



AUSTRALIAN RAILWAY  
HISTORICAL SOCIETY

MELBOURNE BRANCH

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ARHS Melbourne Luncheon Outing Group, Parkdale Elevated Station &  
Kananook Stabling Yards Wednesday 20<sup>th</sup> November 2024

- 9:20 am Meet at Flinders St opposite Metro Information Counter.  
9:37 am Travel on Frankston Train to Parkdale Station  
10:19 am Arrive Parkdale Station.  
10:39 am or Board Frankston Train to Carrum Station to enjoy the view and use the  
10:49 am Facilities. Parkdale or Kananook are not Premium Stations so no Toilets.  
Catch next Frankston Train to Kananook, look out the LHS of the train as we arrive at Kananook to see the Stabling Yards under construction. Walkers will walk approx 800 m to look at the Stabling Yards from the Road Overpass and from Wells Road, then back to the Station.  
The non-walkers will wait on the Platform at Kananook or stay on the train to Frankston to view the Sprinters & return back to Kananook on the 11:48 am City Bound train.  
11:51 am We then meet the walkers & get the 11:51 am train from Kananook Station back to Seaford Station and walk the short distance to the Seaford RSL for lunch.  
1:55 pm Leave Seaford RSL & walk back to Seaford Station.  
2:13 pm After lunch we catch the train back to Flinders Street Station, Tour ends here at Seaford Station. We may see the Steel Train on the Up Journey.  
3:14 pm Arrive back at Flinders St.

### Parkdale History Wikipedia

Parkdale is a suburb in Melbourne, Victoria, Australia, 23 km south-east of Melbourne's Central Business District, located within the City of Kingston local government area. Parkdale recorded a population of 12,308 at the 2021 census.

It is situated between the suburbs of Mentone and Mordialloc and is located on the Frankston railway line.

Parkdale was founded in 1920 and named for early homesteader William Parker when engineers decided to build a railway station alongside a cluster of five bayside shops. Parkdale Post Office opened on 6 January 1921.

Parkdale's local library, Kingston Library, is located on Parkers Road adjacent to Parkdale station. Parkdale is also a noted beach-side suburb. The beach is a 750-metre walk from the station.

### Transport

Parkdale is accessible by a number of Public Transport Victoria bus routes servicing the area. The 903-bus service from Mordialloc passes through Parkdale along Beach Road. The 708 bus from Carrum to Hampton station stops at Parkdale railway station. This train line services the area via Parkdale Station, located on the Frankston line, operating in Zone 2.

On 29 July 2021, the Andrews Labor Government announced it will remove the Parkdale/Mentone Warrigal Road and Parkers Road level crossings, with the preferred solution to build a rail bridge over the road between Mentone and Parkdale. These works are due to be completed by 2025. The new Parkdale station was completed in August 2024, along with the re-opened and level crossing free Warrigal and Parkers Roads.

### Demographics

11,185 people live in Parkdale according to the 2011 Australian census with 75.58% listing themselves as being born in Australia. Australia is the most common birthplace for people living in Parkdale, followed by 6.04% who list themselves as UK born. Other countries of birth include New Zealand (1.59%), Greece (0.89%), Italy (0.75%), China (0.73%) and India (0.72%).

By ancestry most people living in Parkdale are of English descent with 62.79% of respondents listing English ancestry in the 2011 Australia census. Other common ancestries listed include Irish (14.16%), Scottish (10.36%), Italian (5.18%), German (3.67%), Greek (3.35%) and Chinese (1.67%). 34.99% of respondents listed their ancestry as 'Australian'.

**Kananook History, no Wikipedia page for this.**

**Kananook Railway Station**

Kananook railway station is a commuter railway station on the Frankston line, which is part of the Melbourne railway network. It serves the south-eastern suburb of Seaford, in Melbourne, Victoria, Australia. Kananook station is a ground level unstaffed station, featuring an island platform. It opened on 25 August 1975, with the current station provided in 2007.

**History**

Kananook station opened on 25 August 1975 and was named after the nearby Kananook Creek. To accommodate the station and allow construction, in March 1974, the up and down lines were slewed. At the same time, the current Klauer Street overpass, located at the up end of the station, was provided, replacing the Wells Road level crossing.

In 1991, parts of the station were upgraded, including the pedestrian overpass and carpark.

The station was featured in the first episode of the television series Sensing Murder, which aired on Network Ten in September 2004.

In 2007, upgrades to the station occurred as part of the EastLink road project, linking Ringwood to Frankston. The original station building was demolished and replaced with a shelter, and a freeway noise protection wall was constructed. The former station building was a semi large fibro building at the centre of the station, with two semi-enclosed waiting areas on the platforms and a disused booking office near the entrance of the station.

To the east of the station is the access track for the Kananook Train Storage Facility, which is located north of the station. In May 2020, this facility opened.

**Platforms and services**

Kananook has one island platform with two faces. It is serviced by Metro Trains' Frankston line services.

