



**AUSTRALIAN RAILWAY  
HISTORICAL SOCIETY**

**MELBOURNE BRANCH**

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## ARHS Melbourne Luncheon Outing Group, Metro Tunnel Opening 1st December 2025

Today we are visiting the Metro Tunnel Project, visiting all 5 new stations and travelling the length of the tunnel twice.

10:00am	Meet at Caulfield Station
10:17am	Catch train to West Footscray
10:48am	Arrive West Footscray.
11:01am	Catch Train to Arden Station
11:10am	Arrive Arden Station Inspect new Station
11:30am	Catch Train to Parkville Station
11:33am	Arrive Parkville Station Inspect new Station
11:53pm	Depart Parkville Station for Library Station
11:55pm	Arrive State Library Station Inspect new Station
12:15pm	Walk to Lion Hotel for Lunch at Melbourne Central
1:50pm	Depart Lion Hotel for State Library Station.
1:55pm	Depart State Library Station for Town Hall Station
1:58pm	Arrive Town Hall Station Inspect new Station
2:18pm	Depart Town Hall Station for ANZAC Station
2:21pm	Arrive ANZAC Station Inspect new Station
2:41pm	Depart ANZAC Station for Caulfield Station. Tour ends here.
2:52pm	Arrive Caulfield Station.
2:47pm	Alternative End, Train from ANZAC Station back to Town Hall Station.
2:51pm	Arrive Town Hall Station and walk through to Flinders St Station.

## History of the Metro Tunnel Project

The Metro Tunnel, formerly known as Melbourne Metro Rail (MMR), is a soon-to-open underground metropolitan rail project completed in Melbourne, opened 30<sup>th</sup> of November 2025, the state capital of Victoria and second-largest city in Australia. It involved the construction of twin 9 km (5.6 mi) heavy rail tunnels between South Yarra southeast of the Melbourne central business district (CBD) and South Kensington northwest of the CBD, with five new underground stations. The tunnel connects the busy Pakenham and Cranbourne lines with the Sunbury line north-south through the centre of the Hoddle Grid, creating a new high-frequency cross-city line that bypasses Flinders Street station and the City Loop. A proposed new Airport rail line serving Melbourne Airport is also planned to run via the Metro Tunnel.

The Metro Tunnel project is managed by the Victorian Infrastructure Delivery Authority and is part of the Victorian Government's "Big Build" infrastructure initiative. The project was built for an estimated cost of A\$12.8 billion. The project aims to enable the operational separation of various existing lines on Melbourne's rail network and increase the capacity of the system to metro-style frequencies. The Metro Tunnel has communications-based train control and platform screen doors, both a first for Melbourne.

In addition to relieving the peak-hour ridership pressure on the City Loop, the tunnel will also bring rapid transit services to the University of Melbourne, various major tertiary hospitals and health science research institutes in Parkville (collectively known as the Melbourne Biomedical Precinct), and the Royal Botanic Gardens, all of which previously relied on trams and buses for last-mile transit to and from railway stations.

The Andrews Government began planning the project in 2015. Initial construction works commenced in early 2017. Sections of the Melbourne CBD, including City Square and parts of Swanston Street, were closed to enable construction of the tunnel and stations. Tunnelling began in 2019 and was completed in 2021. Construction of the five new stations was completed in October 2025. The Metro Tunnel will open to the public for limited services on 30 November 2025, with full services to commence on 1 February 2026.

## **Background**

### **Further information: Railways in Melbourne**

Melbourne's original development occurred at a time when railway technology began to emerge as a feasible and efficient mode of transit. This led to a symbiotic relationship between the CBD and the rail network which grew to surround it. An almost purely radial system of lines, developed largely before 1930, linked the growing suburbs to the economic hub of the city centre, producing a system which supported the daily flow of passengers into and out of the city to access employment opportunities. Despite the increasingly car-oriented developments of the mid-20th century, the suburban rail lines in Melbourne continued to discourage any decentralisation of employment, leaving the city unusually dependent on its central core when compared to cities of similar size globally.

