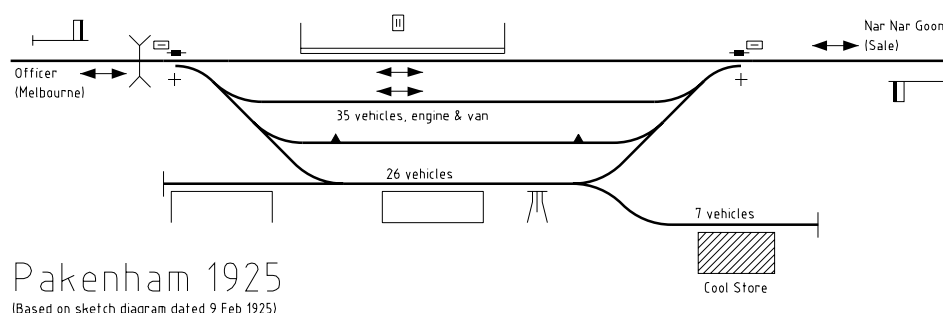


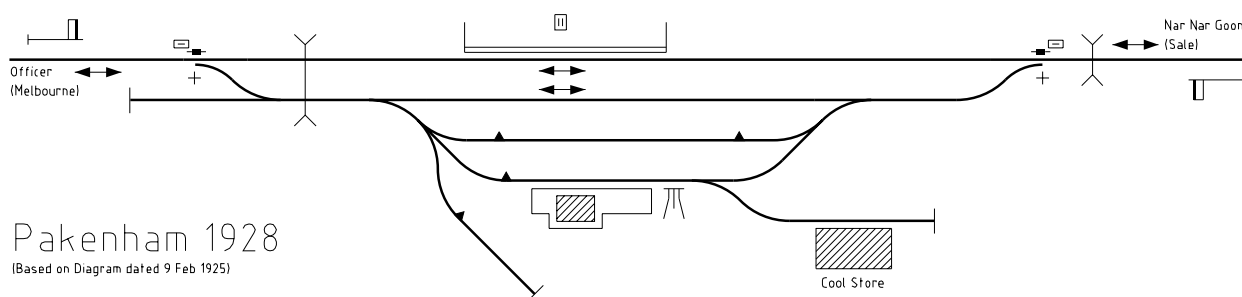
# Pakenham

(35 miles 31 chains 49 links, 58.193 km)

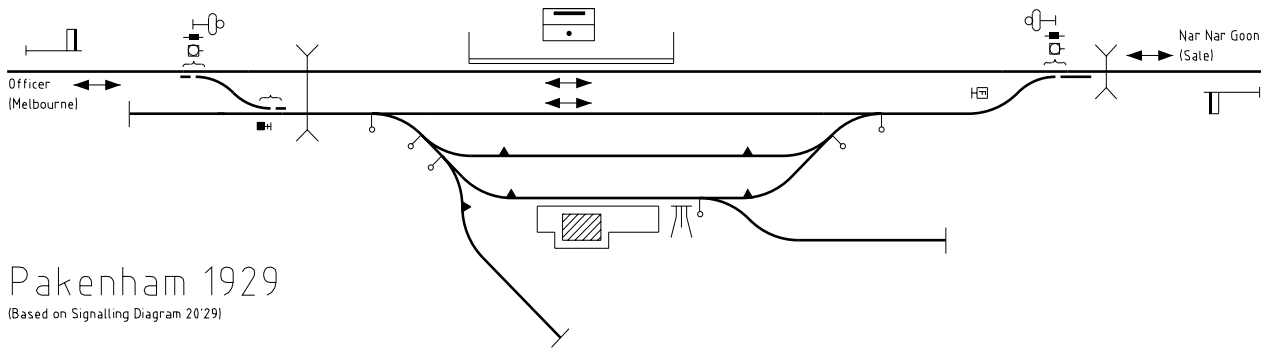
- 08.10.1877 Line opened between Oakleigh and Bunyip. Pakenham probably opened with line, and certainly opened by the end of the year. (Chronological Register, WTT)
- (01.04.1878) By this date opened as a Staff station with the sections Berwick - Pakenham - Bunyip. Previously no formal safeworking. (WTT, previous issue 4.3.78)
- (03.05.1885) By this date Nar Nar Goon opened as a Staff station with section now Pakenham - Nar Nar Goon (WTT, previous issue 1.12.1882)
- (01.03.1889) By this date Officer opened as a Staff station with section now Officer - Pakenham (WTT, previous issue 1.10.88)
- c1890 Staff sections: Officer - Pakenham (No 7 Pattern Staff, Black Boxes), Pakenham - Nar Nar Goon (No 1 Pattern Staff, Blue Boxes) (Staff Register)
- (09.05.1892) By this date Single Line Block with Winter's instruments provided Officer - Pakenham - Nar Nar Goon superimposed over Staff and Ticket working (WTT, previous issue 24.9.1891)
- 29.07.1895 Beaconsfield replaced Officer as Staff station. Section now Beaconsfield - Pakenham (No 7 Pattern Staff, Black Boxes) (Staff Register)
- (08.03.1897) Up and Down Distant abolished. Up and Down Home relocated 200 yards clear of facing points (WN 35)
- (01.07.1899) By this date, only had Up and Down Home signals (Signals at Non Interlocked Places Register)
- 04.02.1900 Electric staff working (large instruments) replaced Staff & Ticket and Single Line Block. Sections now Berwick - Pakenham - Nar Nar Goon (Staff Register, A288/00)
- 07.01.1910 Up and Down main line points fitted with plunger locks. Two sets provided (WN 2, Special Locks Register 1)