Platform 1:

Frankston line all stations and limited express services to Flinders Street, Werribee and Williamstown

Platform 2:

Frankston line all stations services to Frankston

Transport links

Kinetic Melbourne operates one SmartBus route via Kananook station, under contract to Public Transport Victoria:

SmartBus 901: Frankston station – Melbourne Airport

Ventura Bus Lines operates three routes via Kananook station, under contract to Public Transport Victoria:

778: to Carrum Downs

779: Frankston station – Belvedere Park Primary School (Seaford)

832: Frankston station – Carrum Downs

Date	What was Done?	WON or WN Reference
<b>History Parkdale Station</b>		
Mon, 1 Sep 1919	Opened	
Wed, 10 Jan 1912	By this date, established as temporary double line block post Parkers Road at 15M 13C. Provide up and down distant and home signals, all crossed.	(WN01/1912)
Mon, 20 Jan 1913	By this date, block note: will be a block post on Sundays.	(WN03/1913)
Mon, 1 Sep 1919	Parkdale station opened for traffic.	(WN35/1919)
Mon, 22 Sep 1919	By this date, provide up and down starting signals.	(WN38/1919)
Wed, 11 Jun 1924	Down home signal post 2 moved 98 yards further out.	(WN25/1924)
Thu, 12 Jun 1924	Down starting signal post 5 moved 88 yards further in.	(WN25/1924)
Mon, 7 Jul 1924	Provide interlocking in signal bay, provide interlocked gates and wicket at Parkers Road.	(WN29/1924)
Tue, 8 Jul 1924	By this date, Block Note: will be a block post for all trains.	(WN28/1924)
Fri, 17 Sep 1943	Provide down starting signal post 15B.	(WN39/1943)

## ARHS Melb LOG #20 Parkdale & Kananook Tour Notes

Date	What was Done?	WON or WN Reference
Tue, 7 Aug 1951	Down starting signal post 15B moved 187 yards further out.	(WN33/1951)
Sat, 7 Dec 1985	Provide 3 position signals in lieu of double line block from Cheltenham (Mentone switching). Down distant post 11 and up starting signal post 12 abolished. Provide 5P keyswitch allowing F780 to be held at stop.	(WN49/1985)
Sat, 5 Apr 1986	Provide 3 position signals in lieu of double line block to Mordialloc. Provide boom barriers in lieu of interlocked gates at Parkers Road (26.015km). Signal box and all 2 position signals abolished.	(WN13/1986)
Mon, 2 May 2005	Alameda Street/Bethell Avenue crib crossing upgraded to pedestrian gates. New crossing at Antibes Street provided. (with pedestrian gates)	
Tue, 19 Jan 2021	New diagram 71/20 issued, replaces 23/20.	(WN06/2021, SW.149/2021)
Sun, 9 Apr 2023	Station building at down end of up platform caught fire around 2:30am; brought under control by 3:13am.	( <a href="https://www.facebook.com/ricardson4mordi/alloc/posts/pfbid0RxiCLbytpQpLMvKdFSvi6uhS35gbYE8G96D29TJgVZeGFCZZtVdj8e6FdHCMYqbfI">https://www.facebook.com/ricardson4mordi/alloc/posts/pfbid0RxiCLbytpQpLMvKdFSvi6uhS35gbYE8G96D29TJgVZeGFCZZtVdj8e6FdHCMYqbfI</a> )
Sun, 22 Oct 2023	<p>Parkdale station is closed. From this date to Saturday 4th November the station and platforms will be demolished, with the track realigned from 24.800km to 26.550km.</p> <p>The following infrastructure will be abolished:</p> <ul style="list-style-type: none"> <li>• Antibes Street pedestrian crossing</li> <li>• Alameda Street pedestrian crossing</li> <li>• Warrigal Road up side pedestrian crossing</li> <li>• Parkers Road up side pedestrian crossing</li> </ul> <p>The following signals are decommissioned, relocated and recommissioned on the new alignment:</p> <ul style="list-style-type: none"> <li>• F766 to 24.899km</li> <li>• F771 to 25.060km</li> <li>• F780 to 25.303km</li> <li>• F785 to 75.486km</li> <li>• F796 to 25.826km</li> <li>• F803 to 25.984km</li> <li>• F812 to 26.376km</li> </ul> <p>The following road and pedestrian crossings are relocated onto the new alignment:</p> <ul style="list-style-type: none"> <li>• Cremona Street pedestrian crossing (24.827km)</li> <li>• Warrigal Road (25.128km)</li> <li>• Warrigal Road pedestrian crossing (down side) (25.166km)</li> <li>• Parkers Road level crossing and pedestrian crossing (down side) (26.051km)</li> </ul>	(WON 42/2023, SW.935/2023)
Thu, 2 Nov 2023	In conjunction with the Parkers Road temporary level crossing, the speed limit for all Up trains is reduced to 70 km/h from 26.750km to 25.998km.	(WON 45/2023, TS.068/2023)
Wed, 31 Jul 2024	<p>On 31st July and 1st August, test trains will operate between Moorabbin and Carrum under cover of Absolute Occupation O.446/2024. The following level crossings will require traffic management during the tests:</p> <ul style="list-style-type: none"> <li>• LaTrobe Street level crossing &amp; pedestrian crossing (23.359km)</li> <li>• Patty Street pedestrian crossing (23.792km)</li> <li>• White Street pedestrian crossing (26.643km)</li> <li>• McDonald Street level crossing (27.592km)</li> <li>• Bear Street level crossing &amp; pedestrian crossing (27.795km)</li> <li>• Station Street level crossing &amp; pedestrian crossing (28.390km)</li> </ul>	(WON 31/2024, MTM SW.320/2024)