The first underground rail line to be built in Melbourne was the City Loop, which began construction in 1971 and opened gradually between 1981 and 1985. Among its aims were to reduce pressure on Flinders Street station by distributing passengers to three additional stations in the city centre (Parliament, Melbourne Central, Flagstaff), and to improve the capacity of the network's central core by eliminating the need for trains to change direction after terminating at Flinders Street. However, it was not entirely successful in achieving these aims. The four tunnels of the Loop proved to be a capacity constraint on the ten main railway lines entering the CBD, and the peculiarities of operating four single-direction balloon loops meant that inner-city rapid transit was difficult for passengers. At the same time, the Loop consumed much of the capital available for investment in the city's rail system. As a result, the extensions to the outer suburban network which had been envisaged as a succession to the Loop itself did not eventuate. Meanwhile, patronage on the network had entered a long period of decline, which culminated in the Lonie Report of 1980 recommending the closure of several lines.

The need for an overhaul of the existing commuter rail network was first discussed in the early 2000s as unprecedented population growth began to place significant pressure on existing rail infrastructure and constraints on the inner core of the network as it approached capacity. Other problems faced by the network in the first decade of the 21st century included inefficient operations which had developed during years of low patronage, and a loss of corporate memory, caused in part by the privatisation of rail services in the late 1990s, which limited the flexibility of planners in dealing with the burgeoning passenger numbers. Consequently, a large number of services were experiencing major overcrowding in peak periods. A series of planning documents released during the early 2000s, including Melbourne 2030 (2002), Linking Melbourne (2004) and Meeting Our Transport Challenges (2006) identified that significant capacity constraints existed in the central core and on the Dandenong corridor, but did not propose any significant capital works in the city centre, instead suggesting that the issues could be resolved by relatively minor operational changes and construction of a third track to Dandenong.

Outside the state government, support grew for a more substantial augmentation of the rail network, with many such ideas based on new underground lines through the CBD. In 2005,

The Age reported that it had received a number of proposals from planning experts and engineers for rail "loops and arcs" in the central city, and publicised a plan published by Monash University professor Graham Currie for a tunnel between the University of Melbourne to the north of the city and South Yarra station to the south-east. Currie's plan also envisaged extensive improvements to the Melbourne tram network, including upgrading lines along St Kilda Road and Chapel Street to light rail standards. In 2006, the state government considered a plan to construct a combined road and rail tunnel beneath the Yarra River to provide an alternative to the West Gate Bridge, but the idea was deemed unfeasible.

By 2007, the planned third track to Dandenong was effectively abandoned, with no money provided for the project in that year's state budget, and opposition growing from the Public Transport Users Association and others. Later that year, it emerged that train operator Connex and coordinating authority Metlink were among stakeholders encouraging the government to consider a proposal similar to Currie's, but extended to Footscray in the city's west. Melbourne City Council, on the other hand, proposed a tunnel conceptually similar to the Currie plan, but running from Jewell station in the north to Windsor in the south-east.

## **History**

### **Early planning**

In 2008, transport planner Sir Rod Eddington handed down the findings of a report into Melbourne's east-west transport needs, following a commission by the Brumby Government. The Eddington Report recommended two key projects in the city centre: an East West Link road tunnel providing an alternative cross-town route to the West Gate Bridge, and a 17 km (11 mi) rail tunnel from Footscray to Caulfield via the CBD. According to Eddington, the tunnel would increase the capacity of the central rail network by removing some trains from the City Loop, allowing future extensions to the suburban lines. In December that year, the project was incorporated into the government's Victorian Transport Plan, to be built in two stages: the first from Footscray to St Kilda Road, and the second along the rest of the route.

Following the 2010 Victorian election, the newly elected Baillieu Government abandoned the Brumby transport plan, and announced that each of the projects would be individually reviewed, some by the newly created Public Transport Development Authority.

Then, in its 2012 budget, the government announced a revised version of the tunnel plan: a "Melbourne Metro" from South Kensington to South Yarra along a similar city centre route to Eddington's original proposal. The revised project included five underground stations, and was submitted to Infrastructure Australia where it was deemed "ready to proceed" and was listed as the highest-priority infrastructure project in Melbourne. A business case was quickly developed based on the constraints of the existing rail system, which was rapidly approaching its maximum capacity. The Department of Transport commenced geotechnical drillings and route investigations.

