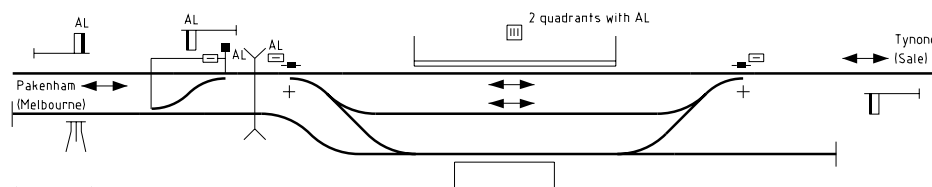


Nar Nar Goon

(40 miles 9 chains 89 links, 65.805 km)

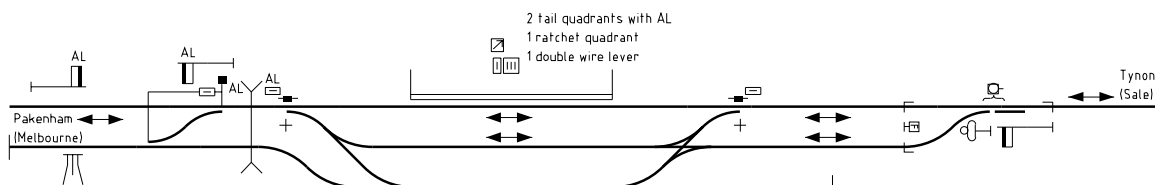
- 01.04.1881 Opened for passenger and goods station (Chronological Index)
- (03.12.1885) By this date opened as a Staff & Ticket station with sections Pakenham - Nar Nar Goon - Bunyip (WTT, previous issue 2.10.82)
- (01.03.1889) By this date Tynong opened as a Staff & Ticket station with sections Nar Nar Goon - Tynong (WTT, previous issue 1.10.86)
- c1890 Staff sections: Pakenham - Nar Nar Goon (No 1 Pattern Staff, Blue Boxes), Nar Nar Goon - Tynong (No 2 Pattern Staff, Red Boxes) (Staff Register)
- (09.05.1892) By this date Winters Block provided on single line sections: Pakenham - Nar Nar Goon - Tynong. (WTT previous issue 21.9.91)
- 29.07.1895 Tynong closed as staff & block station. Section now Nar Nar Goon - Bunyip (No 2 Pattern Staff, Red boxes) (A1454, Staff Register)
- (01.07.1899) By this date Up and Down Home signals provided (Register of Signals at Non Interlocked Places)
- 04.02.1900 Electric Staff working (large instruments) replaced Staff & Ticket and Single Line Block Pakenham - Nar Nar Goon - Bunyip (A288/00, WN 32, Staff Register)
- 07.01.1910 Up and Down end points Plunger locked (SLR I, WN 2)
- (13.02.1911) Tynong reopened as Staff station. Section now Nar Nar Goon - Tynong (WN 7)
- 28.07.1916 Crossover leading to the Live Stock Siding secured by Annett lock. Departure Home signal provided to protect the Annett locked points. Duplicate locks provided on Up and Down Home signals. (WN 31, SANP, SLR I)



Nar Nar Goon 1916

(Based on Signalling Arrangement F346 c1930)

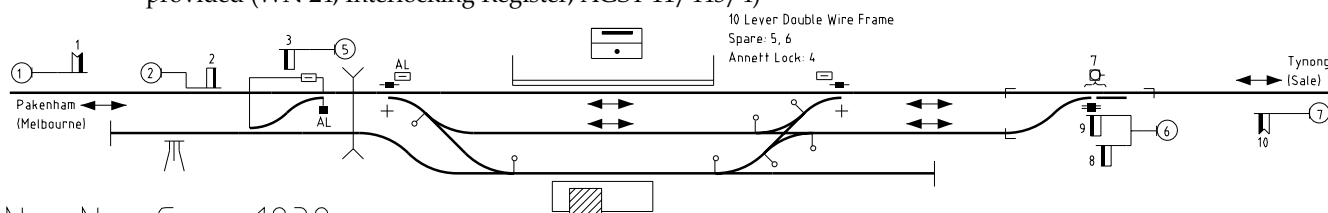
- 17.06.1930 Up Home relocated 145 yards further out (WN 25)
- (22.07.1930) No 2 Road extended at Down end to accommodate 60 vehicles and 2 locomotives. New points at Down end worked by double wire from single lever on platform. Double wire lever works both points and 45' lockbar. Track circuit provided on points to work indicator on platform. (WN 29)



Nar Nar Goon 1930

(Based on Signalling Arrangement F346 c1930)