## ARHS Melb LOG #20 Parkdale & Kananook Tour Notes

Date	What was Done?	WON or WN Reference
	<p>As part of this operation, the test train is authorised to pass signal PKD799 at speeds of up to 51 km/h while at the medium speed warning aspect, in order to test the function of the speed-proving train stop PKDU799V. In advance of the test, the safeworking supervisor and tester-in-charge will confirm the track is clear between Up Home Signals PKD799 and PKD795, and the Signaller will issue verbal authority for the Driver to pass Up Home Signal PKD797 at Stop.</p> <p>As part of this operation, the test train is authorised to pass signal MOR700 at speeds of up to 51 km/h while at the medium speed warning aspect, in order to test the function of the speed-proving train stop MORU700V. In advance of the test, the safeworking supervisor and tester-in-charge will confirm the track is clear between Down Home Signals MOR700 and MOR714, and the Signaller will issue verbal authority for the Driver to pass Down Home Signal MOPR704 at Stop.</p>	
Fri, 2 Aug 2024	<p>From 03:00 hours, the new elevated line between Mentone and Mordialloc through Parkdale is brought into use.</p> <ul style="list-style-type: none"> <li>• The Warrigal Road level crossing (25.142km) is decommissioned</li> <li>• The Warrigal Road pedestrian crossing (25.166km) is decommissioned</li> <li>• The Parkers Road level crossing (26.015km) is decommissioned</li> <li>• The Parkers Road pedestrian crossing (26.025km) is decommissioned</li> <li>• The Cremona Street pedestrian crossing (26.827km) is decommissioned</li> <li>• A 1,150 metre long, double-track viaduct is provided between 25.030km and 26.180km, with new single-sided 160m-long platforms for Parkdale station, centred at 25.844km instead of the former 25.929km</li> <li>• The temporary track slew is decommissioned, including associated signalling systems</li> <li>• The White Street pedestrian crossing (26.639km) is reinstated</li> <li>• Kananook Panel Railview Train Control System is updated, with an expanded control area</li> <li>• The relay interlocking 25.173km to 26.587km is decommissioned</li> <li>• Smartlock interlocking is provided between Mentone (25.173km) and Mordialloc (26.587km)</li> <li>• Axle counters are provided between Mentone (24.656km) and Mordialloc (27.007km)</li> <li>• MOR1 road/rail access pad is provided at 26.897km, with access via Como Parade West</li> <li>• No station limits are defined for Parkdale; station limits for Mordialloc are between MOR700/701 and MOR720/711.</li> <li>• Automatic signals F771, F766, F780, F785, F796, F803, F812, MOR601, MOR700 and MOR701 are abolished</li> </ul>	(WON 31/2024, MTM SW.321/2024, MTM SWP,014/2024)
Tue, 30 Jul 2024	The White Street pedestrian crossing (26.643km) is closed until further notice. The audible warning devices are isolated, and fencing and signage is provided.	(WON 32/2024, MTM SW.327/2023)
Tue, 20 Aug 2024	The closure of the White Street pedestrian crossing is extended until further notice.	(WON 34/2024, MTM SW.346/2024)
Tue, 27 Aug 2024	By this date, the White Street pedestrian crossing is re-opened to the public.	(WON 35/2024, MTM SW.349/2024)
Tue, 24 Sep 2024	By this date, update the Working Time Table configuration to note the new ruling gradient of 1:42 between Moorabbin and Cheltenham.	(WON 39/2024, MTM SW.435/2024)

## ARHS Melb LOG #20 Parkdale & Kananook Tour Notes

Date	What was Done?	WON or WN Reference
<b>Frankston Line History</b>		
Mon, 19 Dec 1881	Line Opened	Caulfield - Mordialloc
Sun, 9 Dec 1888	Duplicated	Caulfield - Mordialloc
Sun, 27 Aug 1922	Electrified	Mordialloc - Frankston
Sun, 22 Oct 2023	Former Site of Parkdale Station Distance 25.929km or 15 miles 27chains on Frankston Line. New Parkdale Station 25.844km, station has moved 85metres in the Up Direction.	Closed 22 October 2023
Tue, 20 Aug 2024	The closure of the White Street pedestrian crossing is extended until further notice.	(WON 34/2024, MTM SW.346/2024)
Tue, 27 Aug 2024	By this date, the White Street pedestrian crossing is re-opened to the public.	(WON 35/2024, MTM SW.349/2024)
Tue, 24 Sep 2024	By this date, update the Working Time Table configuration to note the new ruling gradient of 1:42 between Moorabbin and Cheltenham.	(WON 39/2024, MTM SW.435/2024)
Fri, 2 Aug 2024	• New home signals and signal post phones are provided as below:	(WON 31/2024, MTM SW.321/2024, MTM SWP,014/2024)

Signal	Type	Chainage	Line	Status	Aspects	Comments	Signal
MEN691	Automatic	24.425	Up	Renumbered	Normal	Was F750	MEN691
MEN790	Automatic	24.656	Down	New	Normal, Low		MEN790
F766	Automatic	24.9	Up	Abolished			F766
MEN791	Home	24.95	Up	New	Normal, Low		MEN791
F771	Automatic	25.06	Down	Abolished			F771
MEN792	Automatic	25.081	Down	New	Normal, Reduce, Low		MEN792
F780	Automatic	25.304	Up	Abolished			F780
PKD794	Automatic	25.354	Down	New	Normal, Reduce, Medium, Low		PKD794
MEN793	Home	25.398	Up	New	Normal, Low		MEN793
F785	Automatic	25.48	Down	Abolished			F785
PKD795	Home	25.743	Up	New	Normal, Low		PKD795
F796	Automatic	25.824	Up	Abolished			F796
PKD796	Automatic	25.957	Down	New	Normal, Reduce, Medium, Low		PKD796
F803	Automatic	25.996	Down	Abolished			F803