A dispute between the federal and state government over the funding for the tunnel intensified in 2013, with the approach of that year's federal election. The state budget in early May revealed that none of the \$50 million in planning money allocated the previous year had been spent, with new premier Denis Napthine deferring the project in favour of the East West Link. Despite this, with the release of the 2013 federal budget a week later, the Gillard government committed \$3 billion to the project on the condition that the state match the contribution. The remaining money was to be raised by a public-private partnership, with the possibility that the contractor could take over running of the line in addition to its construction. However, federal opposition leader Tony Abbott declared that if he was elected in the 2013 federal election, no Commonwealth money would be spent on urban passenger rail, and that any commitment to the Melbourne Metro tunnel project would be revoked.

Meanwhile, Public Transport Victoria's Network Development Plan – Metropolitan Rail (NDPMR), released in early 2013, identified the Metro Tunnel as the centrepiece of a 20-year strategy for improving the Melbourne suburban rail network. Public Transport Victoria argued that any expansion of the system was "impossible" without vastly improved capacity in the core of the network.

The NDPMR envisaged the tunnel's construction taking place from 2017 to 2022, enabling the segregation of the rail system into four independently operated lines, each with their own routes through the CBD. It also outlined a service plan for the tunnel, proposing an initial peak hour flow of 8 trains per hour in each direction.

## **Alternative route**

### **Main article: Melbourne Rail Link**

In February the following year, the state government announced that it was considering alternative alignments for the tunnel, because of concerns that cut and cover construction in Swanston Street would result in a massive disruption to traffic and retail activity for an extended period of time. At the launch of its 2014 budget, the Napthine government announced that the Metro Tunnel project would be abandoned and replaced with an alternative proposal called the Melbourne Rail Link. The MRL route consisted of a tunnel from South Yarra to Southern Cross via Kings Domain and Fishermans Bend, where it would join existing City Loop tunnels reconfigured for bidirectional traffic. Furthermore, the government promised that the realignment would enable a Melbourne Airport rail link to be constructed from Southern Cross at the same time. Ultimately, the reconfiguration of the rail network was to have produced similar operational outcomes as the Melbourne Metro plan, with a Sunbury-Dandenong corridor operating directly between Southern Cross and Flinders Street in both directions, but with an additional end-to-end line from Frankston to Ringwood via the new tracks.

According to government ministers, the Melbourne Rail Link offered greater capacity increases and less disruption during the construction phase than existing plans. However, it was heavily criticised, including by Lord Mayor of Melbourne Robert Doyle, who described the route change as a potential "100-year catastrophe" because of its failure to service the Parkville medical and research precinct. Furthermore, the government revealed in the days following the budget that it had not produced a business case for its plan, and that the decision had been taken primarily on the basis of a "common sense" need to service its urban redevelopment project at Fishermans Bend. Other concerns emerged in the months following the budget, with experts publicly questioning whether the Napthine government had committed sufficient funding, and whether the proposed tunnels could be engineered to successfully avoid the main Melbourne sewer.

## **Andrews government proposal**

By November 2014, with the state election approaching, the rail tunnel had become a major point of contention in the campaign, with the government prioritising the East West Link (EWL) road tunnel rather than the rail tunnel. Then Labor opposition leader Daniel Andrews promised that "under no circumstances" would they build the EWL if elected. As an alternative, Labor proposed reinstating the original Metro Tunnel plan, which retained the support of senior public servants in the Department of Transport, Planning and Local Infrastructure. According to their analysis, the original Metro Tunnel route performed substantially better than the EWL in a cost-benefit analysis, but no such calculation had been performed for the proposed Melbourne Rail Link route.

On the eve of the election, it emerged that the Abbott federal government had redirected \$3 billion in funding to the EWL, and that they would refuse to allow it to be used for the Melbourne Metro project. A Labor state government under Premier Daniel Andrews was elected the following day, and immediately set about cancelling contracts for the EWL. At the same time however, new Treasurer Tim Pallas conceded that it would be "difficult" to deliver the Metro Tunnel given the complexities of the funding dispute.