- 21.03.1928 Up Home relocated 290 yards further out (WN 13)
- 28.03.1928 Down Home relocated 110 yards further out (WN 14)
- 18.04.1928 No 2 Road extended to hold 60 vehicles; mainly at Down end, but extended to dead end at Up end. (WN 22, 26/20066)



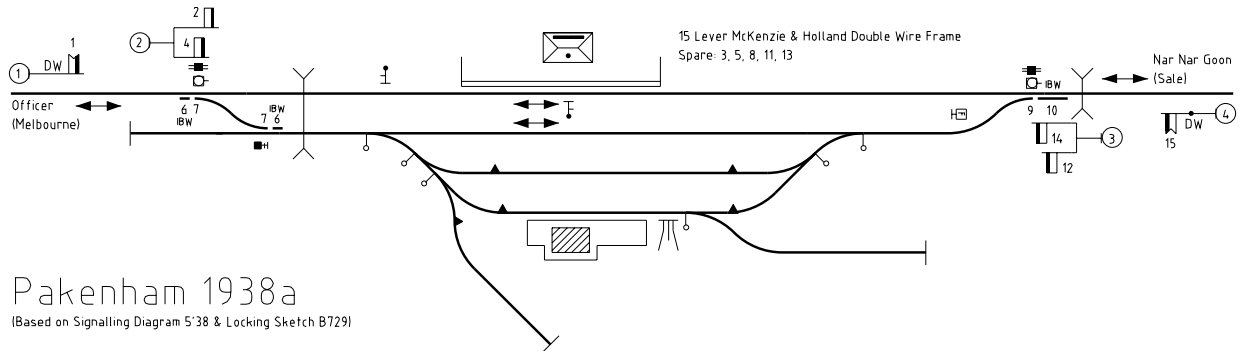
03.10.1929 Main line points at each end equipped with double wire operation, lockbar, and switchstand. Ten lever double wire frame provided on platform to work Up and Down main line points and Home signals. (2 point levers, 2 signal levers, 6 spare levers). Diagram 20/29 provided. (WN 43, IR)



Pakenham 1929

(Based on Signalling Diagram 20/29)

