



**AUSTRALIAN RAILWAY
HISTORICAL SOCIETY**

MELBOURNE BRANCH

**#16 Luncheon Outing, inspection of the new stations at Narre Warren,
Pakenham & East Pakenham with lunch at The Pakenham Hotel
Tuesday 6th August 2024**

East Pakenham (or E Pakenham as it says on the destination signs) has an island platform with 2 express bypass tracks going around the outside, one on each side of the Platform. VLine trains only stop at Pakenham, but now don't have to worry about terminating Metro trains blocking their path. The track arrangement is rather strange as will be seen on the day. It is also in the middle of an industrial estate with little housing nearby! It is possibly a park & ride station for those living east of Pakenham.

We get off at Narre Warren at 10:25 to inspect the new station there & enjoy the artistic curved stair well & the luxury of 4 lifts. There should be 2 express VLocity's at around 10:30 & 10:50 for photographers.

Then we get back on at 11:04 & travel to Pakenham, passing the level crossing removal works at Beaconsfield Station at the down end of the island platform, & the new bridge at Brunt St on the up side of Officer, where another level crossing has just disappeared.

We arrive at Pakenham at 11:27 & inspect the fancy new wave roof. Whilst we enjoy the new Station, we will see a down stopping VLocity at 11:29 & an up at 11:41. We will hopefully see the one & only goods train of the day from Maryvale pass through at 12:13.

Assuming they have installed pedestrian lights at busy Main St, we will cross the street to the nearby Hotel for lunch at 12:30. (If you don't want to photograph trains you can start lunch at 12:00).

We finish a leisurely lunch & take the 14:04 to East Pakenham. There will be a down VLocity at 14:30 & an up VLocity at 14:40 for those who want to stay & get a shot of trains using the 2 new avoiding lines. Then return home whenever the mood takes you & note those other construction works on the way. Some might even want to get off at Beaconsfield to see progress on the Station St Road Bridge where the new road climbs over the railway line in a big circle.

- 9:33 Board the 2nd carriage of the HCMT at Flinders St Station.
- 10:25 Arrive Narre Warren Station, inspect new Station. Two express VLocity will pass through at 10:30 and 10:55 for the Photographers
- 11:04 Depart Narre Warren for Pakenham Station.
- 11:27 Arrive Pakenham Station, see down VLocity at 11:29 and Up VLocity at 11:41.
- 12:00 Walk to the Pakenham Hotel for Lunch or, wait for the Paper Train.
- 12:13 Maryvale Paper Train due to pass through?
- 12:30 Walk to the Pakenham Hotel for Lunch.
- 1:50 Leave Hotel and walk back to Station.
- 2:04 Take HCMT to East Pakenham Station, two VLocities will pass on the avoiding lines at 2:30 and 2:40 pm. Look at the protection provided by Signals and Catch Points to short Sidings.
- 2:42 or Take train back to ?
- 3:04 Tour ends here
- 2:56 or Optional Stop, get off at Beaconsfield & view new Station St Road Bridge.
- 3:18
- 3:18 or Depart Beaconsfield for Flinders Street arriving 4:06 or 4:28.
- 3:35

Pakenham Railway Station

Pakenham railway station is a commuter and regional railway station on the Pakenham line, with VLine services to Traralgon and Bairnsdale, serving the south-eastern Melbourne suburb of Pakenham in Victoria, Australia. Pakenham is an elevated premium station, featuring an island platform with two faces. It opened on 8 October 1877, with the current station provided in 2024.

Stabling facilities were located on the south side of the station, until their removal in 2022.

History

Pakenham station opened when the railway line from Dandenong was extended. Like the suburb itself, the station is named after Sir Edward Michael Pakenham, a major general who served in the Peninsular War.

In 1938, flashing light signals were provided at the former Main Street level crossing, which was located at the up end of the station.

Initially a single track, the line between Pakenham and Nar Nar Goon was duplicated in 1954. In 1955, the line between Pakenham and Officer was duplicated and an island platform was provided in 1959, when duplication occurred through the station.

On 19 January 1975, electrified suburban services were extended to the station. A crossover was also provided at the up end of the station around that time. During 1979–1980, the former ground level pebbledash station building was constructed.

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On 16 April 1980, Pakenham was the scene of a collision between Hitachi carriage 353D and guards van 286ZL. The guards van was destroyed in the collision and the Hitachi carriage was later scrapped.

In 1986, boom barriers were provided at the Main Street level crossing.

On 15 March 1997, Pakenham was upgraded to a premium station. Between 2001 and 2024, it was the terminus of the Melbourne electrified rail network.

On 9 March 2011, a Siemens train over-ran No. 5 road near the station, crashing into a stanchion.

In March 2014, it was announced that a new train servicing facility would be built at Pakenham East, to maintain the new High Capacity Metro Trains.

In May 2024, the Main Street level crossing was grade separated, as part of the Level Crossing Removal Project. A rail bridge was built over the road, and included a new, rebuilt elevated station. As part of the project, Pakenham line services were extended by approximately 2 km (1.2 mi) to a new station at East Pakenham.

On 17 May 2024, McGregor Road, Main Street and Racecourse Road level crossings were eliminated, and the rebuilt Pakenham station and new East Pakenham station opened on 3 June 2024. At the time of reopening, the northern side of the station building (including platform 2) was only partially finished, with the platform only accessible via temporary stairs. Works will continue on the northern side for the construction of permanent stairs and lift until late 2024.

Platforms and services

Pakenham has two side platforms. It is served by Pakenham line trains, and VLine Traralgon and Bairnsdale line trains.

Platform 1:

Pakenham line all stations and limited express services to Flinders Street

Gippsland line VLine services to Southern Cross

Platform 2:

Pakenham line all stations services to East Pakenham

Gippsland line VLine services to Traralgon and Bairnsdale.

By June 2025, it is planned that trains on the Pakenham line will be through-routed with those on the Sunbury line, via the new Metro Tunnel.

Transport links

Ventura Bus Lines operates six routes via Pakenham station, under contract to Public Transport Victoria:

840 : Gembrook – Pakenham

925 : to Lakeside (Pakenham)

926 : to Westfield Fountain Gate

927 : to Pakenham North (via The Avenue)

928 : to Cardinia Road station

929 : to Pakenham North (via Army Road and Windermere Boulevard)

Warragul Bus Lines operates one route to and from Pakenham station, under contract to Public Transport Victoria:
To Garfield station

Westernport Roadlines operates one bus route to and from Pakenham station, under contract to Public Transport Victoria:
To Koo Wee Rup (unnumbered route and does not show on the relevant Public Transport Victoria local area map)

East Pakenham Railway Station

East Pakenham railway station is a commuter railway station and the terminus of the Pakenham line, serving the south-eastern Melbourne suburb of Pakenham East in Victoria, Australia. East Pakenham is a ground-level premium station, featuring an island platform with two faces, and bypass tracks for V/Line regional services. It opened on 3 June 2024.

East Pakenham station was constructed alongside a rebuilt Pakenham station, as part of the Level Crossing Removal Project. Until mid-2023, the state government referred to the station as Pakenham East railway station. The name "East Pakenham" was confirmed in a new rail network map published in May 2023 by Public Transport Victoria. It was named "East Pakenham" station so it would not be confused with the nearby Pakenham East rail depot.

History

East Pakenham Station was announced in February 2021. It was designed to remove a major bottleneck where through V/Line trains and terminating Metro trains were required to use the same tracks at the old Pakenham station. The new station provides separate turn back tracks for Metro trains and dedicated VLine bypass tracks, avoiding congestion and improving service reliability.

On 3 June 2024, East Pakenham Station opened to passengers alongside the rebuilt elevated Pakenham station.

Platforms and services

East Pakenham has one island platform with two faces. It is served by Pakenham line trains.

Platform 1:

Pakenham line all stations and limited express services to Flinders Street

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Platform 2:

Pakenham line all stations and limited express services to Flinders Street

By June 2025, trains on the Pakenham line will be through-routed with those on the Sunbury line, via the new Metro Tunnel.