- ?1930 Interlocking examination by Block and Signal Inspector (WN 42)
- 08.08.1935 Miniature Electric Staff instruments replaced large instruments Pakenham - Nar Nar Goon (WN 36)
- 13.09.1935 Miniature Electric Staff instruments replaced large instruments Nar Nar Goon - Tynong. Automatic Exchange Apparatus provided. Down exchanger provided 200 feet on Up side platform and Down exchanger opposite signal levers. (WN 39)
- 02.06.1938 Interlocked from 10 lever double wire frame installed on platform. Up and Down distants provided. Switch stand removed from double wire points at Down end, and Up Home replaced by bracket post. Diagram 9/38 provided (WN 24, Interlocking Register, AGST 11/443/4)

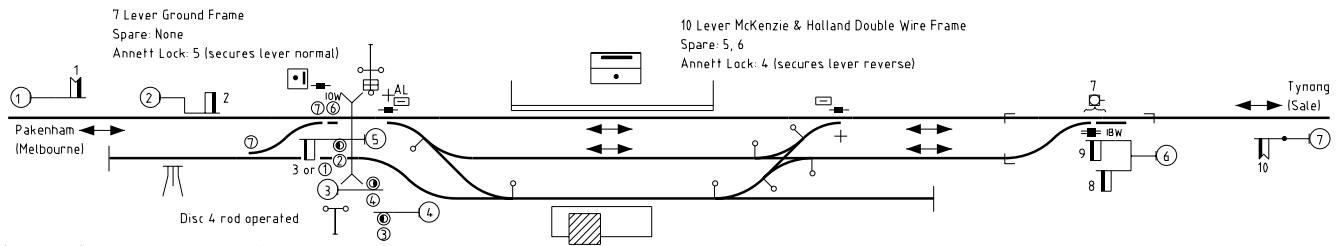


Nar Nar Goon 1938

(Based on Signalling Diagram 9/38)

Victorian Signalling Histories No 73, Version 1.0 (August 2004)

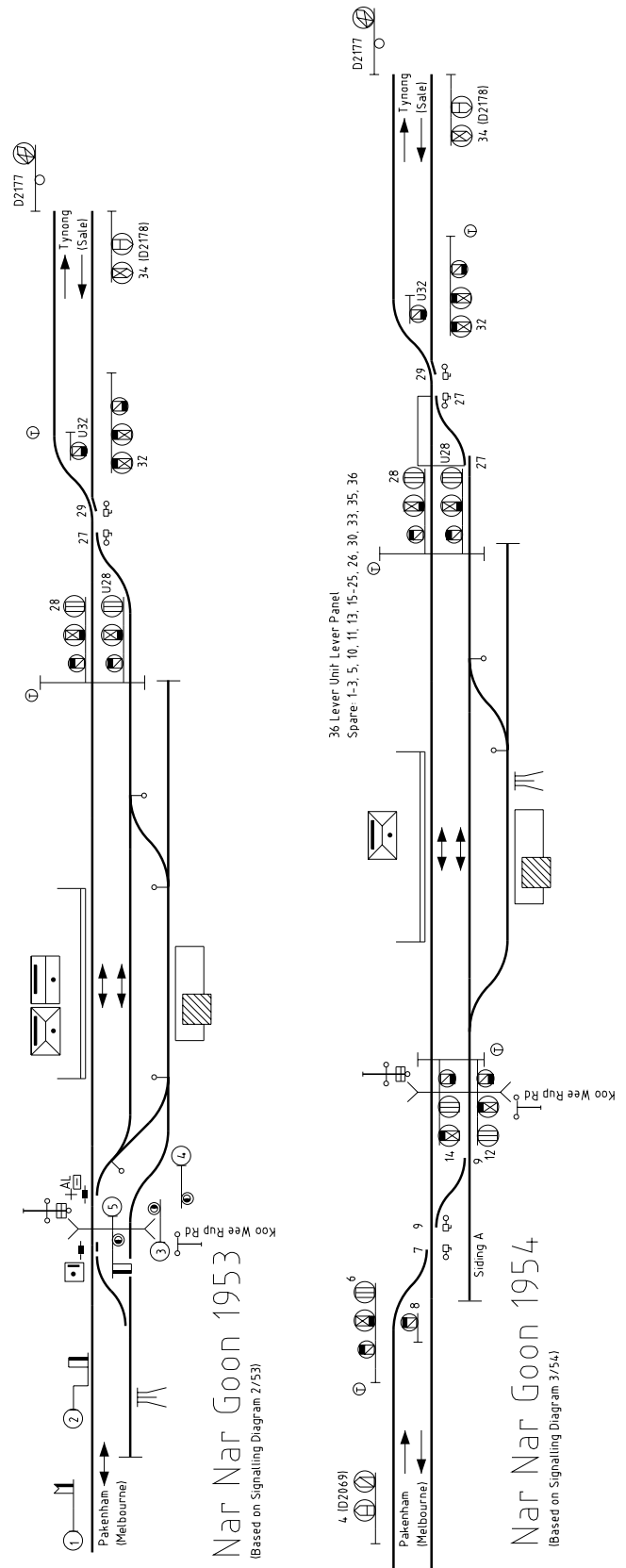
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Nar Nar Goon 1939