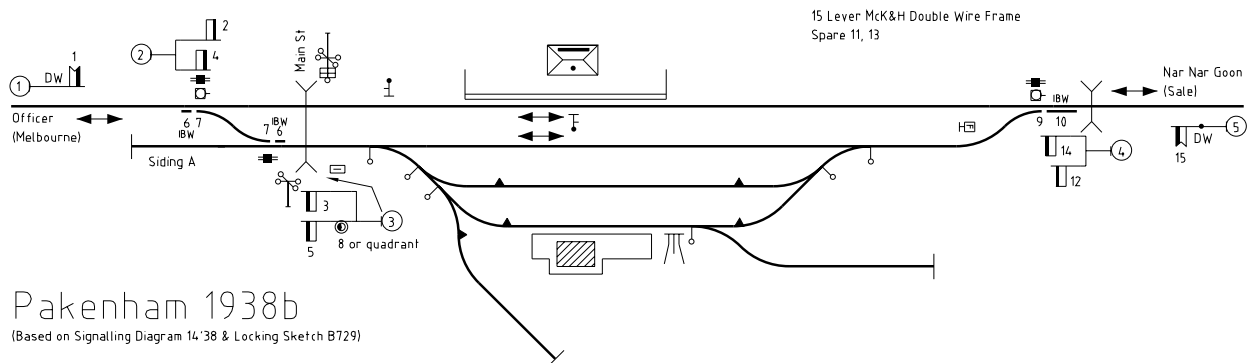
- (15.10.1929) Instructions for double wire operation published. Fouling point indicator showing an illuminated letter 'F' provided where No 2 Road is a loop. Where there is a dead end extension of No 2 Road, an ordinary point indicator is provided on points and is to be treated as a fouling point indicator. Short sections of track from points fouling points in No 1 & 2 Roads fitted with track circuit operating indicator at box. Indicator shows red light when track occupied and white light when clear. Switch stands show (in both directions) lunar white light/two green discs when set for No 1 Road, and yellow arrow/yellow light when set for No 2 Road. For arriving moves into No 2 Road, Home must not be cleared until train has been checked. When train arrives complete, Guard must signal to Signalman to indicate train is complete (WN 42)
- 27.11.1929 Green discs on switch stands replaced by white discs. This is to be standard in future (WN 47)
- 13.10.1932 Separate levers provided to operate the points and plungers at the Up end. Now 5 spare. (IR, A1623/32)
- 08.08.1935 Large electric staff instruments Officer - Pakenham - Nar Nar Goon replaced by miniature instruments (WN 36, AGST 10/159/2)
- 13.09.1935 Miniature staff automatic exchanging apparatus provided. Up exchanger provided opposite signalbay and Down exchanger provided 200 feet on Up side of platform (WN 39)
- 13.01.1938 Down Home replaced by new bracket post 185 yards further in. Only one arm provided on left hand doll (WN 5, AGST 11/378/3)
- 19.01.1938 Up Home replaced by new bracket post 174 yards further in. Only one arm provided on right hand doll (WN 5, AGST 11/382/2)
- 17.03.1938 Up and Down Distant signals provided. Switch stands removed from main line points and homes provided for moves into No 2 Road. New 15 lever double wire frame provided with 6 signal levers, 2 point levers, & 2 lockbar levers. Diagram 5/38 replaced 20/29. (WN 14, IR, AGST 11/405/5)



Pakenham 1938a

(Based on Signalling Diagram 5/38 & Locking Sketch B729)

20.12.1938 Flashing lights provided at Main Street (35 miles 25 chains) at Up end of station. New bracket Post 3 provided with two homes and one disc. Additional 3 signal levers provided in frame. Diagram 14/38 replaced 5/38. (WN 1, IR, AGST 12/80/2)



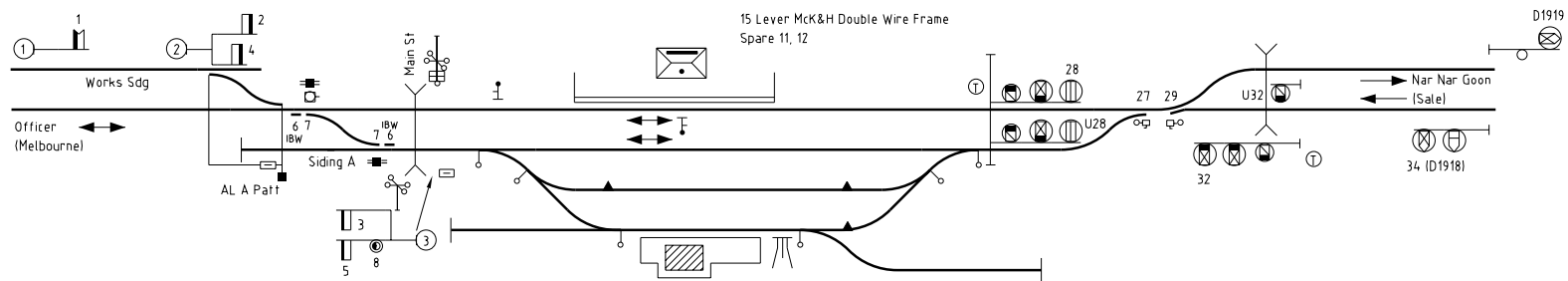
Pakenham 1938b

(Based on Signalling Diagram 14/38 & Locking Sketch B729)