## ARHS Melb LOG #20 Parkdale & Kananook Tour Notes

Signal	Type	Chainage	Line	Status	Aspects	Comments	Signal
PKD797	Home	26.142	Up	New	Normal, Low		PKD797
F812	Automatic	26.361	Up	Abolished			F812
PKD798	Automatic	26.44	Down	New	Normal, Reduce, Medium, Low	Interlocked with Surrey Road pedestrian crossing	PKD798
PKD799	Home	26.455	Up	New	Normal, Medium, Low		PKD799
MOR700	Automatic	26.582	Down	Abolished			MOR700
MOR601	Automatic	26.813	Up	Abolished			MOR601
MOR700	Automatic	26.886	Down	New	Reduce, Medium, Low	No Normal aspect?	MOR700
MOR701	Home	27.147	Up	New	Normal, Reduce, Low	Was Controlled Automatic	MOR701
Signal	Type	Chainage	Line	Status	Aspects	Comments	Signal

Date	What was Done?	WON or WN Reference
Tue, 20 Aug 2024	The closure of the White Street pedestrian crossing is extended until further notice.	(WON 34/2024, MTM SW.346/2024)
Tue, 27 Aug 2024	By this date, the White Street pedestrian crossing is re-opened to the public.	(WON 35/2024, MTM SW.349/2024)
Tue, 24 Sep 2024	By this date, update the Working Time Table configuration to note the new ruling gradient of 1:42 between Moorabbin and Cheltenham.	(WON 39/2024, MTM SW.435/2024)

### Frankston Line History

Mon, 19 Dec 1881	Line Opened	Caulfield - Mordialloc
Sun, 9 Dec 1888	Duplicated	Caulfield - Mordialloc
Sun, 27 Aug 1922	Electrified	Mordialloc - Frankston
Sun, 22 Oct 2023	Former Site of Parkdale Station Distance 25.929km or 15 miles 27chains on Frankston Line. New Parkdale Station 25.844km, station has moved 85metres in the Up Direction.	Closed 22 October 2023

### Kananook Station & Stabling Yards

Mon, 25 Aug 1975	Station Opened	
Wed, 4 May 1955	Provide flashing lights at Wells Road (24M 65C).	(WN19/1955)
Sun, 27 Jan 1974	To allow work to proceed on construction of a road overpass, single-line working was in force between Seaford and Frankston on this day.	(Newsrail April 1974 p.89, "ANOTHER OVERPASS")
Sun, 17 Mar 1974	Down line slewed between 24M 69C and 25M 00C account station under construction.	(WN14/1974)
Sun, 31 Mar 1974	Up line slewed between 24M 69C and 25M 00C.	(WN15/1974)
Wed, 18 Dec 1974	Level crossing at Wells Road (24M 65C) closed, provide overpass at Klauer Street (previously known as William Street per 1966 Melway).	(WN02/1975, Melway 1966 p99)
Mon, 25 Aug 1975	Open for traffic.	(WN32/1975)
Mon, 8 Sep 1975	Amended opening date.	(WN33/1975)
Thur, 7 May 2020	Kananook Stabling Yards Opened.	Vicsig.net.



