



**AUSTRALIAN RAILWAY
HISTORICAL SOCIETY**

MELBOURNE BRANCH

**ARHS Melbourne Luncheon Outing Group, Behind the Scenes
at the Diamond Valley Miniature Railway (DVR)
with lunch at the Eltham Hotel
Wednesday 3rd July 2024**

Our Timetable for today.

9:26 am	Depart Southern Cross on Mernda Service, observe new Keon Park Station & Elevated Railway as we pass through Keon Park.
10:05 am	Arrive Thomastown, change Platform to go back to Keon Park.
10:21 am	Depart Thomastown, 10:24 Arrive Keon Park, inspect elevated Railway & Station.
10:51 am	Depart Keon Park on Route 902 Bus to the Eltham Hotel.
11:30 am	Arrive Eltham Hotel for Lunch.
1:00 pm	Depart Eltham Hotel for 902 Bus to DVR.
1:10 pm	Catch 902 Bus to DVR.
1:15 pm	Catch Train from Pine Creek Station up to Main Station to book into the Railway
3:20 pm	Depart Main Station for Pine Creek Station. Tour ends here.
3:29 pm	Catch 902 Bus to Nunawading Station.
3:29 or 3:55 pm	Catch 513 bus to Glenroy which crosses numerous tram and railway lines.

Keon Park railway station is located on the Mernda line in Victoria, Australia. It serves the northern Melbourne suburb of Thomastown, and it opened on 16 December 1929 as Keonpark. It was renamed Keon Park on 29 February 1972.

History

Keon Park station opened on 16 December 1929, it was named after Keon Park Pty Ltd., a land development company formed in 1924. Among the directors was Henry Isaac Cohen, a Barrister and M.L.C. and later a King's Counsel, Minister of Education and Minister for Water Supply, who married Ethel Mary Keon in 1901 and whose children adopted the surname of "Keon-Cohen".

The station opened at the same time as the extension of suburban services and electrification from Reservoir to Thomastown. In November 1959, the line from Reservoir was duplicated, in conjunction with the extension of suburban services to Lalor. However, the duplicated line converged at the up end of the former Keon Parade level crossing, and it was not until 1988 that the current Platform 2 was provided. The crossover, located at the up end of the station and just past the level crossing, was also provided around this time. It remained the northern extremity for the double line until November 2011, when the line from Keon Park to Epping was duplicated.

In 1963, flashing light signals were provided at the former Keon Parade level crossing, with boom barriers provided later on in 1971. On 15 April 1972, a small fire damaged the interior of the station building. On 1 September 1973, the station was again damaged by fire, as well as damage occurring to the signal box. It was also around this time that the former City of Preston and former local member for the now abolished District of Reservoir, Jim Simmonds, asked the Victorian Railways for opinions on relocating the station to the up side of the level crossing, to allow better access from nearby residential areas.

In 1983, the former ground-level station building was provided, replacing an older timber structure. In 1986, a number of sidings that were located at the down end of the station were abolished.

On 29 July 2021, the Level Crossing Removal Project announced that the level crossing will be grade separated by 2025, with the railway line to be built over the road, and will include a rebuilt station. On 28 March 2022, the LXRP announced that the station would be rebuilt to the south of the current level crossing. In December 2022, final designs were released, with construction on the project beginning in early 2023.

On 12 January 2024, Keon Park Station was closed and demolished. The first elevated train bridge opened on 21 January 2024. The Flinders Street-bound way used the bridge as the Mernda-bound used the level crossing until April 2024, as a solution to keep trains running on the Mernda line.

On 30 April 2024, the Keon Parade level crossing and equipment was eliminated. With the elevated train bridge for Mernda-bound way opening on 8 May 2024, and the rebuilt station opened to passengers on 21 June 2024.

Platforms and services

Keon Park has one island platform with two faces. It is serviced by Metro Trains' Mernda line services.

Diamond Valley Railway

The Diamond Valley Railway is a 7 1/4 in (184 mm) rideable miniature railway located at Eltham Lower Park, Eltham, Victoria (a suburb of Melbourne, Australia). The railway operates a variety of live steam, battery electric and petrol/diesel powered locomotives. It is run by volunteers and operates on every Sunday of the year, most public holidays and on Wednesdays during school holidays. The fare is AU\$5.00 and one complete mainline journey takes about 12 to 15 minutes. It is a popular tourist attraction and carries over 150,000 passengers a year.