Date	What was done	WON or WN
Pakenham Station		
Mon, 8 Oct 1877	Opened	
Mon, 8 Oct 1877	Line opened between Oakleigh and Bunyip. Pakenham probably opened with line, and certainly opened by the end of the year.	(Vaugh 2004, Victorian Railways Chronological Index, Working Time Table)
Mon, 1 Apr 1878	By this date, opened as a Staff station with the sections Berwick - Pakenham - Bunyip. Previously (as at previous issue of WTT on 4th March 1878) no formal Safeworking.	(Vaugh 2004, Working Time Table)
Sun, 3 May 1885	By this date, Nar Nar Goon opened as a Staff station with section now Pakenham - Nar Nar Goon (after 1.12.1882).	(Vaugh 2004, Working Time Table)
Fri, 1 Mar 1889	By this date, Officer opened as a Staff station with section now Officer - Pakenham (after 1.10.1888).	(Vaugh 2004, Working Time Table)
1890	Staff sections: Officer - Pakenham (No 7 Pattern Staff, Black Boxes), Pakenham - Nar Nar Goon (No 1 Pattern Staff, Blue Boxes).	(Vaugh 2004, Staff Register)
Mon, 9 May 1892	By this date, Single Line Block with Winter's instruments provided Officer - Pakenham - Nar Nar Goon superimposed over Staff and Ticket working (after 24 September 1891).	(Vaugh 2004, Working Time Table)
Mon, 29 Jul 1895	Beaconsfield replaced Officer as Staff station. Section now Beaconsfield - Pakenham (No 7 Pattern Staff, Black Boxes).	(Vaugh 2004, Staff Register)
Mon, 8 Mar 1897	By this date, up and down distant signals abolished, up and down home signals moved further out. By this date, Up and Down Distant abolished. Up and Down Home relocated 200 yards clear of facing points.	(WN35/1897)
Sat, 1 Jul 1899	By this date, only had Up and Down Home signals.	(Vaugh 2004, Register of Signals at Non-Interlocked Places)
Sun, 4 Feb 1900	Electric staff working (large instruments) replaced Staff & Ticket and Single Line Block. Sections now Berwick - Pakenham - Nar Nar Goon.	(Vaugh 2004, Staff Register, A.288/1900)
Fri, 7 Jan 1910	Up and Down main line points fitted with plunger locks. Two sets provided.	(Vaugh 2004, Special Locks Register I, WN02/1910)
Mon, 10 Jan 1910	By this date, provide plunger lock.	(WN02/1910)
Wed, 21 Mar 1928	Up home signal moved 290 yards further out	(WN13/1928)
Wed, 28 Mar 1928	Up Home relocated 290 yards further out. Down home signal moved 110 yards further out. Up Home relocated 290 yards further out. Down Home relocated 110 yards further out.	(Vaugh 2004, WN13/1928) (Vaugh 2004, WN14/1928)
Wed, 18 Apr 1928	No.2 road extended, now holds 60 vehicles.	(WN22/1928)
Thu, 3 Oct 1929	No 2 Road extended to hold 60 vehicles; mainly at Down end, but extended to dead end at Up end. Provide double-wire interlocking. 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.	(Vaugh 2004, WN22/1928, 26/20066) (WN43/1929)
Tue, 15 Oct 1929	By this date, 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.	(Vaugh 2004, WN43/1929, Interlocking Register)
Wed, 27 Nov 1929	Provide white discs in lieu of green on switchstands.	(Vaugh 2004, WN42/1929)
Thu, 13 Oct 1932	Green discs on switch stands replaced by white discs. This is to be standard in future. Separate levers provided to operate the points and plungers at the Up end. Now 5 spare.	(WN47/1929) (Vaugh 2004, WN47/1929)
		(Vaugh 2004, Interlocking Register, A.1623/1932)

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Date	What was done	WON or WN
Thu, 8 Aug 1935	Provide miniature electric staff in lieu of large electric staff to Officer and Nar Nar Goon. Large electric staff instruments Officer - Pakenham - Nar Nar Goon replaced by miniature instruments.	(WN36/1935) (Vaugh 2004, WN36/1935, AGST 10/159/2)
Fri, 13 Sep 1935	Provide automatic electric staff exchange apparatus. Miniature staff automatic exchanging apparatus provided. Up exchanger provided opposite signalbay and Down exchanger provided 200 feet on Up side of platform.	(WN39/1935) (Vaugh 2004, WN39/1935)
Thu, 13 Jan 1938	Down home signal replaced by bracket post, 185 yards further in. Down Home replaced by new bracket post 185 yards further in. Only one arm provided on left hand doll.	(WN05/1938) (Vaugh 2004, WN05/1938, AGST 11/378/3)
Wed, 19 Jan 1938	Up home signal replaced by bracket post, 174 yards further in. Up Home replaced by new bracket post 174 yards further in. Only one arm provided on right hand doll.	(WN05/1938) (Vaugh 2004, WN05/1938, AGST 11/382/2)
Thu, 17 Mar 1938	Provide up and down distant signals, additional arrival home signals and new interlocking on platform. 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.	(WN14/1938) (Vaugh 2004, WN14/1938, Interlocking Register, AGST 11/405/5)
Tue, 20 Dec 1938	Provide flashing lights at Main Street (35M 23C). Provide new post 3, 2 arms and 2 discs. 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.	(WN01/1939) (Vaugh 2004, WN01/1938, Interlocking Register, AGST 12/80/2)
Wed, 25 Jan 1939	Additional 3 signal levers provided in frame. Diagram 14/38 replaced 5/38. By this date, 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.	(Vaugh 2004, Station Scrapbook)
Sun, 1 Jun 1952	Post 4 moved 2 yards further out.	(Vaugh 2004, WN24/1952)
Tue, 15 Jul 1952	By this date, No.2 road shortened by 120 feet; double-wire points at down end moved in by same amount. By this date, down end main line points relocated 120 feet further in.	(WN29/1952) (Vaugh 2004, WN29/1952, ACTM 18/482/2)
Tue, 17 Mar 1953	Provide works siding on down side of line at down end, secured by Annett lock. Provide new post 3B, down home signal. 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.	(WN12/1953) (Vaugh 2004, WN12/1953, Interlocking Register, ACTM 19/74/3)
Sun, 13 Sep 1953	Works siding and mainline between Pakenham and Nar Nar Goon transposed. 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.	(WN38/1953) (Vaugh 2004, WN38/1953, ACTM 19/133/2)
Sun, 16 May 1954	Post 3 moved 2'6" further from line.	(Vaugh 2004, WN21/1954)
Sun, 23 May 1954	Up Distant lowered 5ft on mast.	(Vaugh 2004, WN22/1954)
Sun, 27 Jun 1954	Down home signal post 2 moved 137 yards further out. 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.	(WN27/1954) (Vaugh 2004, WN28/1954, ACTM 19/238/2)
Tue, 29 Jun 1954	Post 2 relocated 137 yards further out.	(Vaugh 2004, WN27/1954, ACTM 19/237/2)
Tue, 10 Aug 1954	By this date, telegraph instrument removed. By this date, Telegraph instrument removed.	(WN32/1954) (Vaugh 2004, WN31/1954)
Wed, 25 Aug 1954	Provide works siding on down side of line at up end, secured by Annett lock. 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.	(WN35/1954) (Vaugh 2004, WN35/1954, ACTM 19/216/5)
Thu, 16 Sep 1954	Works siding at down end and post 3B abolished. Works Siding at Down end abolished. Post 3B abolished	(WN38/1954) (Vaugh 2004, WN38/1954, Interlocking Register, ACTM 19/132/1)
Sun, 10 Oct 1954	Duplication to Nar Nar Goon with 3 position signals in service. Electric staff to Nar Nar Goon abolished. Posts 4 and 5 abolished, provide 3 position signals posts 28, U28, 32 and U32. Provide control panel to work junction at down end.	(WN42/1954)

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Date	What was done	WON or WN
	Line duplicated between Pakenham and Nar Nar Goon. Electric Staff working replaced by 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.	(Vaugh 2004, WN42/1954, Interlocking Register, ACTM 19/272/4)
Sun, 19 Dec 1954	Mainline deviated to down side between Officer and Pakenham. Posts 1, 2 and 3 abolished, provide 3 position signals 6, 12 and 4 and automatic signal D1799. Mechanical interlocking abolished.	(WN01/1955)
	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	(Vaugh 2004, WN01/1954, Interlocking Register, ACTM 19/290/5)
Sun, 27 Feb 1955	Duplication from Officer with 3 position signals in service, electric staff from Officer abolished. Provide catch points at down end of No.2 road.	(WN10/1955)
	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.	(Vaugh 2004, WN10/1955, Interlocking Register, ACTM 19/312/4)
Thu, 15 May 1958	Crane Road wired to 50 feet on Down side of Structure 1856+91.	(Vaugh 2004, WN21/1958)
Wed, 17 Sep 1958	8 and 30 dwarf signals previously motor operated, now light signals.	(RA531 Rev.2)
Sun, 5 Apr 1959	Duplication provided through Pakenham; provide island platform. Provide switching facility and illuminated letter A on posts 6, 14, 28 and 32.	(WN15/1959)
	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.	(Vaugh 2004, WN15/1959, ACTM 20/307/3)
	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 & No 28, 1935-passage of No 76. Diagram 6/58 replaced 4/57.	
Wed, 2 Feb 1972	Proposal assembled to provide a siding for Hutmill at the down end, by converting turnout and catch 27 to a crossover, then extending No.3 road over Racecourse Road, with a loop of approximately 400 feet clear length, then a head shunt of approximately 250 feet clear length.	(465/71)
Fri, 25 Jan 1974	Track layout and grading of proposed Hutmill siding amended to allow for weighbridge between Racecourse Road and the loop.	(465/71 Rev.A)
Thu, 11 Apr 1974	Proposal for Hutmill Siding amended with shunters path provided and rail weight altered.	(465/71 Rev.B)
Thu, 24 Oct 1974	Layout altered to allow terminating of suburban trains from Dandenong. Stage 1 works - No.2 road made bidirectional. Signal D1918 (lever 34) medium speed aspect made approach operated. Signal 24 provided. Signals 6 and 8 provided with aspects to No.2 road. These permit suburban trains to arrive in and terminate at the south-side platform.	
	Stage 2 works - No.1 road made bidirectional. Crossover 11 and signal 16 provided. Dwarf 30 provided with route to No.1 Road towards signal 16. Lever control on signal D1799 (lever 4) added to provide overlap clear of crossover 11.	(465/71 Rev.C)
Wed, 11 Dec 1974	Provide flashing lights at McGregor's Road (55.839km).	(WN02/1975)
Thu, 12 Dec 1974	Panel 2 of Track diagram in signal box redrawn to show crossover 11; patches provided over panels 1 and 3 to amend signals and road numbers. Flashing lights provided at Racecourse Rd (57.519km).	(RH402 Rev.A)
Sun, 19 Jan 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.	(Vaugh 2004, WN02/1974) (Vaugh 2004, WN04/1975, Interlocking Register)
Sun, 13 Apr 1975	Panel 1 of track diagram in signal box amended with additional block and signal D1721 added; one track section removed from down line on Panel 2. Panels 2, 3 and 4 of track diagram in signal box amended to show Signal 24 and flashing lights at McGregors Road and Racecourse Road.	(RH402 Rev.C) (RH402 Rev.B)
	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.	(Vaugh 2004, WN16/1975, Interlocking Register)
Mon, 14 Apr 1975	Main St flashing lights improved (2 additional masts provided).	(Vaugh 2004, Victorian Railways Chronological Index)
Sun, 18 May 1975	Down Home 6 relocated 200 feet in the Up direction.	(Vaugh 2004, WN21/1975)