In February 2015, the Andrews government announced \$40 million in immediate funding to establish the Melbourne Metro Rail Authority, in order to commence detailed planning work along the original route, and promised a further \$300 million in its upcoming budget.

It also revealed that a \$3 billion line of credit originally established to fund the EWL would be redirected to the Melbourne Metro project. A timeline was provided, with construction expected to commence in 2018 and the tunnel to be open in 2026. Meanwhile, the federal government continued to refuse to fund the project, which led some observers to describe Andrews' commitment as a "significant political risk".

## **Proposed extensions to Melbourne's railway network**

### **Funding**

On 15 April 2015, the government announced that the MMRA had selected a route along Swanston Street as the preferred alignment for the project. The announcement revealed that routes under Elizabeth Street and Russell Street had been considered but were rejected on the basis of engineering difficulties and lack of connectivity respectively. For similar reasons, the route selected along Swanston Street was a shallow tunnel above the City Loop and CityLink tunnels, at a depth of 10 m (33 ft), and was therefore to be constructed using cut-and-cover methods. The announcement was criticised by representatives of city retailers, who claimed that the disruption would cause damage to their businesses. The government acknowledged massive changes to city access but assured retailers they would be treated fairly. Further concerns about the proposed route emerged when it emerged that the tunnel would not connect to South Yarra station and that the Pakenham and Cranbourne services would bypass the station entirely once the tunnel opened.

Discussions about the funding of the project continued into late April. The state government acknowledged that the Abbott federal government would not make any contribution to the project, but stated that it remained "hopeful" a future federal government would change the policy. Towards the end of the month, the Andrews government announced that \$1.5 billion would be allocated in the upcoming state Budget for the full cost of pre-construction works, land and property acquisition, and detailed route investigations, on top of the already announced money for planning. Among the work funded was the drilling of 140 bore holes to establish ground conditions along the route. However, questions remained about the state government's capacity to fund the remainder of the project, and it was reported that no business case had been completed, despite this being Labor's key objection to the Melbourne Rail Link plan when in opposition. A levy on land tax for commercial properties benefiting from the tunnel, similar to that used on the City Loop and on the contemporary London Crossrail project, was proposed as one possible solution. At the same time the funding announcement was made, the MMRA announced it had appointed technical and planning advisors for the project.

### **Detailed planning**

After the state Budget in May, details gradually emerged of the revised business case for the tunnel, including specific routes and tunnel options. The government ruled out an interchange to the existing railway station at South Yarra because of its expense, a move criticised by opposition parties and public transport advocates. Investigative drilling along Swanston Street began in early June, with the government announcing later in June that negotiations with the financiers of the cancelled EWL had concluded, enabling the \$3 billion credit facility to be redirected to the Metro Tunnel. In August, tunnel boring machines were announced as the preferred engineering option for the sections of the project under the Yarra River. The September federal Liberal leadership spill, which saw Malcolm Turnbull replace Abbott as prime minister, led to new hope for federal funding of the project when Turnbull announced he would consider all transport projects on their merits through Infrastructure Australia.

### **Swanston Street**

A plan for a cut-and-cover tunnel was replaced with a deeper mined tunnel in order to avoid disruptions to Swanston Street, Melbourne's main civic spine and busiest tram corridor.

In October 2015, the government announced it had abandoned earlier plans to run the tunnel 10 metres beneath Swanston Street and above the existing City Loop tunnels and instead place parts of the project 40 metres (131 ft) underground between CBD North and CBD South stations.

The decision was made to reduce the disruption to trams services and traders along Swanston Street and to avoid removing critical utilities, such as telecommunication lines, from beneath the street. The cost of the change was disputed, with the government claiming the additional tunnelling expense would be met by the savings of services remaining in place, but opposition parties arguing the change could be up to \$1 billion more expensive.

With the key engineering details in place, the scope of the project and its associated disruptions gradually became public. The government first announced in October it would compulsorily acquire the properties of 63 households and 31 businesses at several locations on the tunnel route. Later, in November, road closures for up to five years were announced near construction sites, and specific station designs were released for the first time. The first package of works, a \$300 million contract for site preparation and services relocation, was opened for tenders by MMRA on 25 November.