History

The Diamond Valley Miniature Railway Club was founded in 1960 with equipment relocated from the closed Chelsworth Park Railway (located in Ivanhoe, Melbourne). The original mainline at Eltham was completed on August 17, 1961, at 0.52 km (0.32 miles) long. Numerous developments, extensions and improvements took place in the years that followed. Importantly starting in the mid-1960s the original 1" x 1/2" steel 'rail' was replaced with 14 lb/yard rail recovered from disused quarries, railways and tramways. (From 2001 the mainline is being progressively relaid with 6 kg/m (12 lb/yd) flat bottomed rail.)

The mainline was significantly expanded in the 1980s to extend down to the edge of the Eltham Lower Park, (called the outer circle) within sight of Main Road and passing motor traffic. The "Pine Creek Platform" adjacent to the road only operates for special charters. The full mainline is now 1.92 km (1.21 mi) long and takes about 12 minutes to complete a journey, passing through two tunnels and over a number of bridges. The line runs over, under and besides itself in a twisted and folded loop. There are the equivalent of 111 points and crossings in the trackwork.

In the 10 years after it opened the railway carried 250,000 passengers. By June 12, 2011, after almost 50 years of operation, it had carried 3,000,000 passengers.

In March 1974 the Club was dissolved and all assets were taken over by Diamond Valley Railway Limited with members of the club transferring to the new organisation.

In 2015, Diamond Valley Railway applied to open a second circuit to the south of the current track. The circuit is to be called Yarra Landing Circuit.

Operation

The railway uses operating procedures based Victorian Railways prototypes both semaphore and search light signalling and sometimes staff and ticket. (All signals are 1/4 of full size). Up to twelve trains can be running at any one time on the mainline.

The "B" signal box near Diamond Valley Station has a miniature lever frame with 80 levers for controlling train movements in the vicinity, and are operated using PLCs. (All buildings 1/2 full size).

The Railway owns fourteen (14) locomotives and over 80 items of rolling stock:

four live-steam;

ten diesel/petrol;

two electric multiple unit (EMU) sets.

Also a number of privately owned locomotives operate on the line (Most rolling stock is 1/6 of full size). Live steam locomotives cannot be used on days of total fire ban.

The Railway has carried over 4 million passengers and usually gets over 2,000 passengers each Sunday.

In popular culture

In the Australian movie 'I Love You Too (2010)' the lead male character is a full-time train driver at an unnamed miniature railway; the scenes with him at work and the finale were filmed at the Diamond Valley Railway.

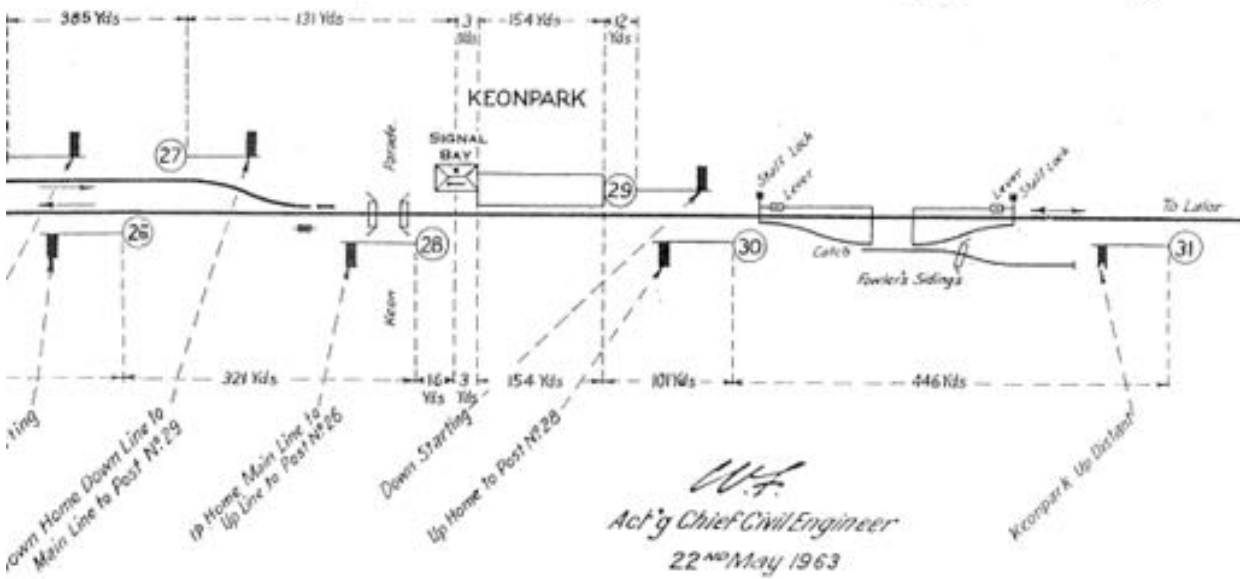
Date	Location	WN/WON
Mon, 16 Dec 1929	Opened as Keonpark	
Tue, 26 Nov 1929	By this date, provide level crossing, IIM 20C from Princes Bridge.	(WN48/1929)
Tue, 3 Dec 1929	By this date, amend previous entry, level crossing with cattle pits is at IIM 50C.	(WN49/1929)