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Date	What was done	WON or WN
Fri, 11 Jun 1976	Panels 4 of track diagram in signal box redrawn to show lead to Hutmill Siding; patch added to Panel 5.	(RH402 Rev.D)
Thu, 16 Sep 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. Dwarf 36 provided. Push buttons provided to control flashing lights at Racecourse Road for shunting moves. Amend Diagram 2/75.	(Vaugh 2004, WN39/1976, Interlocking Register)
Thu, 28 Jun 1984	Train Stops provided at Automatic signals between Officer and Pakenham (including D1799 & D1800), and Homes 6, 14, 16, 24, and 28.	(Vaugh 2004, WN27/1984)
Sat, 6 Sep 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 (& 16?). Push button provided for selecting Up Goods trains which will shunt at Officer (interlocked with lever 10). Pedestrian gates probably provided on Down side of McGregor Rd and Up and Down sides of Main St. By this date, the dead end extensions at Up and Down ends of No 5 Track removed. Diagram 19/86 supersedes 5/86.	(Vaugh 2004, WN34/1986, Signalling Diagram 19/1986)
Sun, 4 Sep 1988	Shunting selection button for Officer abolished.	(Vaugh 2004, WN36/1988)
Sun, 11 Dec 1988	Siding A was abolished. Points 9D converted to Catch points.	(Vaugh 2004, WN50/1988)
Sun, 10 Nov 1991	Down Home 6 relocated 100 metres in the Up direction.	(Vaugh 2004, WN41/1991)
Sat, 25 Mar 1995	Control of line between Dandenong and Pakenham transferred from Centrol to Metrol.	(Vaugh 2004, WN??/1995)
Sun, 31 May 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.	(Vaugh 2004, WN21/1998)
Sun, 23 May 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	(Vaugh 2004, WN21/1999)
Thu, 9 Dec 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.	(Vaugh 2004, WN50/1999)
Sat, 21 Sep 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.	(Vaugh 2004, WN36/2002)
Mon, 8 Dec 2003	Hand derails at Up and Down ends of No 4 Track and the Up end of No 5 Track removed.	(Vaugh 2004, WN49/2003)
Thu, 22 Apr 2004	Line between Pakenham and Traralgon placed under absolute occupation for rebuilding. Passenger services replaced by bus, freight services continue to run.	(Vaugh 2004, WN42/2004)
Tue, 11 May 2004	By this date, Line between Pakenham and Traralgon returned to service; Up line only on duplicated stretches. Sprinters run under absolute block conditions.	(Vaugh 2004, WN18/2004)
Fri, 8 Oct 2004	Dwarf signal 30 converted to LED type.	
Sun, 15 May 2005	Additional track circuits were installed (turnout fouling project) to ensure train, broken rail and broken bond detection on main line turnouts	
Thu, 21 Dec 2006	A Westrace Data update was carried out to overcome Express and Stopping Route Setting issues. Data installed in Pakenham interlocking (PKM1A).	(SW.334/2006, WN01/2007)
Sun, 4 Feb 2007	Home Signals 12 and 14 converted to LED	(SW.020/2007, WN05/2007)
Sun, 11 Feb 2007	Up Home Signal PKM16 and Up Controlled Automatic Signal PKM10 converted to LED.	(SW.026/2007, WN06/2007)
Sun, 18 Feb 2007 2021	Automatic Signals D1721, D1722, D1800 and PKM4 converted to LED. Effective 0800 hours 6th April 2021 Start and End RFR signs will be progressively removed, in line with updates to Section 36 of the 1994 Book of Rules and Operating Procedures (as amended) which will be issued on a separate SW Circular. Amend diagram 73/18.	(SW.030/2007, WN07/2007) (WON 13/2021, SW.0041/2021)

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Date	What was done	WON or WN
Mon, 8 Aug 2022	No.4 and No.5 roads are abolished, along with most of No.3 road. A short portion (75m) of the latter is retained at the down end, allowing shunting to and from Siding A. Overhead wiring is removed from this portion of No.3 road, now renamed the Shunt Neck, and Siding A, along with the rest of the yard. Train stop and TPWS units will remain raised/energised for routes to/from No.3 road, to prevent entry by unauthorised trains. Home signal PKM711 is abolished, and PKM715 is relocated from the gantry to a new ground mast. Points PKM61IU and PKM61ID are abolished, with circuit alterations made to retain detection of PKM61IU in the normal position until such time as the physically removed.	(WON 31/2022, SW.812/2022)
Mon, 10 Oct 2022	As at 0300 hours, the following changes are made in the lead up to grade separation: <ul style="list-style-type: none"> • No.3 road, baulks and buffer light are abolished • Siding "A" and the baulks are abolished • Home signal PKM728 is abolished • Dwarf signal PKM729 is abolished • Points PKM628 is abolished, but not removed. Normal detection of the points will be retained, and track circuits PKM682T and PKM728T have blocks applied in the interim. 	(WON 39/2022, SW.0742/2022)
Tue, 11 Oct 2022	SW.249/2019 is cancelled.	(WON 40/2022, SW.0479/2022)
Tue, 21 Feb 2023	From 9pm until further notice the Main Street level crossing is closed to road traffic. The level crossing protection equipment is isolated, and the boom barriers are removed. Road closure barriers are in place to prevent unauthorised access across the railway.	(WON 09/2023, SW.062/2023)
Thu, 23 Feb 2023	The Main Street level crossing is still closed to road traffic, but the boom barrier arm on the Up side of the line is converted to an articulated arm.	(WON 09/2023, SW.064/2023)
Fri, 10 Mar 2023	The Main Street level crossing is reinstated. Upgraded boom arms and LED flashing lights are provided, and one of the heads of signal PKM707 is lowered approximately 500mm.	(WON 11/2023, SW.082/2023)
Thu, 22 Jun 2023	The Main Street level crossing is re-opened with a shorter boom arm perpendicular to the roadway.	(WON 10/2023, SW.072/2023)
	Temporary provision of bidirectional running between Racecourse Road (58.740km) and Princes Highway (60.955km). Axle counters, train stops and TPWS relocated or replaced along the new section of track (58.740km to 61.895km). Points 633U/633D relocated 300m in the down direction as a 1:21 diverge, from 59.091km to 59.232km. A new unwired maintenance siding is provided at 60.265km, facing down trains on the north line, with 125m clear and up dwarf signal PKM741 for exiting moves, leading into up Home signal PKM743. Access is by new turnout PKM641U (60.265km) and catch point PKM641D (60.351km). The approach times for McGregor Road (57.055km), Main Street (58.001km) and Racecourse Road (58.735km) level crossings are modified. Straight-rail kits are provided in preparation for future turnouts at 59.579km, 59.592km, 59.850km, 60.136km to 60.250km, and 61.605 to 61.470km. Down signals PKM734 and PKM736 (previously known as PKM624 and PKM626), and Up signals PKM743 and PKM745 (previously known as PKM655 and PKM657), are fitted with "C" lights. Down signals PKM744 and PKM746 are relocated from 60.120km to 60.130km. Up signals PKM731 and PKM733 are relocated from 59.092km to 59.396km. The 90km curve boards for down trains, both lines, is relocated from 60.287km to 60.356km. All fixed signals between Pakenham and the lease boundary (transition from MTM to V/Line responsibility, at 64.600km) will be controlled Home signals. Dandenong TCMS is updated to reflect the alterations.	(WON 25/2023, SW.0236/2023)
Tue, 27 Jun 2023	By this date, speeds on both lines from Pakenham to 62.626km (beyond the end of the overhead) is reduced to 105 km/h for Sprinter railcars and 90 km/h for A and N Class diesel locomotives. No other types of stock are affected; EMU and VLocity sets remain 115 km/h, and other classes of locomotive range from 100 km/h to 65 km/h. The operating restriction regarding terminating up trains in Platform 1 is no longer required; circular SW.249/2019 is cancelled.	(WON 26/2023, SW.0251/2023)
Tue, 5 Sep 2023	By this date, references in the instructions to the hand-operated Hayes derail on the extension to No.3 Track (Siding "A") are removed.	(WON 26/2023, SW.0261/2023)
Tue, 26 Sep 2023	By this date, the routing restriction described in SW.495/2023 (sic) no longer applies, and circular SW.495/2018 is cancelled.	(WON 36/2023, SWP.012/2023) (WON 39/2023, SW.889/2023)