In February 2016, the full business case for the project was released which detailed its design. Early that year, geotechnical drilling was extended to the Yarra River, as political arguments continued over the Metro Tunnel's funding arrangements.

Having selected a public-private partnership model based on long-term maintenance and commercial opportunities for investment, and with a new business case released publicly, the state government continued to request a significant federal contribution, but the Turnbull government said it would not consider the project until it had been independently analysed by Infrastructure Australia. Despite the ongoing dispute, a shortlist of bidders was announced in late February for the early works package, and the construction timeline continued to suggest a 2016 start to works.

In the 2016 state budget, Premier Daniel Andrews and his Treasurer Tim Pallas declared that the state would bear the entire cost of the project in lieu of federal funds, using a combination of increased revenues from a strong property market, and an increase to the states net debt over the following decade. The federal budget released in 2016 did however include \$857 million redirected from other infrastructure projects to the tunnel, however, the funds did not represent additional support to Victoria but rather a reallocation of existing contributions.

## **Contracting**

In June 2016, the John Holland Group was awarded a \$324 million contract which includes the excavation of 35 metres (115 ft) deep open shafts adjacent to Swanston Street to enable the underground construction of the two new city stations, and the relocation of up to 100 subterranean utilities. Utility relocations started in July 2016.

A shortlist of preferred bidders for the project's main contract, the "tunnel and stations" public-private partnership, was released in August, along with further details of the MMRA's recommended engineering solutions. The bidders were three consortia composed of engineering, construction and finance companies: Continuum Victoria, consisting Acciona Infrastructure, Ferrovial Agroman, Honeywell, Downer Rail, and Plenary Group; Moving Melbourne Together, made up of Pacific Partnerships, CPB Contractors, Ghella, Salini Impregilo, Serco, and Macquarie Capital; and Cross Yarra Partnership, including Lendlease, John Holland, Bouygues, and Capella Capital. At the same time, the MMRA exercised its powers of compulsory acquisition to acquire City Square from the City of Melbourne, ahead of the original schedule.

Over the following months, further details of the construction process were made public, including long-term road closures and the precise location of construction sites. The revelations included the MMRA's concerns about the impact of tunnelling on the structural integrity of CBD buildings, including Federation Square and St Paul's Cathedral.

In December 2017, the Government of Victoria selected the Cross Yarra Partnership to deliver the "tunnel and stations" public-private partnership.

## **Construction**

### **Early works**

On 15 January 2017, works officially began on the project, with the partial closure of A'Beckett and Franklin streets in the CBD. The news was followed by Infrastructure Australia releasing a positive assessment of the project's business case and urging the federal government to contribute funding to the tunnel.

Meanwhile, a case was lodged in the Supreme Court of Victoria by protest groups in an attempt to force the government and MMRA to reroute the project around the St Kilda Road precinct. Objections to the tunnel's construction were strengthened in February, when the federal government implemented an emergency heritage protection order for the precinct, preventing the MMRA from removing around 100 trees. The Victorian government decried the move as a political stunt, and insisted that the project would go ahead as planned. At the same time, the Liberal state opposition attempted to grant the City of Stonnington planning powers over the project with a motion in state parliament, in order to force the inclusion of a South Yarra station connection, but eventually withdrew when sufficient support could not be secured in the Legislative Council.

A major milestone was reached in mid-April when City Square was fenced off for the commencement of construction and staging works. A few days later, the government announced that bids for the major construction contract had been received from each of the consortia selected on the previous year's shortlist.

Parkville Station construction progress at the University of Melbourne in February 2018, showing the excavation of Grattan St for the station box

Cross Yarra Partnership, led by Lendlease, was named as the "preferred bidder" for the construction contract in July. The station designs presented by the consortium were released publicly, as well as details of connections to existing stations and streetscapes. Shortly afterwards, Bombardier was announced as the successful tenderer for the signalling and communication systems contract, and supplied plans to build signal control centres in Sunshine and Dandenong. The contract, including a rollout of high-capacity signalling (HCS) between Watergardens and Dandenong, was the first awarded in Australia for HCS implementation on existing rail lines.