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- (25.01.1939) To prevent unnecessary operation of the flashing lights, the Up Departure Home must not be placed to proceed for an Up train required to stand at platform for more than the usual time until train is quite ready to depart. Bell provided in office and will ring when flashing lights are operating. To indicate failure of the lights (Station Scrapbook)
- 01.06.1952 Post 4 moved 2 yards further out (WN 24)
- (15.07.1952) Down end main line points relocated 120 feet further in (WN 29, ACTM 18/482/2)
- 17.03.1953 Works Siding (future Down Main line) provided on Down side of line at Down end inside Post 4. New Post 3B (Down Home) provided to protect points. Works Siding points rodded to catch points in siding and secured by A pattern Annett lock with duplicate lock on the frame. All levers now working. (WN 12, IR, ACTM 19/74/3)
- 13.09.1953 Works Siding between Pakenham and Nar Nar Goon became the main line and the old main line became a Works Siding. Lay of Annett locked points reversed. (WN 38, ACTM 19/133/2)
- 16.05.1954 Post 3 moved 2'6" further from line (WN 21)
- 23.05.1954 Up Distant lowered 5' on mast (WN 22)
- 27.06.1954 Overhead commissioned. Nos 1, 2, 3, & 4 Roads electrified, together with Cool Store Siding and dead end extension of No 2 Road. Crane Road is not electrified (WN 28, ACTM 19/238/2)
- 29.06.1954 Post 2 relocated 137 yards further out (WN 27, ACTM 19/237/2)
- (10.08.1954) Telegraph instrument removed (WN 31 extracts)
- 25.08.1954 Works Siding (future Down line) provided on Down side of line at Up end inside Post 2. Points rodded to catch points and are secured by an A pattern Annett Lock. (WN 35, ACTM 19/216/5)
- 16.09.1954 Works Siding at Down end abolished. Post 3B abolished. (WN 38, IR, ACTM 19/132/1)
- 10.10.1954 Line duplicated between Pakenham and Nar Nar Goon. Electric Staff working replaced by

- 19.12.1954 Three Position Automatic Signalling. Mechanical signalling at Down end replaced by three position signals and motor points worked by a control panel. Diagram 3/54 replaced 14/38. (WN 42, IR, ACTM 19/272/4)
- Works Siding at Up end became Main Line. Mechanical points and signals at Up end replaced by three position signals and motor operated points. Panel took control of entire station and double wire frame abolished. Post 1 replaced by Automatic D1799. Post 2 replaced by three position Home 6. Crossover 7 replaced by new crossover worked by lever 9 slightly further out. Post 3 replaced by three position Homes 12 (from No 2 Road) and 14 (from No 1 Road) on signal bridge. Diagram 8/54 replaced 3/54 (WN 1, IR, ACTM 19/290/5)



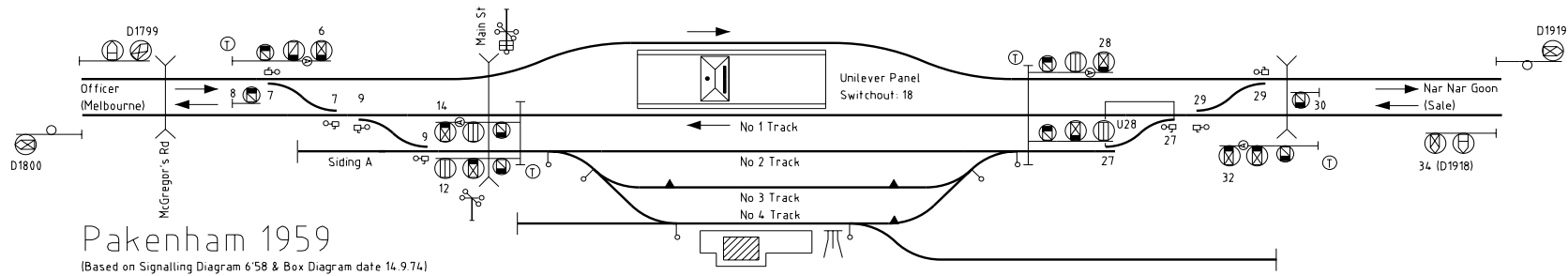
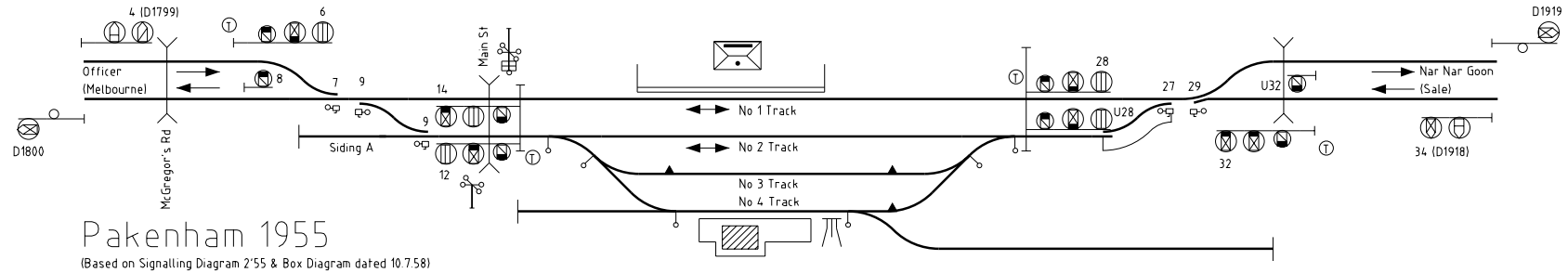
Pakenham 1954a  
 (Based on Signalling Diagram 3'54 & Box Diagram dated 6.10.54)