ARHS Melb LOG #16 East Pak & Pak Tour Notes

Date	What was done	WON or WN							
Fri, 31 May 2024	Speed restriction on Down line for new track, 80 km/h 56.150km to 60.800km. A similar Up line restriction, same chainages and speed, was written 31 May 2024 but cancelled on or before 4 June 2024. Resolved by 11 June 2024.	(WON 23/2024, MTM TS.063/2024, WON 24/2024)							
Sat, 1 Jun 2024	All prior infrastructure at Pakenham is abolished and replaced with a new elevated station. The station itself is moved 30m in the Up direction and now has two side platforms between 58.074-58.235km. Three road and two foot level crossings are abolished, along with all points, signals, track, whistle boards and curve boards. New signals are provided thus: The approach times for McGregor Road (57.055km), Main Street (58.001km) and Racecourse Road (58.735km) level crossings are modified. Straight-rail kits are provided in preparation for future turnouts at 59.579km, 59.592km, 59.850km, 60.136km to 60.250km, and 61.605 to 61.470km. Down signals PKM734 and PKM736 (previously known as PKM624 and PKM626), and Up signals PKM743 and PKM745 (previously known as PKM655 and PKM657), are fitted with "C" lights. Down signals PKM744 and PKM746 are relocated from 60.120km to 60.130km. Up signals PKM731 and PKM733 are relocated from 59.092km to 59.396km. The 90km curve boards for down trains, both lines, is relocated from 60.287km to 60.356km. All fixed signals between Pakenham and the lease boundary (transition from MTM to V/Line responsibility, at 64.600km) will be controlled Home signals. Dandenong TCMS is updated to reflect the alterations.								
Tue, 27 Jun 2023	By this date, speeds on both lines from Pakenham to 62.626km (beyond the end of the overhead) is reduced to 105 km/h for Sprinter railcars and 90 km/h for A and N Class diesel locomotives. No other types of stock are affected; EMU and VLocity sets remain 115 km/h, and other classes of locomotive range from 100 km/h to 65 km/h. The operating restriction regarding terminating up trains in Platform 1 is no longer required; circular SW.249/2019 is cancelled.	(WON 26/2023, SW.0251/2023)							
Tue, 5 Sep 2023	By this date, references in the instructions to the hand-operated Hayes derail on the extension to No.3 Track (Siding "A") are removed.	(WON 26/2023, SW.0261/2023)							
Tue, 26 Sep 2023	By this date, the routing restriction described in SW.495/2023 (sic) no longer applies, and circular SW.495/2018 is cancelled.	(WON 36/2023, SWP.012/2023)							
Fri, 31 May 2024	Speed restriction on Down line for new track, 80 km/h 56.150km to 60.800km. A similar Up line restriction, same chainages and speed, was written 31 May 2024 but cancelled on or before 4 June 2024. Resolved by 11 June 2024.	(WON 39/2023, SW.889/2023)							
		(WON 23/2024, MTM TS.063/2024, WON 24/2024)							
Date	What was done	WON or WN							
Sat, 1 Jun 2024	All prior infrastructure at Pakenham is abolished and replaced with a new elevated station. The station itself is moved 30m in the Up direction and now has two side platforms between 58.074-58.235km. Three road and two foot level crossings are abolished, along with all points, signals, track, whistle boards and curve boards. New signals are provided thus:								
Chainage	Before	Type	Line	Facing	Event	New ID	To	Aspects / Data	
54.770		Automatic Signal	Down	Down	Modified	D1745	PKM700	R/R, Y/R, G/R	
54.810	D1746	Automatic Signal	Up	Up	Renumbered	PKM601	D1710	R/R, Y/R, G/R	
55.500		Home Signal	Down	Down	New	PKM700	PKM702	R/R, R/R/Y, Y/R, Y/G, G/R	
55.741		Home Signal	Up	Up	New	PKM701	PKM601	R/R, R/R/Y, Y/R, G/R	
56.732		Home Signal	Down	Down	New	PKM704	PKM710	R/R, R/R/Y, R/Y, R/G, Y/G, G/R	
57.322		Home Signal	Up	Up	New	PKM709	PKM701	R/R, R/R/Y, Y/R, G/R	
57.488		Home Signal	Down	Down	New	PKM710	PKM714	R/R, R/R/Y, R/Y, Y/R, Y/G, G/R	
58.056		Home Signal	Up	Up	New	PKM713	PKM708	R/R, R/R/Y, Y/R, G/R	
58.332		Home Signal	Down	Down	New	PKM714	PKM722	R/R, R/R/Y, R/Y, Y/R, Y/G, Y/G+65, G/R	
59.070		Home Signal	Up	Up	New	PKM719	PKM713	R/R, R/R/Y, Y/R, G/R	
		New road/rail pad PKM1 is provided at 56.170km, accessed from Ramsay Close.							(WON 22/2024, MTM SW.0172/2024)
Sun, 2 Jun 2024	Speed restriction on North and South lines, Up trains only, due to faults in new track construction, 80 km/h 56.150km to 60.800km. Resolved by 11 June 2024.	(WON 23/2024, MTM TS.063/2024, WON 24/2024)							
Mon, 3 Jun 2024	Between 2200 hours 3 May 2024 and 0300 hours 3 June 2024, the section Pakenham – Warragul is upgraded in conjunction with the Gippsland Corridor Upgrade project. • A Slot release will be provided on the Signalling VDU at Centrol for the North Line between Bunyip and Pakenham. This Slot release when operated by the Traralgon	(WON 19/2024, V/Line SW.0125/2024)							