## ARHS Melb LOG #20 Parkdale & Kananook Tour Notes

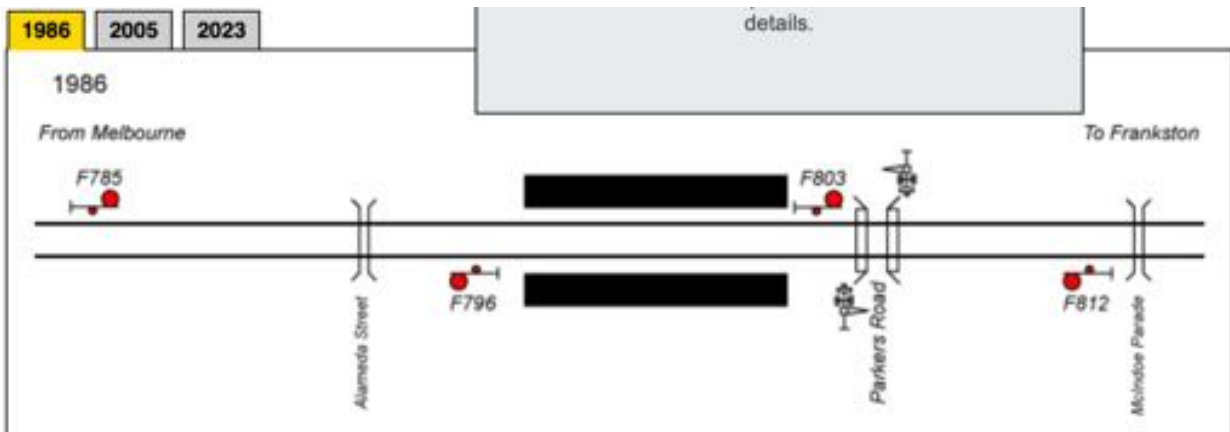
Date	What was Done?	WON or WN Reference
	Can find no reference in the WON around this period to the Opening of Kananook Stabling Yards?	
Tue, 26 Oct 2021	By this date, TPWS for signal KAN722 moved 10m in the up direction.	(WON 43/2021)
Tue, 16 Nov 2021	Station limits defined as SEA712 to KAN626 on the down line, and KAN763 to SEA627 on the up line.	(WON 46/2021, SWP.009/2021)
Mon, 14 Feb 2022	Sidings 1 and 2 extended by 155 metres each. The new buffer light on the extended siding 1 is KSY701, previously KSY703; the new buffer light on the extended siding 2 is KSY703, previously KSY709.	(WON 05/2022, SW.046/2022)
Wed, 27 Sep 2023	At 0600 hours Siding 8 is decommissioned. Locking is disarranged on points KSY613 as Normal.	(WON 39/2023, SW.902/2023)
Mon, 15 Jan 2024	All weekdays from 0800 to 1700 hours, from 15th January to 15th July, any two sidings shall be booked out at Kananook sidings and appropriate points clipped. The Signaller will be advised which pair of sidings shall be booked out with at least 24 hours' notice.  If Sidings 1 and 2 are booked out, points 616D will be secured Normal.  If Sidings 3 and 4 are booked out, points 616D will be secured Reverse.  If Sidings 5 and 6 are booked out, points 615D will be secured Normal.  (Circular cancelled vide SW.1019/2023, WON 03/2023.)	(WON 01/2024, SW.1019/2023, WON 03/2023, SW.010/2024)
	All weekdays from 0800 to 1700 hours, from 15th January to 15th July, any two sidings shall be booked out at Kananook sidings and appropriate points clipped. The Signaller will be advised which pair of sidings shall be booked out with at least 24 hours' notice.  If Sidings 1 and 2 are booked out, points 616D will be secured Normal.  If Siding 3 is booked out, points 626 will be secured Normal.  If Siding 4 is booked out, points 626 will be secured Reverse.  If Sidings 5 and 6 are booked out, points 615D will be secured Normal.	(WON 03/2023, SW.010/2024)
Wed, 10 Jul 2024	On Wednesday 10th and Thursday 11th July, 01:00 to 04:20 hours, track machines will work between the decommissioned Stabling Siding no.8 and the Bypass track. Points 613D will temporarily be brought into use.	(WON 28/2024, MTM SW.285/2024, O.574/2024, SBO.126/)
Fri, 2 Aug 2024	Points KAN687 (40.662km) are in the field but not detected by the signalling system. As such, the set is secured normal. The curve board on the Down line (40.662km) is transplanted to 40.650km. This arrangement will remain until 9pm Monday 19 August.	(WON 32/2024, MTM SW.326/2023)
Tue, 27 Aug 2024	By this date, operating procedures have been updated to reflect the third type of point machine in use in the area; adding the Unistar in-bearer type. Additionally, points KSY613 no longer auto-normalise, while additional turnouts KSY638, KSY650, KSY662, KSY674, KAN687, KSY690, KSY692 and KSY698 are all provided from new with this function.  Signal KAN722 no longer has the TPWS train stop sensor about 10 metres on the up side of the signal post.	(WON 35/2024, MTM SWP.019/2024)
Thu, 29 Aug 2024	As of 03:00 hours, the new diagram for Kananook Yard is in service.  <ul style="list-style-type: none"> <li>• Sidings 1-6 are renamed 2-7, commissioned but not in service; 3-5 are extended to 344m and 5, 6 to 346m.</li> <li>• Siding 8 is abolished</li> <li>• Sidings 9-13 are commissioned and in service.</li> <li>• The Wash Track maintenance access level crossing at 40.915km is commissioned but no in service.</li> <li>• The former Bypass track (itself slewed from the original bypass track) is renamed the Wash track, between 40.482km and 41.342km, and a new Bypass Track is in service between 40.662km - 41.342km.</li> <li>• 12 new point machines are brought into use.</li> <li>• Various new home signals with "C" lights are brought into use.</li> <li>• Various new dwarf signals are brought into use.</li> <li>• The Kananook RailView Train Control System and Metrol Mimic Screen are updated.</li> <li>• The Train Maintenance Facility (sidings 15 and 16), Road-Rail Access Pad KSY2, Sidings 1 and 14, and the Train Wash will be commissioned at a later date.</li> </ul>	(WON 35/2024, MTM SW.404/2024)
Thu, 17 Oct 2024	Railview data updated between 01:00 - 03:30 hours. During this time, no train movements between Mentone and Stony Point due to locking disarranged.	(WON 42/2024, MTM SW.456/2024)

## ARHS Melb LOG #20 Parkdale & Kananook Tour Notes

Date	What was Done?	WON or WN Reference
Mon, 21 Oct 2024	Stabling siding I is commissioned as of 03:00 hours, extended to 332m length and with KSY603 buffer light at 40.590km. Sidings 14, 15 and 16 and road-rail pad KSY2 are still not in use. Stabling sidings 2-8 are commissioned as of 03:00 hours.	(WON 42/2024, MTM SW.455/2024)  (WON 42/2024, MTM SW.461/2024)