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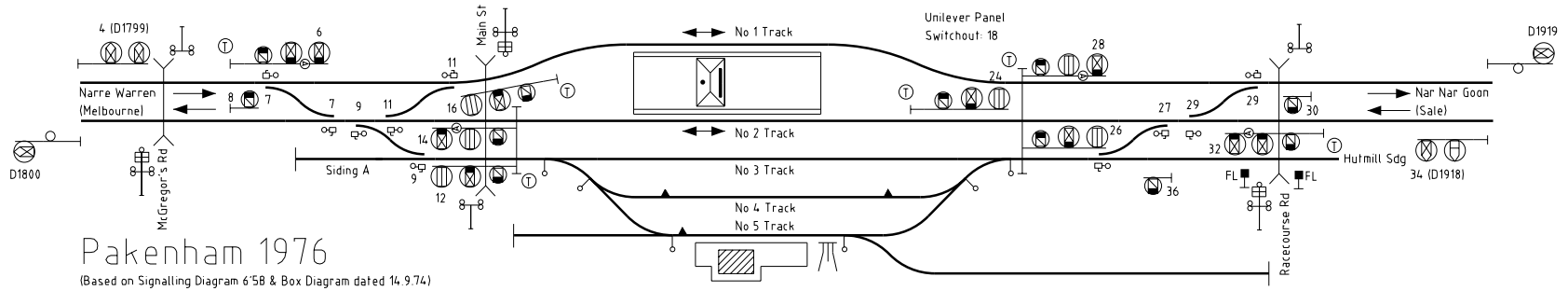
- 27.02.1955 Line duplicated between Officer and Pakenham. Electric Staff working replaced by Three Position Automatic Signalling. Points 7 provided. Dwarf 8 provided. Catch 27 provided at the Down end of No 2 Road. (WN 10, IR, ACTM 19/312/4)
- 15.05.1958 Crane Road wired to 50 feet on Down side of Structure 1856+91 (WN 21)
- 05.04.1959 Island platform provided. No 1 Track became Up platform. Down track provided and Home 28 relocated to apply to that line. Switchout

facilities provided. Illuminated letter 'A' provided on Homes 6, 14, 28, and 32. Dwarf U32 renumbered 30. Control removed from Automatic D1799. Block hours will be M-F 0250-0530, 0700-1130, 1245-passage of No 32, Sa 0250-0530, 0700-1200, 1315-1600, 1840-passage of 53A, Su 0940-passage of No 25&28, 1935-passage of No 76. Diagram 6/58 replaced 4/57 (WN 15, ACTM 20/307/3)

- 12.12.1974 Flashing lights provided at Racecourse Rd (57 km 519 m) at Down end (WN 2)
- 19.01.1975 No 1 Track signalled for bi-directional running. Locking altered so that Home 6 can clear for running moves to No 1 Track; medium speed aspect will apply for No 1 Track or Down Main line. New Down Home 24 provided for moves from No 1 Track to Down line. Diagram 17/74 replaced 6/58. (WN 4, IR)