ARHS Melb LOG #16 East Pak & Pak Tour Notes

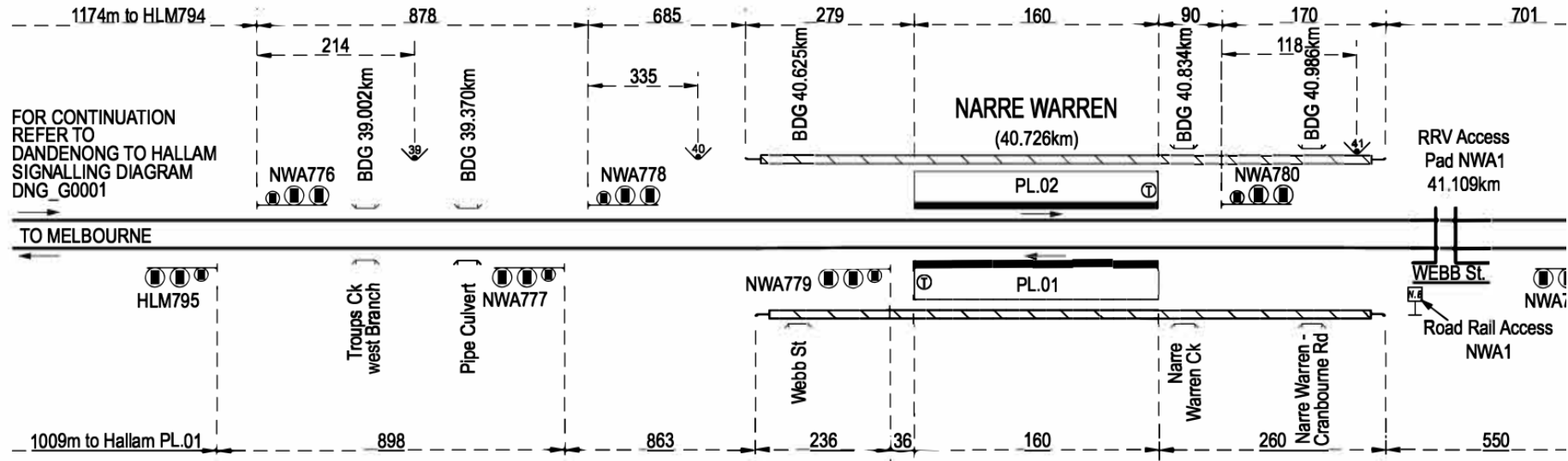
Date	What was done	WON or WN
	<p>Corridor Signaller is to permit the MTM signaller to set a route for a Down movement from Home Signal PKM770 towards the North Line and for V/Line to operate Home Signal PKM780.</p> <p>• A Slot release will be provided on the Signalling VDU at Centrol for the South Line between Bunyip and Pakenham. This Slot release when operated by the Traralgon Corridor Signaller is to permit the MTM signaller to set a route for a Down movement from Home Signal PKM772 towards the North Line and for V/Line to operate Home Signal PKM782.</p>	
Fri, 7 Jun 2024	Speed restriction on the Down line, due to station works, 80 km/h 58.000km to 58.235km.	(WON 24/2024, MTM TS.068/2024)
Line History	Dandenong to Pakenham	
Mon, 8 Oct 1877	Line Opened	Dandenong - Pakenham
Wed, 21 Jul 1954	Electrified	Dandenong - Pakenham
Fri, 25 Feb 1955	Duplicated	Officer - Pakenham
Tue, 29 Jun 2021	3000mm containers no longer permitted	Melbourne Yard - Pakenham (WON 26/2021, TON 0305.2021)
Mon, 3 Jun 2024	Passenger Services Commenced	Pakenham - East Pakenham
East Pakenham Station		
Sat, 1 Jun 2024	<p>A new 164m-long island platform is provided, with additional north and south flanking tracks. Most tracks are bidirectional. Note that trains running between the Down and South line must use PL01, and between the North line and the Up line PL02, unless using crossovers at or beyond the depot further east. The area is controlled by the Pakenham Signal Control Panel located at the Dandenong Signal Control Centre.</p> <p>New road/rail pad EPH1 is provided at 60.511 km, accessed from Ryan Road. New points 637, 629, 635, 634, 639 and 641 are fitted to auto-normalise, ten seconds after the previous movement has cleared the section.</p> <p>Former Pakenham signals in this area, PKM734, PKM736, PKM733, PKM731, PKM743 and PKM745 are abolished. New signals retain the PKM prefix.</p>	(WON 22/2024, MTM SW.0172/2024, MTM SWP.008/2024)
Mon, 3 Jun 2024	Passenger Services Commenced	Pakenham - East Pakenham
Mon, 3 Jun 2024	Opened	
Tue, 11 Jun 2024	By this date, commencing forthwith and until further notice, Points PKM629 and PKM635 must not be keyed to the reverse position, to ensure rollout protection from the platforms.	(WON 24/2024, MTM SW.222/2024)
	By this date, the station limits of East Pakenham at the down end is signals PKM779 and PKM781.	(WON 24/2024, MTM SWP.009/2024)
Tue, 25 Jun 2024	Due to electrical issues, no maintenance may be carried out during train running between 56.732km and 64.600km; it must be deferred until after the last train. During de-training or trespasser events, all trains must have pantographs lowered and the overhead isolated.	(WON 26/2024, MTM SW.251/2024, WON 27/2024, MTM SW.260/2024)
Line History	Pakenham to East Pakenham	
Mon, 3 Jun 2024	Passenger Services Commenced	Pakenham - East Pakenham

Photos by Geoff Wallace GWA, information from <vicsig.net> Chris Gordon, bigbuild.vic.gov.au & Wikipedia.

Notes compiled by Geoff Wallace

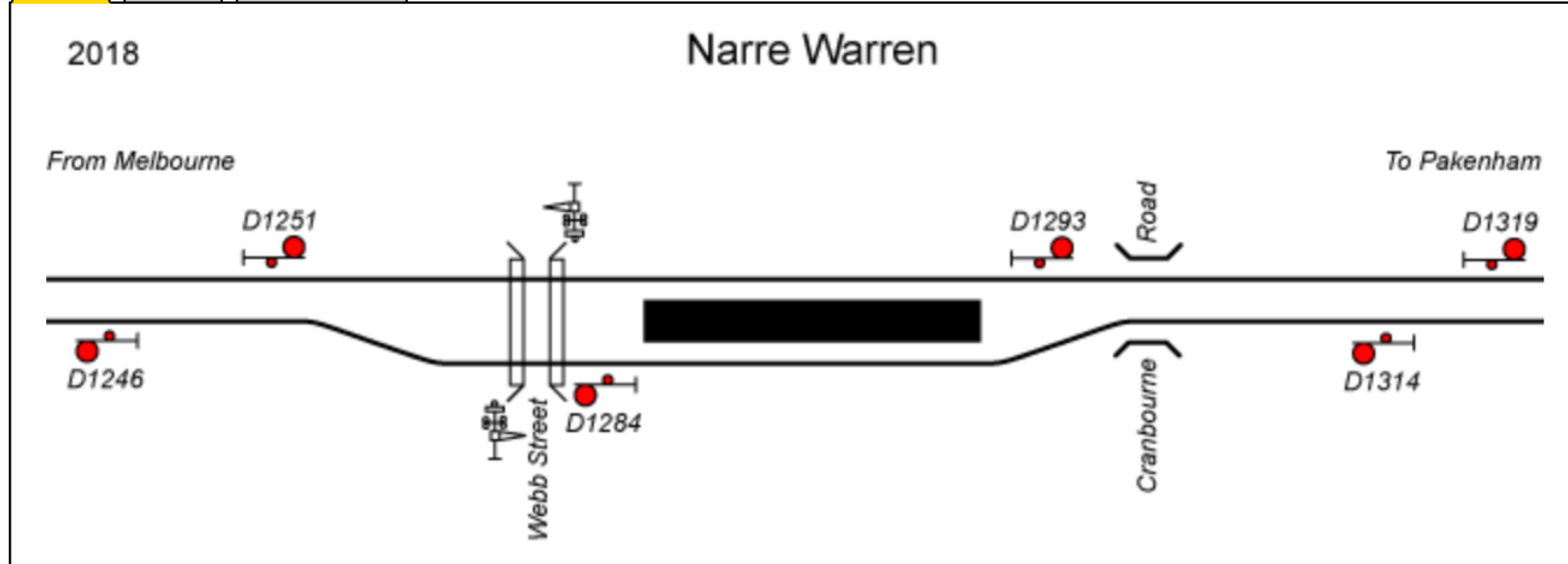
E&OE

ARHS Melb LOG #16 East Pak & Pak Tour Notes



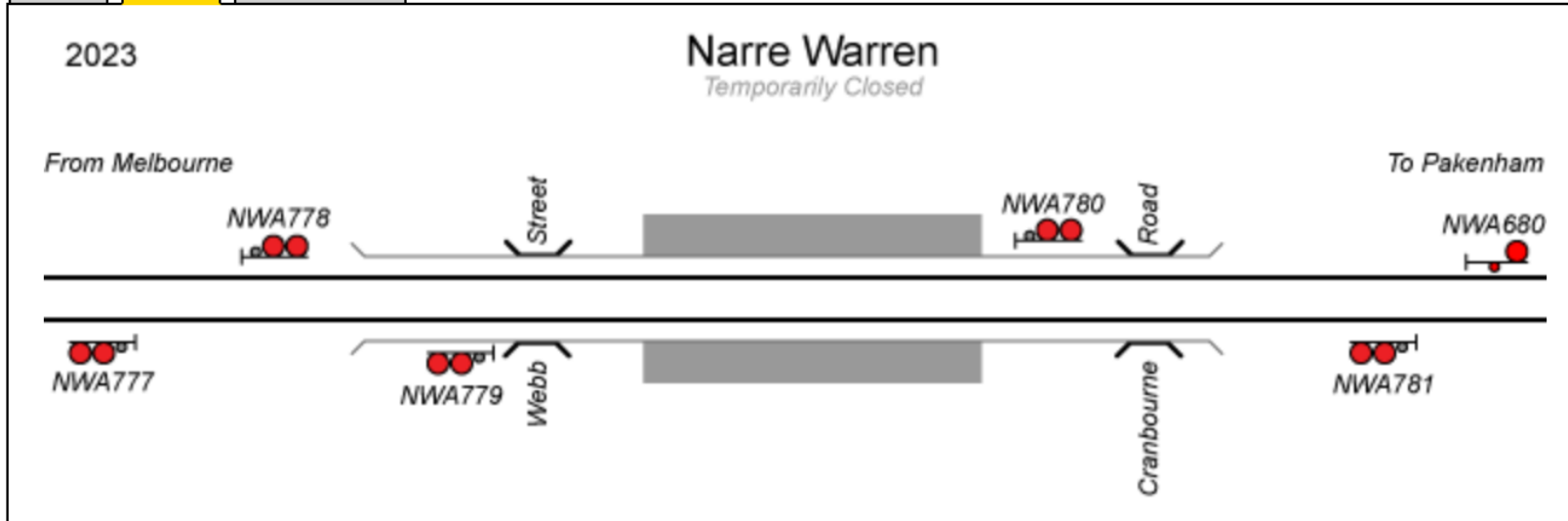
Narre Warren to Cardinia Rd Partial 2024-003 Note Road Rail Access Pad. GWa Collection.

