Composite Staff No 31 provided in Woomelang - Speed section to allow Lascelles or Gama to be opened as an Intermediate Block Post (WN 2)
- 21.06.1983 Flashing lights provided at Sunraysia Highway (387.645 km) and Brook Street (388.487 km). Up and Down light Home signals provided at crossings. (WN 26)
- 19.03.1989 Train Orders replaced Miniature Electric Staff instruments with the sections Birchip - Woomelang - Speed. All locations continue to be attended. (WN 12)
- 21.06.1989 Trailable points provided. All Home signals and plunger locking removed. No 1 Road became Up loop and No 2 Road became Down loop. Passenger platform probably provided on No 2 Road. Non-trailable point machines provided on points to No 3 Road. Points are rodded to points at the Up end and a Hayes Derail and Crowder at the Down end (WN 25)

### Woomelang 1983

Based on Diagram 7'83 & RA2V9 as in service 10.8.85



### Woomelang 1984



### Woomelang 1989