Date	Location	WN/WON
Mon, 16 Dec 1929	Open for traffic, caretaker in charge.	(WN50/1929)
Sun, 29 Nov 1959	Duplication provided to Reservoir. Provide double line block, section Reservoir - Keonpark. New train staff and ticket section on down side is Keonpark - Lalor. Provide interlocking.	(WN49/1959)
Mon, 30 Nov 1959	Assistant stationmaster in charge in lieu of caretaker.	(WN49/1959)
Fri, 20 Dec 1963	Provide flashing lights at Keon Parade (10M 05C).	(WN02/1964)
Tue, 24 Nov 1964	Provide siding for Sisalkraft Holdings Pty Ltd, leading off down end of Fowler's siding.	(WN47/1964)
Tue, 3 Aug 1971	Provide boom barriers at Keon Parade (10M 05C).	(WN34/1971)
Tue, 29 Feb 1972	By this date, renamed Keon Park, was Keonpark.	(WN09/1972)
Sun, 24 Sep 1978	Provide post 32, down advanced starting signal (light). Provide traffic light coordination with Settlement Road level crossing.	(WN40/1978)
Thu, 23 Jan 1986	Bates Pty Ltd and Fowlers sidings removed.	(WN04/1986)
Sun, 20 Jul 1986	Down starting signal post 29 moved 10 metres further out.	(WN28/1986)
Sun, 27 Jul 1986	Down starting signal post 29 moved 10 metres further out (again?).	(WN29/1986)
Sun, 31 May 1987	Provide turnout at 17.775km, spiked for diverge. Track slewed for final alignment.	(WN23/1987)
Aug-1987	Post 29 reclassified from down starting signal to down home signal. Post 32 reclassified from down advanced starting signal to down starting signal.	(WN37/1987)
Sun, 8 May 1988	Mechanical interlocking abolished and control panel provided. Posts 24, 25, 26, 27, 28, 29, 30 and 31 abolished. 3 position home signals KPK 101, 102, 103 and 107 provided. 2 position home signal KPK104 provided. Up repeating signal T554 provided. New points 002 and 007 provided. Pedestrian gates provided at Keon Parade. New island platform provided Provide 3 position signals in lieu of double line block from Reservoir. Mechanical interlocking abolished. Provide control panel. Posts 24, 25, 26, 26, 28, 29, 30 and 31 all abolished. Provide 3 position home signals KPK101, KPK102, KPK103, KPK107, 2 position home signal KPK104 and up repeating signal T554. Provide new points 002 and 007. Provide pedestrian gates at Keon Parade (17.442km). Provide island platform.	(WN19/1988)
Sun, 19 Jun 1988	Signal KPK104 converted to 3 position. Up repeating signal T554 converted to 3 position automatic. Provide automatic and track control in lieu of train staff and ticket to Lalor. Home signal post 104 made 3 position, repeater signal T554 converted to automatic.	(WN26/1988)
Mon, 31 Jul 1989	Remote control of interlocking provided from Epping. Panel retained for emergency use. Points and signals remote controlled from Epping. Panel remains for emergency use.	(WN32/1989)
Wed, 26 Jul 2023	Points no.001 are decommissioned and electronically inhibited to detect normal within the signalling system. The signaller must apply Blocking Facilities to the points. TCMS and CBI data will be updated at a later date. Additionally, a boom arm is being relocated on the up line closer to track, with a new articulated boom arm and WCH mechanism, plus relocation of flashing lights and traffic lights away from track. At completion of works (2nd August), SW.560/2019 will be cancelled.	
Thu, 11 Jan 2024	Station closed at 21:00 hours for grade separation works. Stopping/Express selection of adjacent pedestrian and level crossings is modified; all trains both directions are considered express between Ruthven and Thomastown.	(WON 03/2023, SW.011/2024)
Fri, 12 Jan 2024	As of 01:30 hours, a boundary is provided around Keon Park on the METROL TCMS display, with text "REFER TO EPP SIGVIEW" to account for works underway in the area. The correct signalling arrangement is anticipated to be provided to METROL circa July 2023 (sic).	(WON 03/2024, SW.009/2024)