At the end of August, the state government launched a public naming competition for the tunnel's five new stations, to replace the working names used since the project's genesis. The competition provoked a wide public response, with arguments over whether the names should reflect geographic location, cultural heritage, or tongue-in-cheek references such as Station McStationface.

By the time the competition closed at the end of October, more than 50,000 submissions had been made, and the project had gained international attention with author George R. R. Martin commenting on suggestions that the stations be named after locations from his Game of Thrones series of books. However, the government emphasised that the competition was not to be judged by popular demand but by a panel of experts.

The selected names for the stations – North Melbourne, Parkville, State Library, Town Hall and Anzac – were announced in November of that year, with the government deciding on "common sense" options based on geographic location and ease of pronunciation. The existing North Melbourne station was to be renamed West Melbourne, but in early 2020 the government announced the existing station would not be renamed and the new station would revert to Arden, due to the potential for confusion and the need to relabel thousands of signalling assets.

## **Major construction**

The public profile of tunnel works increased through the end of 2017, with Lord Mayor Robert Doyle complaining that the City of Melbourne's pest controllers were being overwhelmed by rats disturbed by underground works. A public viewing platform was established at the City Square building site for the public to view the construction works. On 18 December, the state government announced that it had finalised its contract with Cross Yarra Partnership, with a value of some \$6 billion.

Opposition leader Matthew Guy immediately signalled his intention to bring the dispute over the tunnel's design to the 2018 state election, writing to CYP to indicate that he would seek to include a station at South Yarra should his party win government the following year.

As part of the project, the first of 70 High Capacity Metro Trains entered service in 2020.

Despite ongoing legal battles, tree felling in the St Kilda Road precinct began in February 2018, marking the commencement of significant construction in the area and the consortium's commitment to its design solution for the tunnel. Then, on 20 February, the state government released the tunnel contracts, and announced that the original completion date of 2026 had been brought forward to a new target of 2025. The announcement also included a response to the Opposition's intention to renegotiate the design, with Premier Daniel Andrews claiming it would mean a two-year delay to the overall project.

In April, further concerns about the tunnel's impact on buildings near its route emerged, with managers of the Victorian Comprehensive Cancer Centre in Parkville and the Manchester Unity Building in the CBD, along with the University of Melbourne, making submissions to the MMRA suggesting their properties were at serious risk of damage from construction and operation vibration. The authority responded that it would work with stakeholders to minimise impacts and ensure the project did not produce any adverse impacts. In the same month, the state government announced an upgrade of South Yarra station separate from the Metro Tunnel, in order to address the concerns about its lack of connectivity to the project.

Following a series of announcements of major rail projects prior to the state budget in May, the Melbourne Metro Rail Authority was renamed to Rail Projects Victoria (RPV) to reflect its involvement in projects outside the Metro Tunnel.

Final designs and concept images for the new stations were released in May 2018, using materials and features intended to reflect the character of the five station precincts. CYP, RPV and Minister for Public Transport Jacinta Allan expressed their hope that the designs would be accepted and integrated into the Melbourne landscape as new cultural icons following their completion. In June, the state government released modelling demonstrating the project's contribution to improved accessibility in the CBD, with travel time savings from virtually all parts of Greater Melbourne to the Parkville and St Kilda Road areas served by the Metro Tunnel.

## **Tunnelling**

### **Metro rail tunnel Melbourne**

In April, June, and July 2019, multiple rail lines in Melbourne's east were shut down for several weeks to allow construction of the tunnel entrances near Kensington and South Yarra. The first tunnel boring machine began to be assembled in North Melbourne in June 2019.