### Frankston Line History

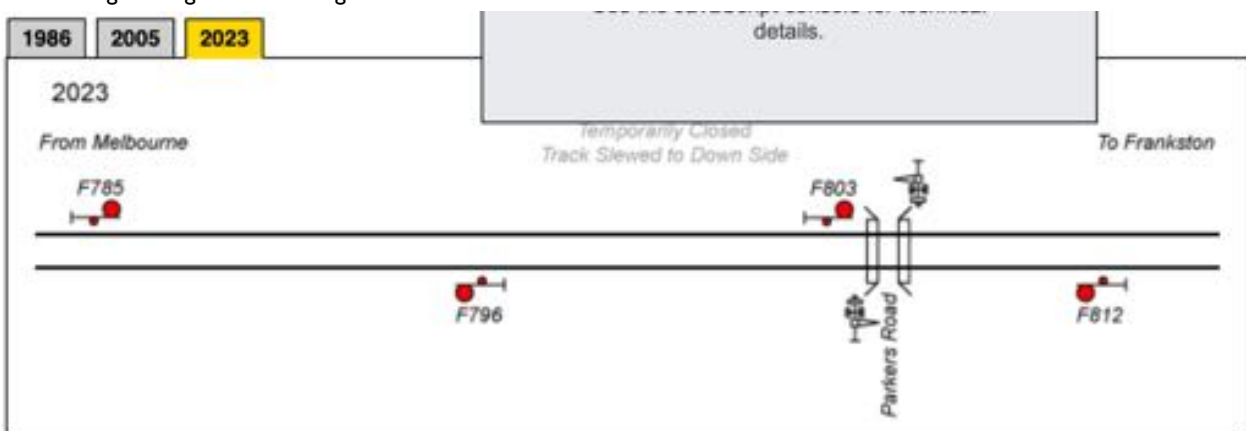
Tue, 1 Aug 1882	Line Opened	Mordialloc - Frankston
Thu, 1 Dec 1910	Duplicated	Mordialloc - Frankston
Sun, 27 Aug 1922	Electrified	Mordialloc - Frankston