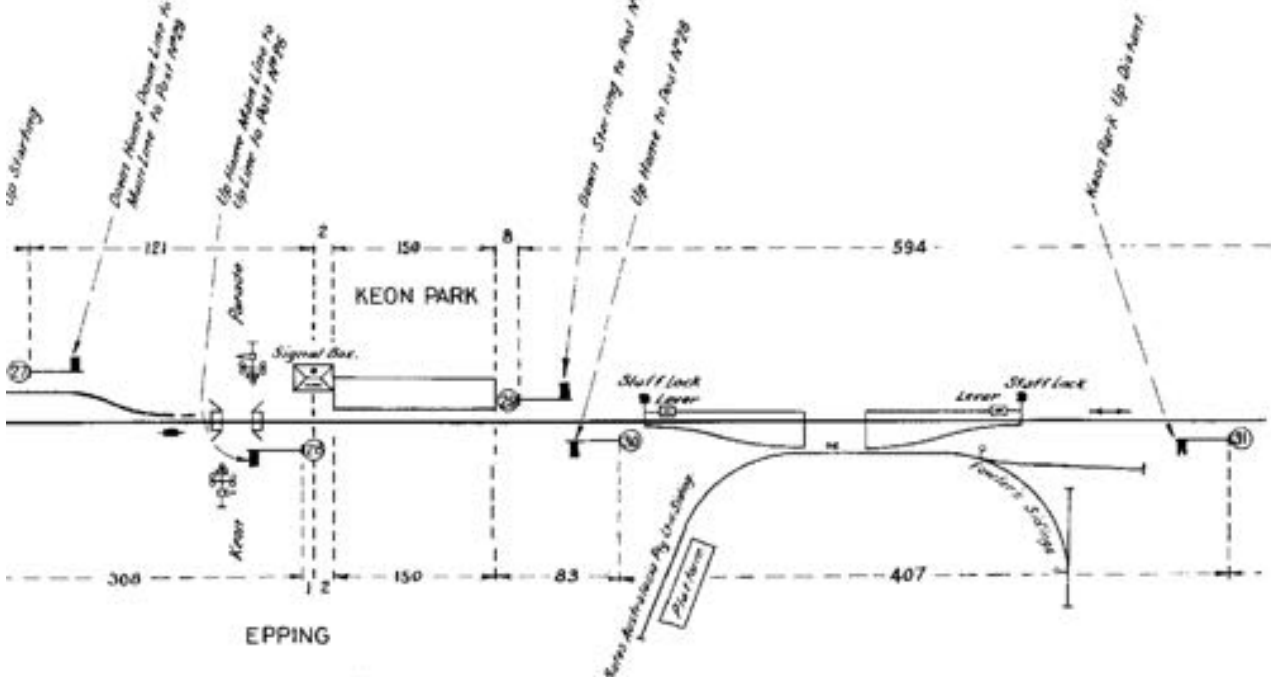
Date	Location	WN/WON
Tue, 16 Jan 2024	By this date, amend the Clifton Hill Group operating procedures to remove references to Keon Park turnouts, axle counter start and end points, and viaduct sections.	(WON 03/2023, SWP.001/2024)
Mon, 22 Jan 2024	<p>As of 03:00 hours, the Up line Thomastown (17.655km) to Ruthven (17.170km) is abolished and replaced with a U-trough viaduct. The Down line is slewed to the former Up line alignment between Church Street and Settlement Road, both exclusive (17.537km to 18.075km).</p> <p>New controlled home signals with telephones are provided; axle counters are provided between Keon Park and Regent (18.095km to 13.755km on the Up line; 13.775km to 18.160km on the Down line).</p> <ul style="list-style-type: none"> • Down Automatic signal T501 is abolished • Down Home signal KPK100 is relocated to 16.639km, previously 17.123km; the post phone is abolished. • Down Home signal KPK102 is relocated to 17.150km, previously 17.711km; interlocked with Keon Parade level crossing. • Down Home signal KPK504 is provided at 17.710km, with Normal and Low speed aspects. • Up Automatic signal T504 is abolished • Up Home signal KPK111 is relocated • Up Home signal KPK101 is relocated • The post phones at the up and down ends of Keon Park platform are abolished. • Church Street (16.838km) pedestrian crossing is upgraded to electromagnetic latches. • New Up Home signal KPK199 is provided at 17.935km, with Normal and Low speed aspects. • New Up Home signal KPK197 is provided at 17.249km, with Normal, Reduce to Medium and Low speed aspects; interlocked with Church Street pedestrian crossing. <p>New signal post telephones are provided at KPK100 (16.639km), KPK102 (17.150km), KPK197 (17.249km), KPK199 (17.710km) and KPK199 (17.935km).</p> <p>All the above signals are fitted with train stops; an additional speed-proving train stop RESU193V is also provided at an unspecified chainage.</p> <ul style="list-style-type: none"> • Extension of CORE TCMS to Thomastown; • Keon Park Station will remain closed; • Signal post phones at KPK102, KPK197 and KPK104 are abolished; • Signal post phones are provided at the Up (17.316km) and Down (17.476km) ends of Keon Park station platforms. • Axle counter sections Regent-Keon Park Down is 13.775km to 18.160km; and Up 18.095km to 13.755km. • Signals altered thus: Automatic signal T545 renamed KPK002 (18.160km) Home signal KPK102 (17.150km) abolished Home signal KPK102 (17.517km) provided, same aspects. Home signal RES197 (15.893km) provided, with R/R, R/Y, R/G-65 and R/R/Y aspects. R/Y requires forward route at next signal; signal is interlocked with Gladstone Street pedestrian crossing. 	(WON 03/2023, SW.017/2024)