In February 2020, TBM Joan completed the first section of the tunnel from Arden to Kensington, travelling 1.2 kilometres (0.75 mi) and installing 4,200 curved concrete segments to create 700 rings lining the walls of the tunnel. Two months later, TBM Meg completed the accompanying tunnel, from Arden to Kensington. The third TBM, TBM Millie, began tunnelling to the South Yarra eastern tunnel entrance on 27 April 2020. As part of this process, it was lowered underground and assembled along with its counterpart TBM Alice. It tunnelled 1.7 kilometres (1.06 mi) to its destination. TBM Alice was released a month later, on 25 May 2020. TBM Joan began tunnelling again, this time towards Parkville, from Arden, on 25 May 2020. The release of TBM Meg towards Parkville meant that for the first time in the project, all four TBMs were tunnelling at the same time.

In May 2020, major traffic changes were put in place near Flinders Street Station in order to improve safety around large trucks entering acoustic sheds as a part of the project. Left turns from St Kilda Road to Flinders Street were removed, and the pedestrian crossing between St Paul's Cathedral and Federation Square was temporarily closed.



Between all four TBMs, they averaged to a rate of 90 m (295 ft) per week. Road-headers constructed 26 cross-passages along the tunnel in 2021. In mid-2022 crews began laying track in the tunnels. This was completed in 2023, with the successful installation of 4000 pre-cast concrete tracks panels, including sections of floating slab track, padded underneath to reduce noise and vibrations as trains pass through.



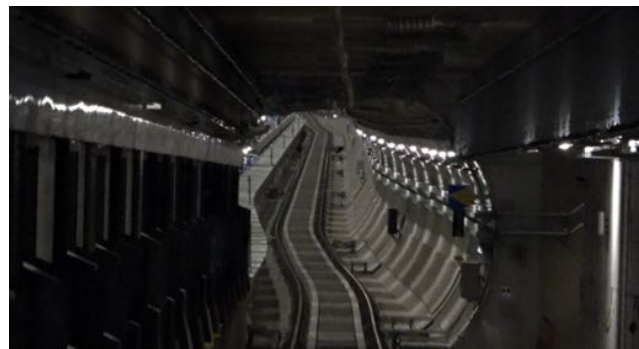
ANZAC Station work on station entrance in Domain Rd beside old tram tracks 202406 JScutt Image



ARDEN - new station building taking shape - JIScutt



ARDEN - track & platform doors 202406 JIScutt



ARDEN - tunnel & platform doors 202406



LIBRARY STATION - hi view of works 202304 – JIScutt



SOUTH YARRA - Metro tunnel works tracks removed looking South from fridge on Toorak Road – JIScutt



STH YARRA - new tunnel entrance between the existing tracks JScutt



Arden Station Open Day showing Destination Screen above Platform Doors 20250830 GWa Pic





Arden Station Open Day showing tracks and anti-derail Concrete blocks between tracks 20250830 GWa Pic



Arden Station Open Day showing door for 10 car train saying Accessible Boarding at Door 1 on Doors 22 to 28 20250830 GWa Pic



Structures at ANZAC Station purpose unsure GWa Pic



ANZAC Station looking East to centre of St Kilda Road



Arden Station Open Day showing Escalators and Stairs to top level 20250830 GWa Pic