(Based on Signalling Diagram 3/39 & Interlocking Sketch H687)

- 30.08.1939 Post 5 relocated 30 further in. (WN 37, AGST 12/260/3)
- 05.10.1939 Flashing lights provided at level crossing at Up end of station yard (40 miles 3 chains). Disc provided on Post 5 and new Posts 3 & 4 provided. Seven lever Auxiliary frame provided at Up end of yard to work crossover to Live Stock Siding and disc signals. Diagram 3/39 replaced 9/38. (WN 42, IR, AGST 12/280/2)
- 06.07.1952 Post 6 relocated 107 yards further out (WN 29, ACTM 18/432/1)
- 17.07.1952 Works Siding provided on the Down side of the line at the Down end inside Post 6. Points secured by an A Pattern Annett lock; almost certainly unlocked by the key for the Auxiliary frame at the Up end. Removal of the key from the frame secures all signals at Stop. New Down Home Post 5B provided to protect points. (WN 31, IR, ACTM 18/489/3)
- 14.09.1952 Works Siding became new main line between Nar Nar Goon and Tynong and former main line became a Works Siding. Works Siding points at Nar Nar Goon reversed and catch points provided in former main line (WN 39, ACTM 19/6/2)
- 06.05.1953 Works Siding taken out of use and points spiked normal. Post 5B abolished (WN 19, ACTM 19/85/4)
- 28.06.1953 Line duplicated between Nar Nar Goon and Tynong. Miniature Electric Staff working replaced by three position automatic signalling. Unit lever control panel provided to work points and signals at Down end. Diagram 2/53 replaced 3/39. (WN 27, ACTM 19/96/3)
- 07.09.1953 The former Livestock Siding taken out of use. Livestock facilities now provided on No 3 Road on the Down side of the goods platform. Up end extension of No 3 Road baulked 200 feet from points in No 3 Road. Auxiliary frame, crossover, disc on Post 5, and Posts 3 and 4 removed. Interlocking Register now states that only 2 levers working. (WN 37, ACTM 19/128/4, IR)
- 13.09.1953 Main line between Pakenham and Nar Nar Goon slewed to connect to former Works Siding (not previously connected at Nar Nar Goon). Former main line became Works Siding, but no connection provided at Nar Nar Goon. Post 1 replaced by a Lop bracket post erected on left hand side of new line. Post 2 relocated to a new position on the left hand side of the new line. (WN 38, ACTM 19/133/2)
- 09.02.1954 Post 5 replaced by a two position light signal erected on a signal bridge. (WN 7, ACTM 19/189/2)
- 06.05.1954 Post 5 relocated 2 feet further from the track (WN 24, ACTM 19/230/1)



Nar Nar Goon 1953
(Based on Signalling Diagram 2/53)

Nar Nar Goon 1954
(Based on Signalling Diagram 3/54)

- 27.06.1954 Overhead commissioned. Nos 1, 2, & 3 Roads electrified, together with all sidings. (WN 28, ACTM 19/238/2)
- 10.10.1954 Line duplicated between Pakenham and Nar Nar Goon. Miniature Electric Staff working replaced by three position automatic signalling. Double wire frame abolished and control panel extended to take control of the yard. Diagram 3/54 replaced 2/53. (WN 42, ACTM 19/272/4, IR)
- 25.05.1958 Island platform provided with Down line extended through yard. Points 7 and Down Home 6 abolished. Home 28 provided, and former Homes 28 and U28 renumbered U28 and V28 respectively. Switch out facilities

- (15.07.1958) Block hours: Mon - Fri 0500-1130 & 1300-passage of No 32; Sat 0500-1130; Sun 1945-passage of Nos 76&77 (WN 28)
- (14.05.1985) Block hours: Mon - Fri 0605-passage of 8474 (1810) (WTT)
- 09.10.1993 Up end connection to yard abolished. No 2 Road was baulked on the Down side of Koo Wee Rup Rd and Crossover 9 and Siding A were removed. Home 12 and Dwarf 8 were removed. Levers 8, 9 and 12 were sleeved normal (WN 39)

- 01.09.1996 Up end connection to yard abolished. Siding A and No 3 Track abolished. No 2 Track shortened 180 metres at Up end. Home 12, Dwarf 8, and Crossover 9 removed. Home 14 converted to an Automatic and renumbered D2114. Levers 8, 9, 12, and 13 were sleeved normal. (WN 35)
- 28.09.1999 Remaining points abolished. Crossover 9, Points 27 and Catch 27 spiked normal. Levers 4, 24, 28, 32, and 34 sleeved reverse. Amend Diagram 8'86. (WN 39)