Line History

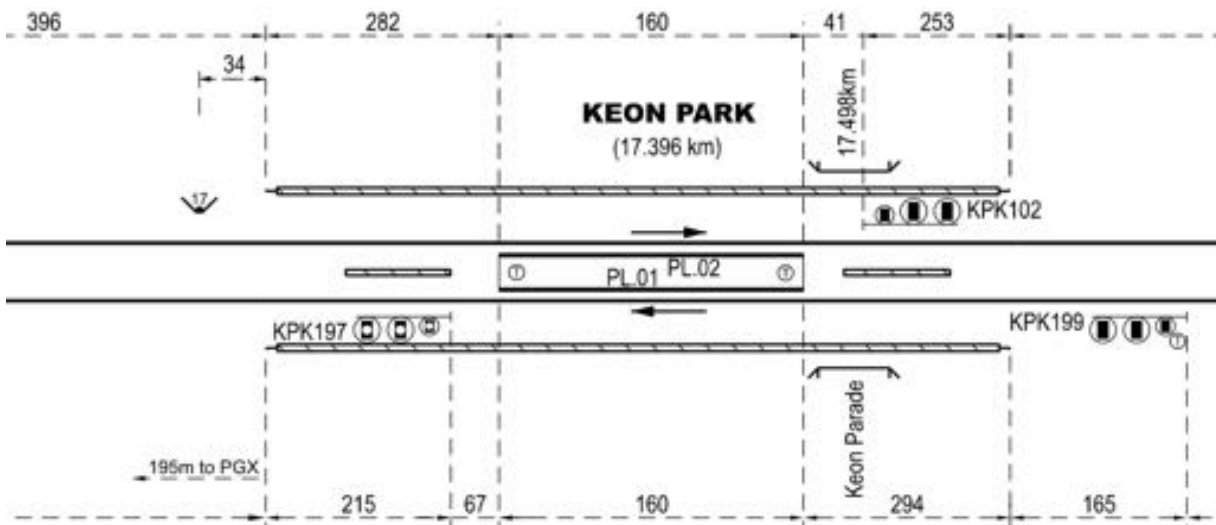
Mon, 23 Dec 1889	Line Opened	Reservoir - Epping
Mon, 16 Dec 1929	Electrified	Reservoir - Thomastown
Sun, 29 Nov 1959	Duplicated	Reservoir - Keon Park
Sun, 8 May 1988	Three Position Signalling Provided	Reservoir - Keon Park
Sun, 19 Jun 1988	Automatic and Track Control	Keon Park - Lalor
Sun, 27 Nov 2011	Three Position Signalling Provided	Keon Park - South Morang
Sun, 27 Nov 2011	Duplicated	Keon Park - Epping