- 2018
- 2023
- April 2024



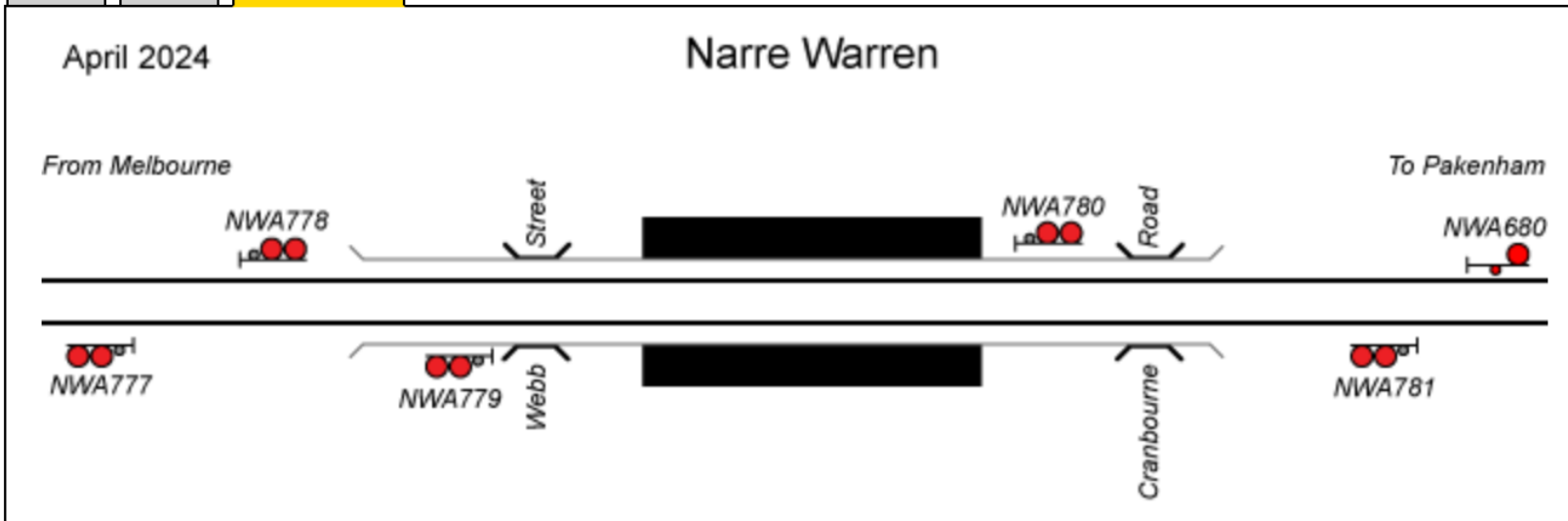
Narre Warren 2018. vicsig.net Chris Gordon

2018 2023 April 2024



Narre Warren Temporarily Closed 2023. vicsig.net Chris Gordon

2018 2023 April 2024



Narre Warren April 2024. vicsig.net Chris Gordon

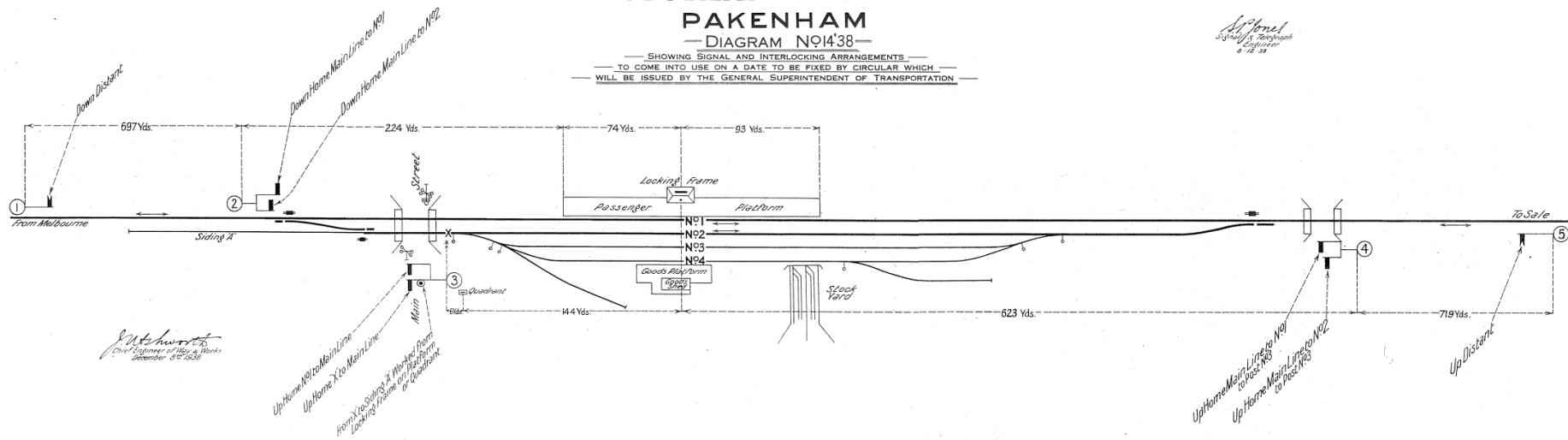
VICTORIAN RAILWAYS

PAKENHAM

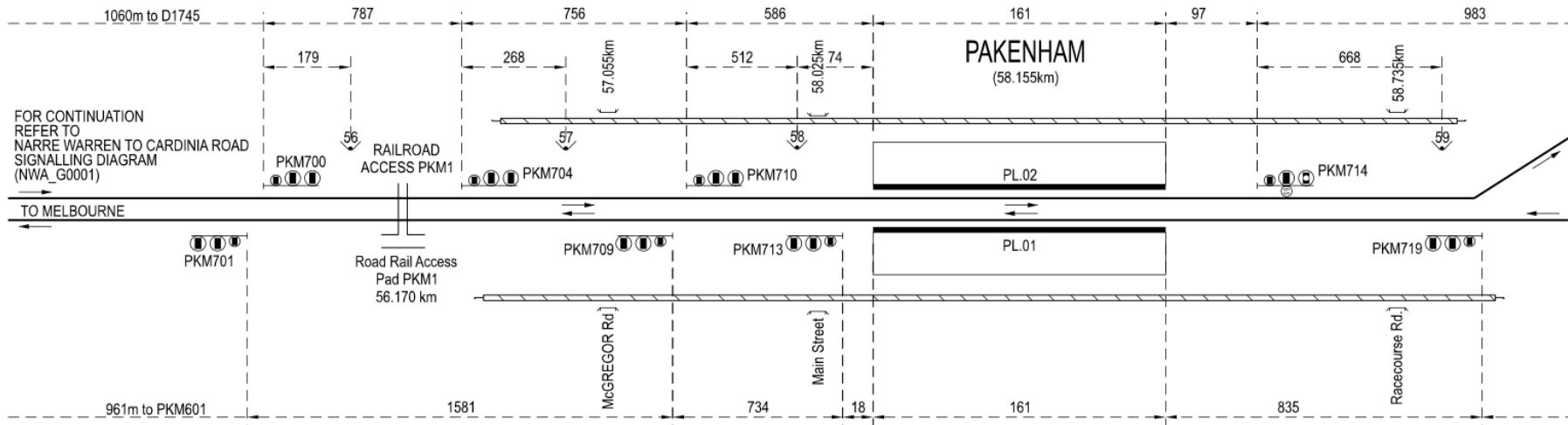
DIAGRAM NQ1438

SHOWING SIGNAL AND INTERLOCKING ARRANGEMENTS
 TO COME INTO USE ON A DATE TO BE FIXED BY CIRCULAR WHICH
 WILL BE ISSUED BY THE GENERAL SUPERINTENDENT OF TRANSPORTATION