Parkdale Signal Diagram 1986 vicsig.net

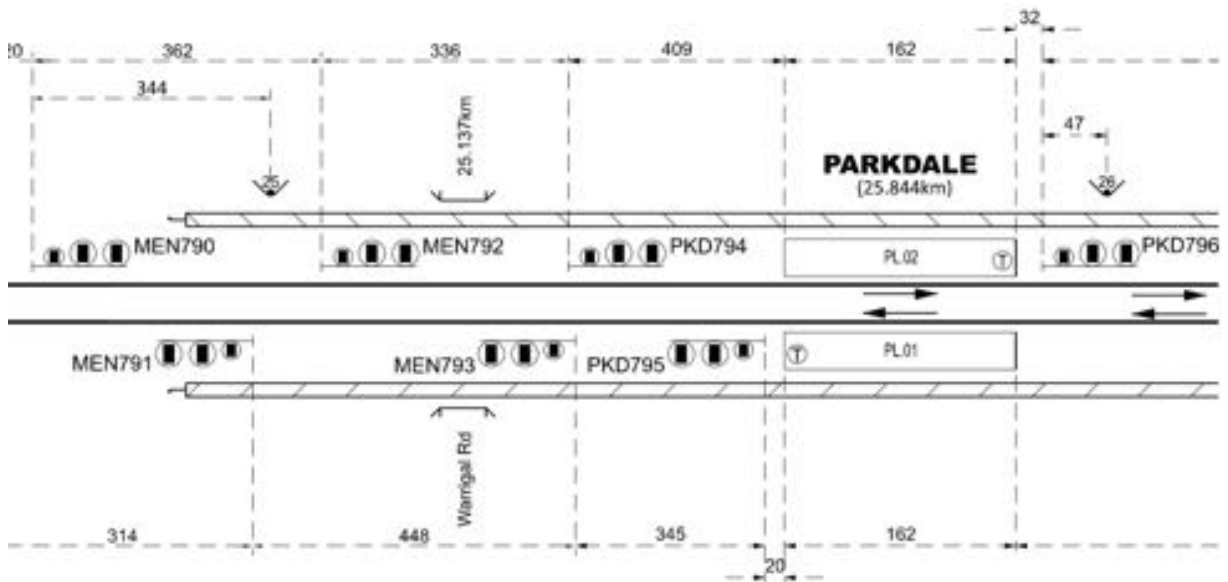


Parkdale Signal Diagram 2005 vicsig.net

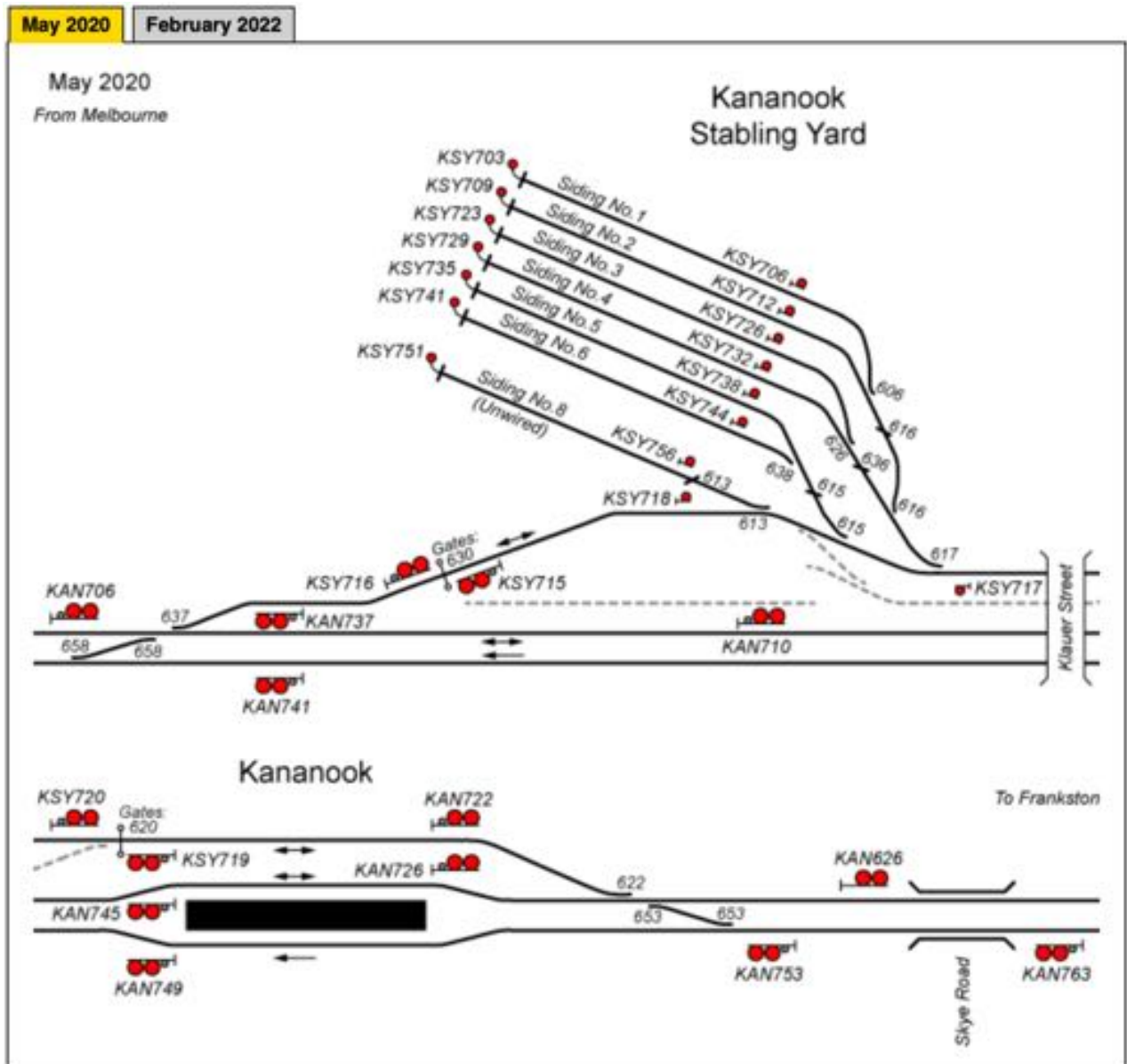


Parkdale Signal Diagram 2023, no Station & Tracks slew'd to allow elevated Station to be built. vicsig.net