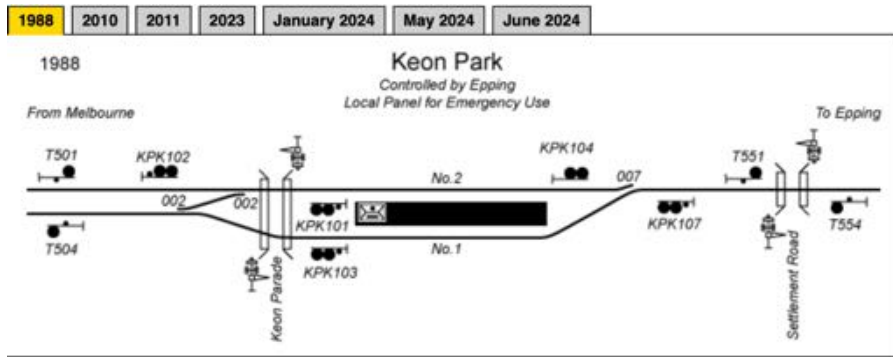
Portion Northcote to Keon Park 1963-007 GWA Collection.



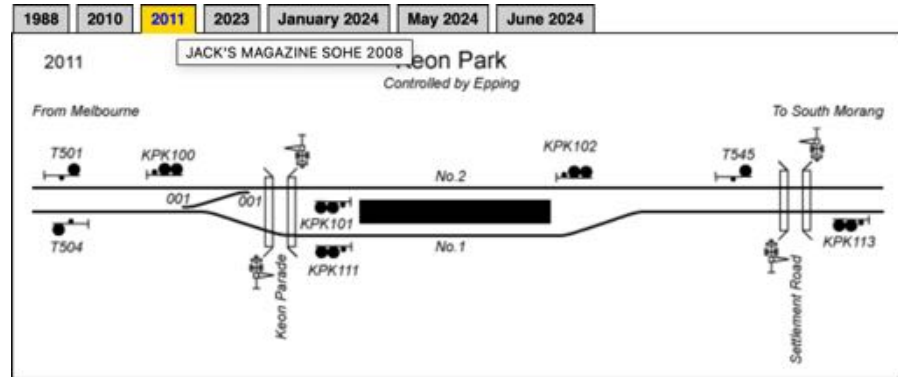
Portion Northcote to Epping 1978-001 GWA Collection.



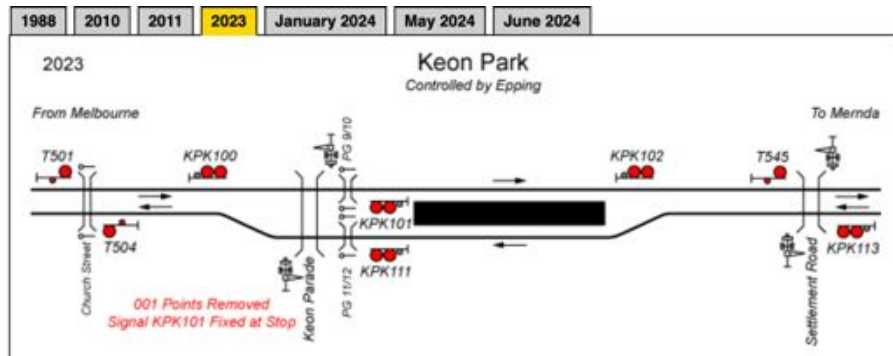
Portion Ruthven to Epping 2024-039 GWA Collection.



