



AUSTRALIAN RAILWAY
HISTORICAL SOCIETY

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**ARHS Melbourne Luncheon Outing Group, Stony Point, Kananook Stabling
Sidings, Seaford RSL for Lunch then Mordialloc Station LXA progress on
elevating tracks, new Station and eliminating three level crossings,
Tuesday 10th February 2026**

Our outing in February 2026 is to Stony Point via Sprinter Railcars, visit Kananook Stabling Yards then to Seaford RSL for lunch, then train to Mordialloc Station to look at the Mordialloc Station redevelopment & Level Crossing removals.

9:14am	Depart Flinders Street Station for Frankston Station.
10:21am	Arrive Frankston Station, toilet stop & walk forward to Stony Point Sprinter Rail Car.
10:35am	Depart Frankston Station.
11:11am	Arrive Stony Point Station.
11:27am	Depart Stony Point Station.
12:04pm	Arrive Frankston Station walk forward to Metro Train.
12:17pm	Depart Frankston Station
12:20pm	Arrive Kananook Station, walk up & look at Stabling Yards & back to Kananook Station.
12:50pm	Depart Kananook Station for Seaford Station.
12:52pm	Arrive Seaford Station and walk to Seaford RSL for Lunch.
2:15pm	Leave Seaford RSL and walk to Seaford Station Up Platform
2:22pm	Catch Train to Mordialloc Station.
2:38pm	Arrive Mordialloc Station, look at work being carried out to elevate the railway, build a new station and remove 3 level crossings.
3:08pm	Depart Mordialloc Station, Catch Train to Caulfield Station.
3:34pm	Arrive Caulfield Station
3:50pm	Depart Caulfield Station for Town Hall Station on HCMT travelling via Metro Tunnel.
4:05pm	Arrive Town Hall Station, walk through to Flinders Street Station or whatever destination you require.
	Tour ends here.

Stony Point

The Stony Point line is a commuter railway line in the outer metropolitan area of Melbourne, Victoria, Australia. Operated by Metro Trains Melbourne, it is the only diesel service on the metropolitan network and, at 31 kilometres (19 mi), is the tenth-longest line. It is an extension of the Frankston line, with services running from Frankston station to Stony Point, serving 10 stations in all. The line is also used for freight services to the Port of Hastings.

The line was opened in three sections during 1888 and 1889. Only two stations have been added since its completion—Leawarra and Morradoo. In recent years, there have been proposals to extend the electrified Frankston line to Baxter.

History

19th century

The Stony Point line was initially opened from Frankston to Baxter station, with services commencing in 1888. Extensions to Hastings, Bittern, and Stony Point were completed in the following year. Branch lines were opened from Baxter to Mornington in 1889, and from Bittern to Red Hill in 1921.

20th century

In 1959, a new station was opened at Leawarra (originally called Railmotor Stopping Place No. 16), and Morradoo (originally called Railmotor Stopping Place No. 15) was opened a year later.

The Red Hill branch was closed in 1953, and the Mornington branch was closed in 1981. A 300-metre (980 ft)-long branch from Long Island Junction to Long Island was opened on 29 April 1969 to serve the adjacent steel mill.

Passenger services on the line were withdrawn on 10 June 1981, and the line from Long Island Junction to Stony Point was closed on 22 June 1981. Services were recommenced on 26 September 1984. After the reopening, DRC railcars were used, with two MTH carriages in between them, making up a four-carriage train. Frequent breakdowns of the railcars led to diesel locomotives often being called in to haul the consist as an alternative.

In August 1994, a T class locomotive hauling two MTH carriages was used but, by November 1995, weekday services were being operated by a P class with two MTH carriages. On weekends, an A class diesel was used, hauling an extra MTH car. On one occasion, an X class diesel, in V/Line Freight livery was employed, hauling three MTH carriages. Those configurations were not used after V/Line was separated into passenger and freight divisions.

21st century

Few changes occurred in the 2000s as the service settled down, following the period of frequent changes to the operators, services, and rolling-stock. Sometimes, when train operator V/Line had a locomotive shortage, locomotives leased from Freight Australia and, later, Pacific National appeared, in their green and yellow livery. In 2008, the Stony Point line underwent major re-signalling work, including the introduction of three-position signalling. The new signalling system was controlled remotely from the Frankston Signal Box.

In April 2008, Sprinter units began providing the passenger service. Two units usually operated the service, with a single unit returning to Southern Cross for servicing on a regular basis, and another sent in the opposite direction to replace it.

Malfunctions of boom gates forced the closure of the line for three months in 2015.

Future Baxter extension

In 2013, as part of Public Transport Victoria's Network Development Plan for metropolitan rail, an extension of the Frankston line to Baxter was earmarked to begin in the "long-term" (over the next 20 years). During the 2018 state election, the Liberal Party announced a project to extend electrified services to Baxter. The project would have included the removal of all crossings between Frankston and Baxter, duplication and electrification works, the construction of one (or two) new stations, and the reconstruction of stations along the corridor. The Federal Liberals announced \$450 million of joint funding for the project promised between the state and federal governments, with the national government promising to provide \$225 million of the funding. The incumbent Andrews Labor government argued that the project was not needed, instead prioritising funding to other projects across the state.

A business case commissioned by the government was completed in 2019 with no further progress being made.