Handwritten: Signal & Interlocking
 6-12-38



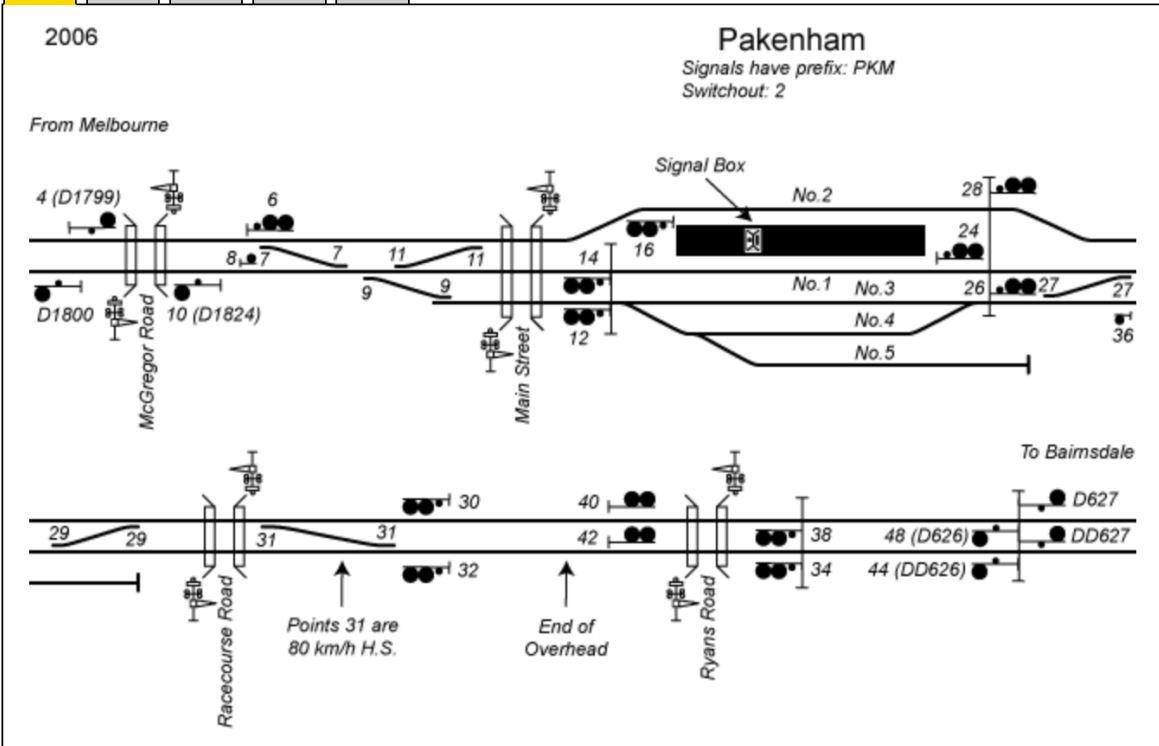
Pakenham 1938-014 GWa Collection.



Pakenham partial 2024-001 GWa Collection. A little bit less track than in 1938 in previous Signal Diagram.

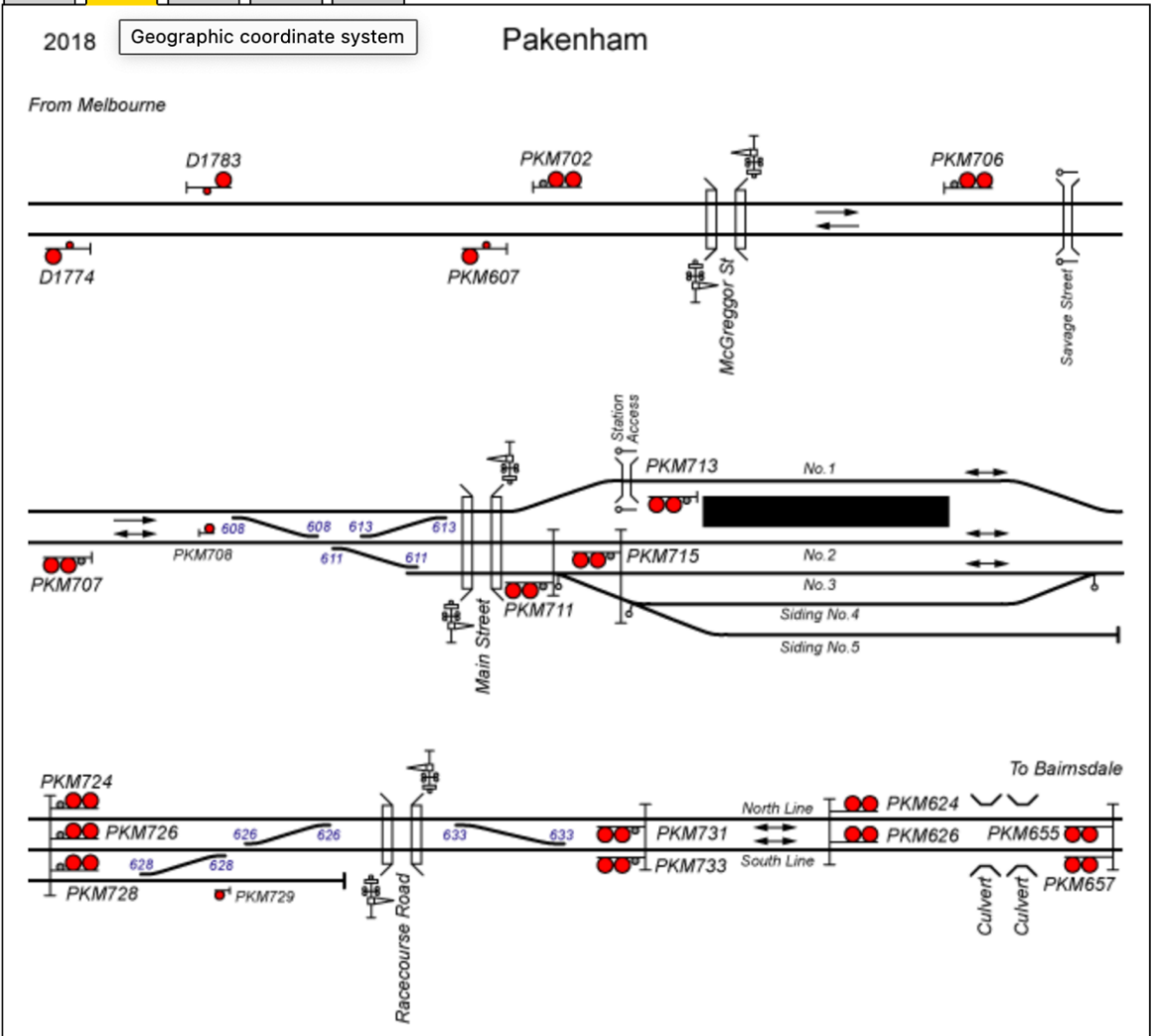
ARHS Melb LOG #16 East Pak & Pak Tour Notes

2006	2018	2022	2023	2024
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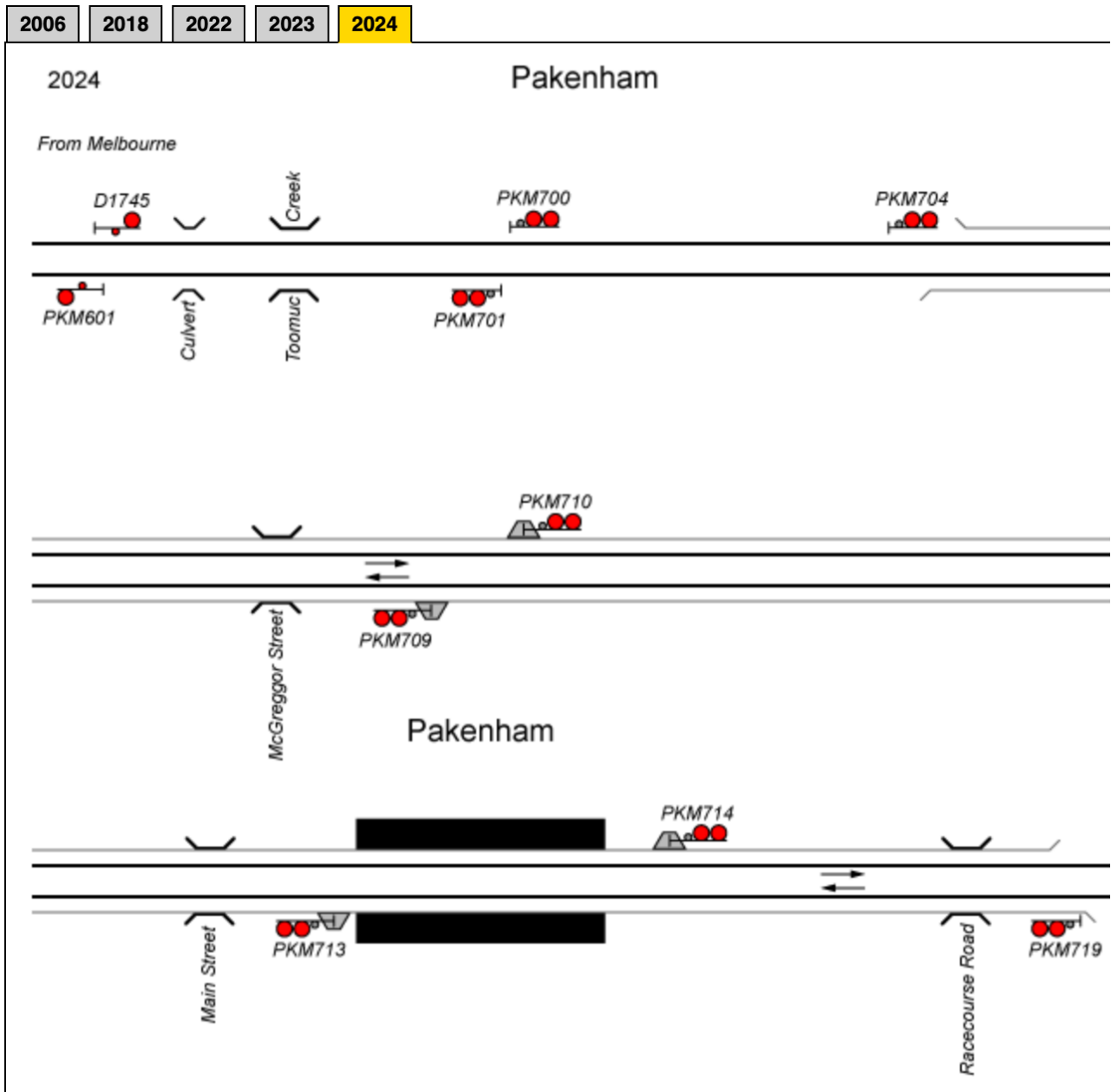