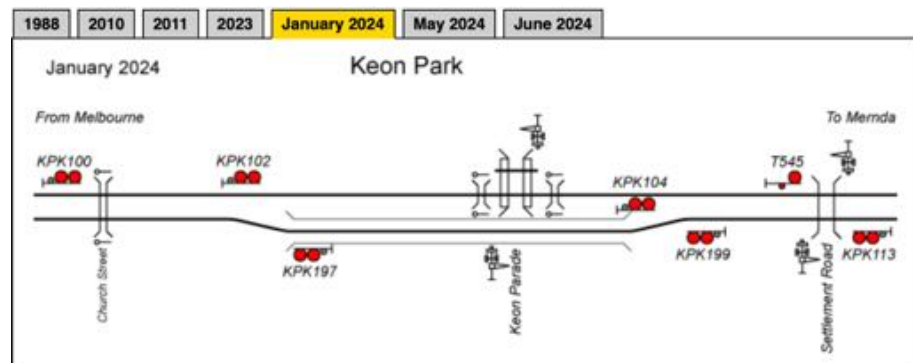
1988 Track Layout. Vicsig.net



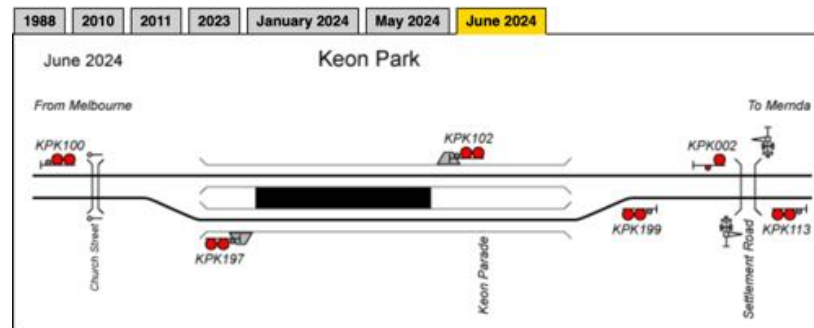
2011 Track Layout. Vicsig.net



2023 Track Layout. Vicsig.net



202401 Track Layout. Vicsig.net



202406 Track Layout. Vicsig.net



A Train passes through Keon parade Site works. Victoria's Big Build.



Cranes at Keon Parade. Victoria's Big Build.



Installing L Beams at Keon Parade. Victoria's Big Build.



Installing L Beams at Keon Parade Victoria's Big Build.



Installing L Beams. Victoria's Big Build.



Rail Bridges over Keon Parade. Victoria's Big Build.



Sunrise at Keon Parade. Victoria's Big Build.



The Sun rises over Keon Parade. Victoria's Big Build.



The last concrete L Beam is craned into place. Victoria's Big Build.



Site works at Keon Parade. Victoria's Big Build.



Working on site at Keon Parade. Victoria's Big Build.



Looking towards the City from Keon Parade. Victoria's Big Build.



A train headed towards the City.? Victoria's Big Build.



Keon-Parade now LX Free Victoria's Big Build.



Boarding the Train at Pine Creek Station. Photographer Unknown.



Diamond Valley B Signal Box. Photographer Unknown.



Parcel Van in Shed. Photographer Unknown.



T Class 320 Loco in the Shed. Photographer Unknown.



Out on the Track. Photographer Unknown.



Meadmore Junction Signal Panel. Photographer Unknown.



Diamond Valley Railway B signal box, main station and tracks coming from the sheds and the main line. 5.12.2015 (Peter Charrett)



'Pauline' and 'Joyce' hauling a passenger train near the B.M.Coleman bridge. 3.12.2016 (P.L.Charrett)



Aerial panorama of Eltham's Diamond Valley Railway and its surrounds. March 2023.

By Bob Tan - Own work, CC BY 4.0, <https://commons.wikimedia.org/w/index.php?curid=130029825>