Parkville Station showing Entrance from Grattan Street looking East GWa Pic

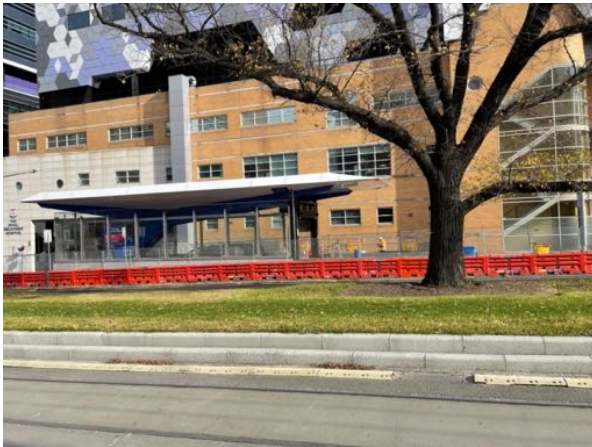




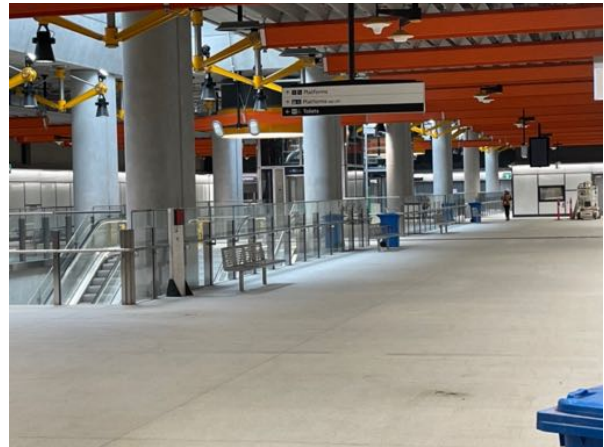
Arden Station under construction GWa Pic



Entrance to Parkville Station on Grattan Steet GWa Pic



Entrance to Parkville Station outside Royal Melbourne Hospital on Royal Parade



Arden Station Mezzanine Level GWa Pic



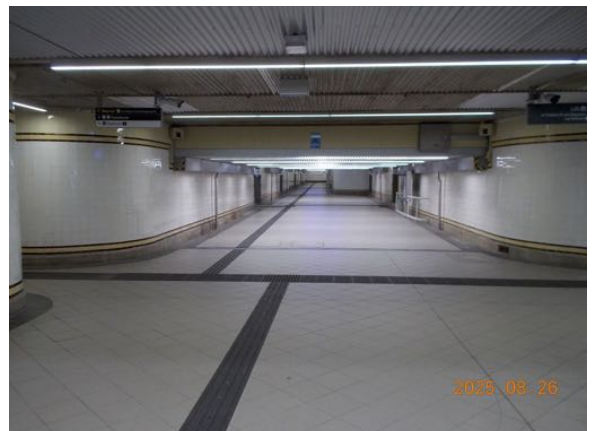
Campbell Arcade 20250826A facebook.com



Campbell Arcade showing Myki Readers in the Distance facebook.com



Campbell Arcade showing Poster of connection to Town Hall Station when it Opens 20250826C facebook.com



Flinders Street Underpass 20250826E facebook.com



Flinders St Underpass leading to Campbell Arcade 20250826A facebook.com



Flinders St Underpass showing lift where stairs used to be. 20250826B facebook.com



Parkville Station Lift #11, how many Lifts are there GWa Pic



Arden Station Exterior completed GWA Pic 20250830



Metro Tunnel map BigBuild.vic.gov.au 20251120



### Explore your journey

#### Cranbourne and Pakenham

30 November - Summer Start | 1 February 2026 - The Big Switch

There will be no changes to the existing timetable and the Cranbourne and Pakenham lines will continue to run as normal with services running through the City Loop when the Metro Tunnel opens.

Connect to Metro Tunnel services

- **Weekdays:** all stations between Westall and Malvern
- **Weekends:** all stations between Westall and Malvern. Selected services will be extended and stop all stations between East Pakenham and the city.

Plan your journey closer to time at [transport.vic.gov.au](https://transport.vic.gov.au)

Cranbourne &amp; Pakenham Trains from 20251130 Sunday till 20260130 Saturday Bigbuild

### Explore your journey

#### Cranbourne and Pakenham

30 November - Summer Start | 1 February 2026 - The Big Switch

All Cranbourne, Pakenham and Sandringham Line services will now run via the Metro Tunnel.

Services will no longer run via South Yarra, Richmond or the City Loop.

Connect to City Loop services:

- Change at Caulfield or Malvern stations.
- Change at Town Hall using the Degross Street Subway to Flinders Street Station.
- Change at State Library Station using the concourse to Melbourne Central Station.

Connect to South Yarra and Richmond:

- Change at Caulfield, Malvern or Town Hall stations.

Plan your journey closer to time at [transport.vic.gov.au](https://transport.vic.gov.au)

Cranbourne &amp; Pakenham Trains from 20260201 Bigbuild

Photos by Geoff Wallace GWA, Jonathan Scutt, information from [bigbuild.vic.gov.au](https://bigbuild.vic.gov.au) & Wikipedia.

Notes compiled by Geoff Wallace

E&OE