Pakenham SD 2006 vicsig.net Chris Gordon

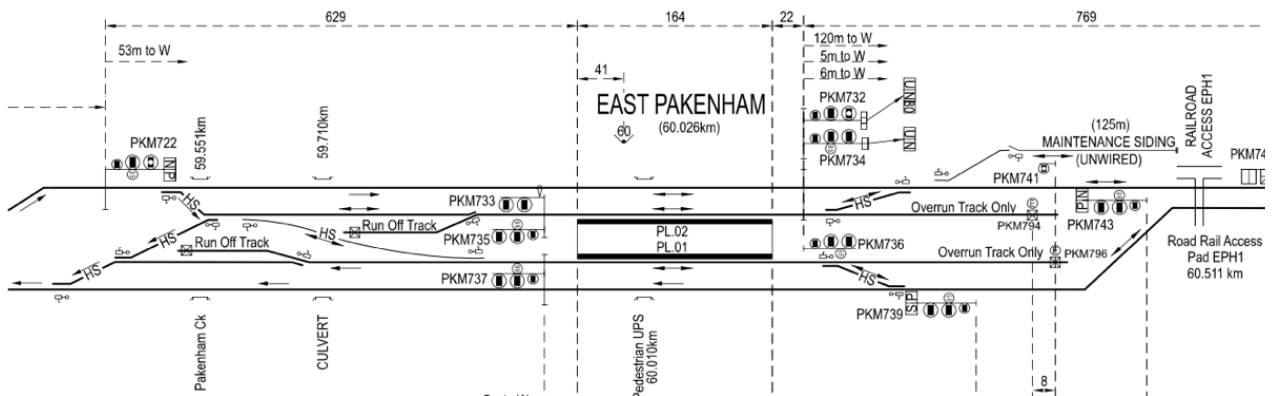
2006	2018	2022	2023	2024
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Pakenham SD 2018 vicsig.net Chris Gordon



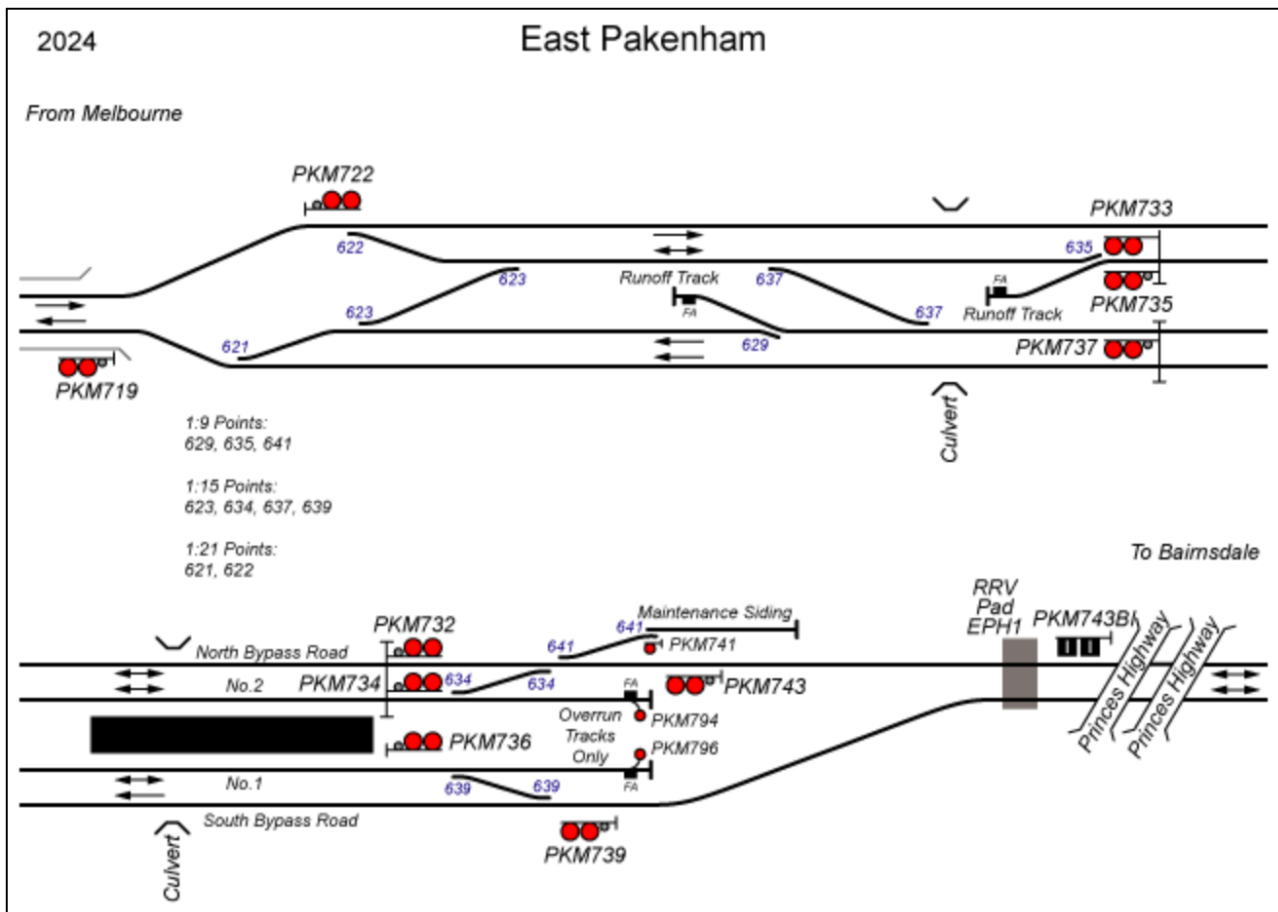
Pakenham SD 2024 vicsig.net Chris Gordon



East Pakenham partial 2024-001GWa Collection.

Look at the Run Off Tracks provided, as the Station is on a 1 in 200 gradient sloping down in the Up Direction. Also note the Overrun Tracks in the Down Direction.

Note the Road Rail Pad, these have to be provided so Hi Rail Vehicles can access the tracks, previously this was done at the nearest Level Crossing.



East Pakenham SD 2024 vicsig.net Chris Gordon

Look at the Run Off Tracks provided, as the Station is on a 1 in 200 gradient sloping down in the Up Direction. Also note the Overrun Tracks in the Down Direction.

Note the Road Rail Pad, these have to be provided so Hi Rail Vehicles can access the tracks, previously this was done at the nearest Level Crossing.



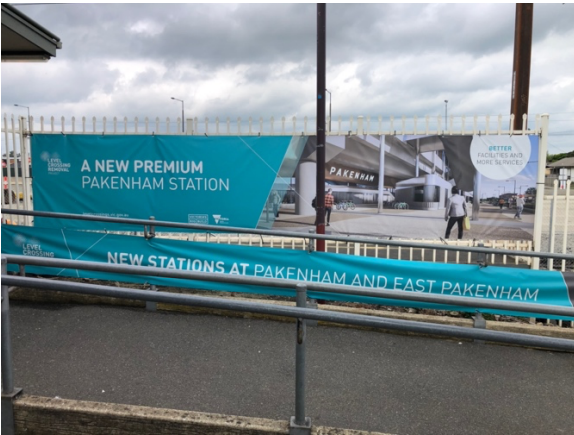
L 1174 on a Goods Train at Pakenham Saturday 23rd March 1957 Andrew Blair, must have been a Railway Outing by all the people on or near the Track, Forbidden Today? Vicsig.net



4D set, J515 and a Comeng during the Yakkerboo festival at Pakenham Sunday, 5th April 1992 Photo: Ian Green Vicsig.net



East Pakenham Station day before Opening 2nd June 2024. By East Pakenham oh yeah, it's finally here - <https://www.flickr.com/photos/200812091@N04/53765874060/>, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=149018474>



Banner showing new Station Pakenham 2022092 GWa



Crosshead & L Beams 20230316 GWa



Crosshead & Workers 20230316 GWa



Elevated Rail viewed from Main Road Pakenham 20230316 GWa



HCMT Set at Pakenham with new Elevated Railway in Background 20230316 GWa



Poster on Station Wall Pakenham 20230316 GWa



Pylon for Crosshead in the middle of the road currently Pakenham 20230316 GWa



Viewed from Main Road Boom Gates & Cross Head with a HCMT arriving 20230316 GWa