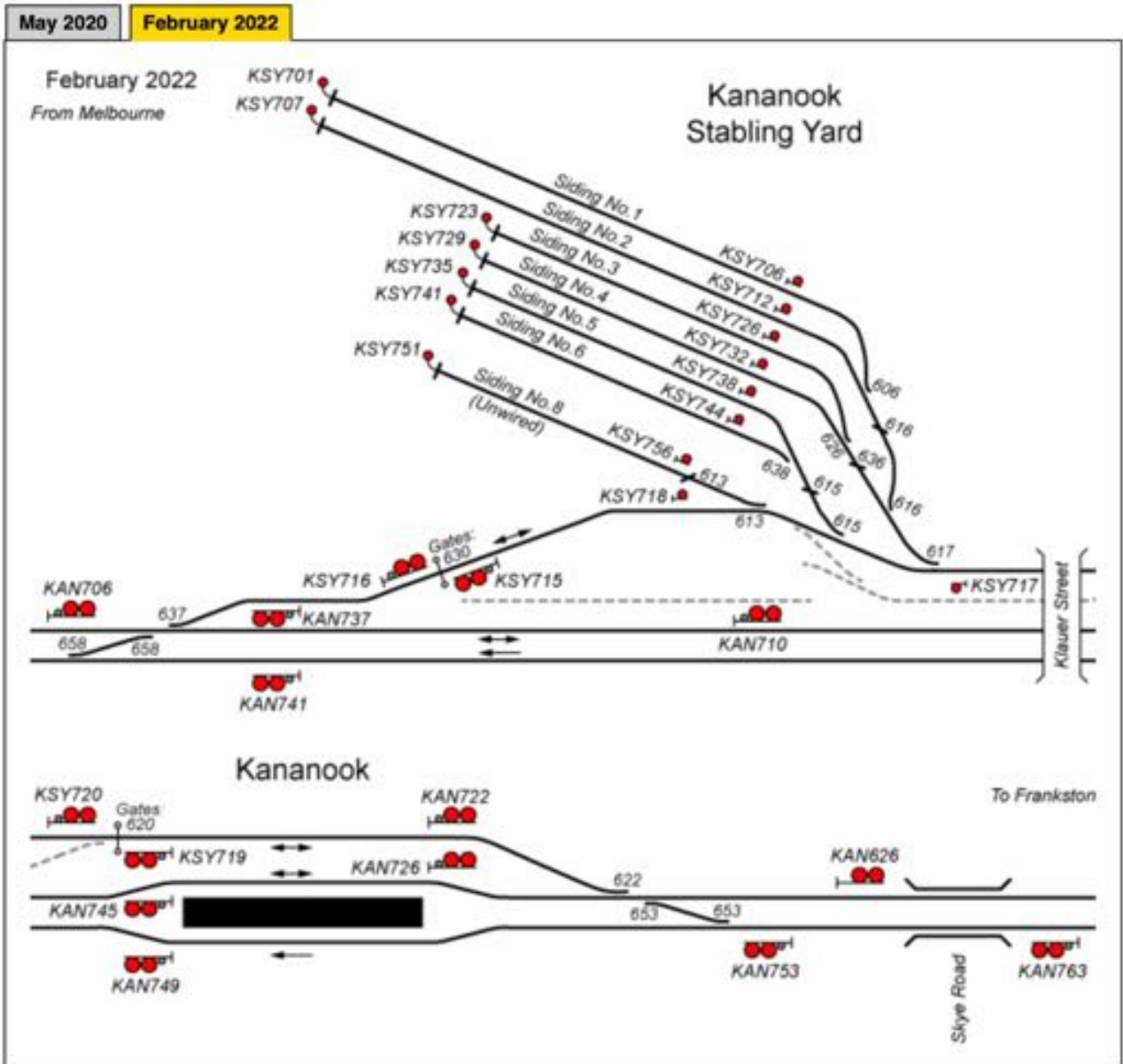




Parkdale Partial of Cheltenham to Edithvale 2024-23 WON 2024-31 Signal Diagram GW Collection.



Kananook & Stabling Yard May 2020 vicsig.net



Kananook & Stabling Yard February 2022 vicsig.net

I cannot find any earlier Signal Diagram for Kananook than the one from 2024 on the last page.



Comeng & Xtrapolis sets in Kananook Siding. Thursday 21<sup>st</sup> October 2021 Ian Green Photo vicsig.net



New Stabling Sidings under construction at Kananook Tuesday 14<sup>th</sup> April 2020 Ian Green Photo vicsig.net



Construction works for the new stabling sidings at Kananook. Thursday 14<sup>th</sup> November 2019 Ian Green Photo vicsig.net





A2 986 leading a Steamrail Victoria heritage shuttle from Morrabbin in Kananook Stabling Yard 10th April 2021 Ian Green Photo vicsig.net



BL29 – BL34 head the Long Island steel train at Kananook Sunday 4<sup>th</sup> February 2007 Ian Green Photo vicsig.net

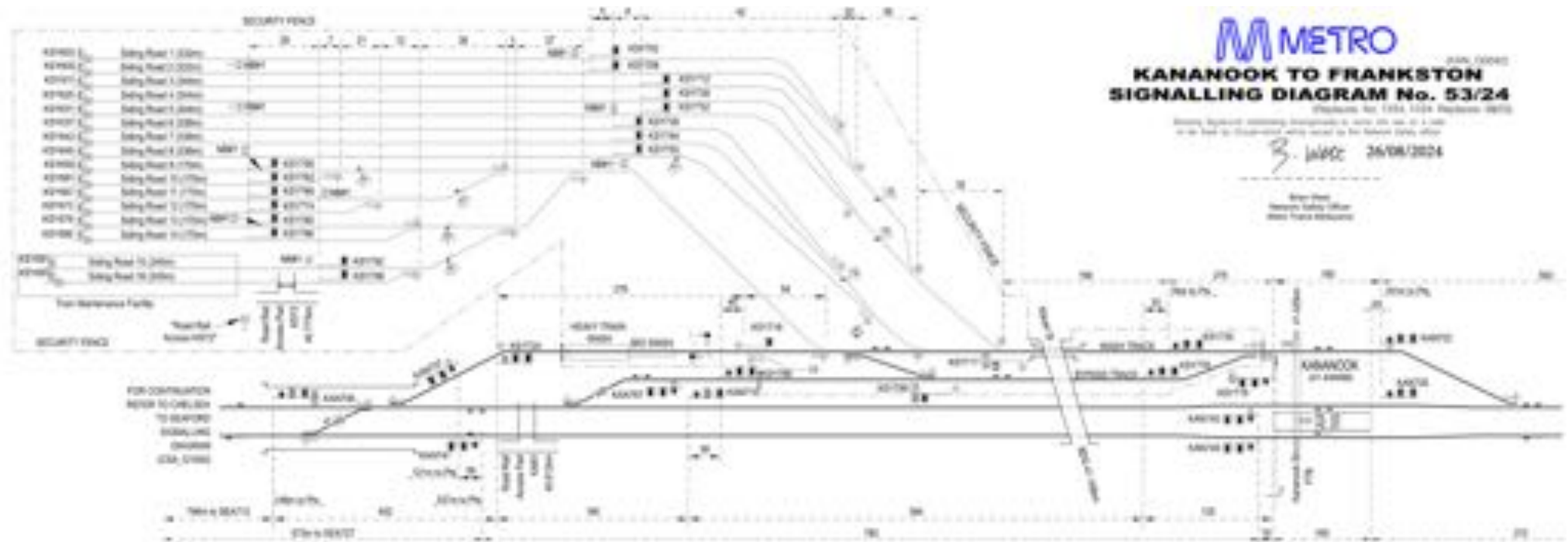




From the Road Bridge on the Up side of Kananook Station 20241016 GW image.



From Wells Road looking across the Stabling Yards to the 2 Road Maintenance Shed. 20241016 GW image.



Kananook Stabling Yards & Train Maintenance Facility from Kananook to Frankston 2024-053 Partial Signal Diagram GW Collection

Information from <vicsig.net> Chris Gordon, bigbuild.vic.gov.au & Wikipedia. Images accredited on photo or description and Geoff Wallace GW.

Notes compiled by Geoff Wallace

E&OE