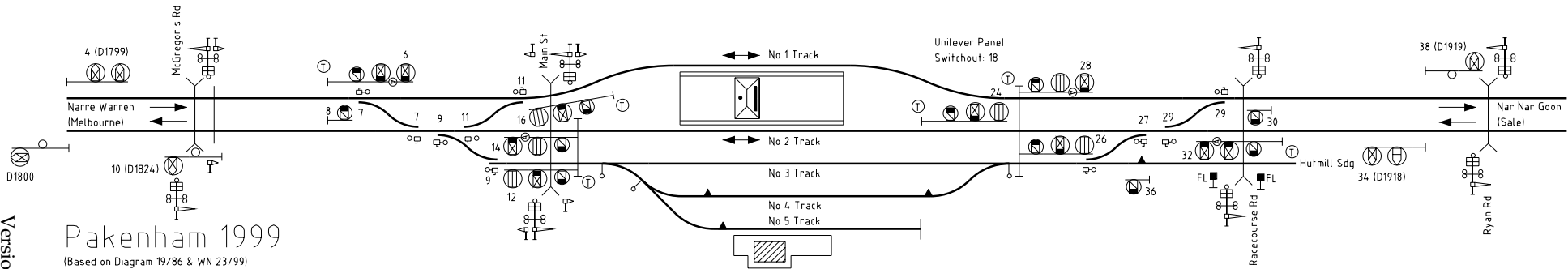


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|---|--|---|
| <p>13.04.1975 Down platform signalled for terminating trains. New Crossover 11 provided, together with Up Home 16. Down Automatic D1799 again controlled by lever 4. Dwarf 30 altered to apply to all roads. Tracks renumbered. Diagram 2/75 replaced 17/74. (WN 16, IR)</p> <p>14.04.1975 Main St flashing lights improved (2 additional masts provided). (CI)</p> <p>18.05.1975 Down Home 6 relocated 200 feet in the Up direction (WN 21)</p> <p>16.09.1976 Hutmill Siding (Robert Hutchinson Ltd) provided. Leads from No 3 Track and crosses Racecourse Road. The siding is 645 metres long with a loop with standing room of 170 metres at end of siding. Electrified to Up side of weighbridge. Catch 27 replaced by points.</p> | <p>28.06.1984 Train Stops provided at Automatic signals between Officer and Pakenham (including D1799 &amp; D1800), and Homes 6, 14, 16, 24, and 28 (WN 27)</p> <p>06.09.1986 Boom barriers provided at McGregor Rd and Main Street. Controlled Automatic D1824 (lever 10) provided at McGregor's Rd. Signals 6, 8, 12, 14, and 16 are interlocked with the Main Street boom barrier cycle. Up Express/Stopping buttons provided interlocked with Homes 14 (&amp; 16?). Push button provided for selecting Up Goods trains which will shunt at</p> | <p>04.09.1988 Shunting selection button for Officer abolished (WN 36)</p> <p>11.12.1988 Siding A was abolished. Points 9D converted to Catch points (WN 50)</p> <p>10.11.1991 Down Home 6 relocated 100 metres in the Up direction (WN 41)</p> <p>25.03.1995 Control of line between Dandenong and Pakenham transferred from Centrol to Metrol (WN ?)</p> |
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- 31.05.1998 Hand points leading to No 5 Track at Down end. No 5 Track now a dead end and will be extended 15 metres in Down direction. (WN 21)
- 23.05.1999 Boom barriers provided at Racecourse Road (58.751 km) and Ryan Road (60.534 km) on Down side of station. Down Automatic D1919 converted to Controlled Automatic (lever 38) to prevent Ryan Road from operating during shunting. Express/Stopping selection provided for Down trains. Home 28 must be operated before selecting class of train (WN 21)
- 09.12.1999 Flag Derails replaced existing Derail at Up and Down ends of No 4 Track and Up end of No 5 Track. Derail at Down end of No 4 Track relocated 50 metres further out, and Derail at Up end of No 5 Track relocated 10 metres further out. An additional flag derail provided in No 3 Track on Down side of Crossover 27. (WN 50)
- 21.09.2002 Works Siding returned to service and is available for the stabling of track machines. Baulks at the Down end of No 3 Siding relocated 52 metres in the Down direction. Low speed light on Home 26 will now clear for moves to dead end (WN 36)
- 08.12.2003 Hand derails at Up and Down ends of No 4 Track and the Up end of No 5 Track removed (WN 49)
- 22.04.2004 Line between Pakenham and Traralgon placed under absolute occupation for rebuilding. Passenger services replaced by bus, freight services continue to run (WN 42)
- (11.05.2004) Line between Pakenham and Traralgon returned to service; Up line only on duplicated stretches. Sprinters run under absolute block conditions (WN 18)



Pakenham 1999  
(Based on Diagram 19/86 & WN 23/99)

Version 1.0 (August 2004)