Again in the lead up to the 2022 state election, the Liberal opposition supported the electrification to Baxter. The second Andrews government made no commitments to the Baxter rail extension, instead continuing construction on level crossing removal works along the Frankston line. The 2022 state election resulted in another Labor victory, with the Andrews government pushing ahead with these works.

In November 2023, a review of infrastructure investment, commissioned by the federal government, found that the Baxter rail extension did not meet the "investment priorities" of the Albanese government and would lose its \$225 million in federal funding.

Network and operations Services

The line operates for approximately 13 hours a day, from about 5:30 am to around 10:30 pm from Monday to Friday, and 7:00 am to 8:30 pm on Saturdays and Sundays. Train frequency is typically every 90 to 120 minutes throughout the day due to the line being single track with no passing loops. Unlike the rest of Melbourne's rail network, services do not run 24 hours a day on Friday nights and weekends.

Freight movements typically occur twice daily, with Qube Holdings operating trains to the Long Island steel mill and the Port of Hastings. Trains to Melbourne run at approximately 4:00 am and during the mid-afternoon, while trains from Melbourne run at around midnight and noon.

Train services on the Stony Point line are also subjected to maintenance and renewal works, usually on selected Fridays and Saturdays. Shuttle bus services are provided throughout the duration of works for affected commuters.

The Kananook Train Stabling Yard was completed in mid 2025.

The first stage of the project was delivered in May 2020 as part of the Carrum level crossing removal works and allowed 8 trains to be stabled at the site.

In 2022, a new high tech signal control centre and better driver facilities were added. The control centre minimises disruptions for commuters by centralising and efficiently controlling trains.

Works on the final stage of the Kananook Train Stabling Yard started in 2023 and more than doubled the number of the trains able to be stored at the facility to 21 trains. Works also included building maintenance and train wash facilities.

The maintenance shed has space to work on 2 trains, extra facilities for workers, and an additional connection to the Frankston Line so trains can easily enter and exit the yard.

Increasing capacity to stable more trains at Kananook near the start of the Frankston Line will allow train services to run more efficiently.

The Frankston Line will be level crossing-free by 2029, changing the way locals live, work and travel. Bigbuild Vic.

Road / Rail Access Pads

'At grade' Road Rail Vehicle On/Off-Tracking Pads are provided to access the Up and Down Main Lines & Kananook Stabling Sidings at:

- **MORI** at distance **26.922**. Access to the On/Off Tracking Pad is available from Como Parade West which runs parallel to the Up Main Line at Mordialloc.
- **EDII** at distance **31.164**. Access to the On/Off Tracking Pad is available from Nepean Highway which runs parallel to the Up Main Line at Edithvale.
- **CARI** at distance **35.423**. Access to the On/Off-Tracking Pad is available from Station Street which runs adjacent to the Down Main Line on the up side of Carrum.
- **KANI** at distance **40.612**. Access to the On/Off-Tracking Pad is available from Bardia Avenue which runs adjacent to the Up Main Line at Kananook.
- **KSYY** at distance 40.777. Access to the On/Off Tracking Pad is available from within the Kananook Stabling Sidings via Road No. 16. WON-2025-25 dated Tuesday 24th June 2025

Kananook Stabling Sidings Train Wash Booked into Service

Commencing forthwith, the Heavy Train Wash and Bio Wash at Kananook Stabling Sidings has been booked into Service by the Signal Maintenance Department WON-2025-41 dated Tuesday 14th October 2025

History of the Mordialloc Station

Mordialloc station is a railway station operated by Metro Trains Melbourne on the Frankston line, which is part of the Melbourne rail network. It serves the south-eastern suburb of Mordialloc, in Melbourne, Victoria, Australia. Mordialloc station is a ground level premium station, featuring two side platforms. It opened on 19 December 1881.

Stabling facilities are located at the Frankston (down) end of the station, whilst a third track is located through the middle of station, normally only used by Qube's Long Island steel freight train, and trains shunting into the yard.- A pedestrian underpass is located at the up end of the station.

The station precinct itself has a number of heritage buildings and elements, including the cottage style historic station buildings (1882 and 1887), and the last remaining example of an Edwardian-style railway water tower (1910) in Victoria, also known as a "Type H" water tower.

Station History

Mordialloc station was officially opened on 19 December 1881 by Sir Thomas Bent, who was the Minister of Railways, and later becoming the Premier of Victoria between 1904 and 1909. The station was provided when the railway line from Caulfield was extended. It remained a terminus until 1 August 1882, when the line was extended to Frankston. Like the suburb itself, the station gets its name from an Indigenous word meaning 'near little sea', or from either a creek named Moodi or Marida.

The first train to arrive at Mordialloc was a special service from Princes Bridge, which collected school children from the Brighton area. Further specials occurred during the day, with proper timetabled services commencing

the following day. Six services were provided upon opening and, apart from two services, all were shuttle services operating between Caulfield and Mordialloc.

When the line opened, none of the stations between Caulfield and Mordialloc had station buildings, as noted by a reporter for The Argus newspaper. However, it was also noted that the stations had sidings and platforms, with Mordialloc having a 'particularly fine and spacious platform'. In February 1882, a contract was let for the construction of station buildings, for a price of £749-15-0.

On 31 July of that year, the line was extended to Frankston, and again was opened by Sir Thomas Bent. Timetabled services commenced the following day, and were initially two daily services and three services on Saturday, connecting with city-bound trains at Mordialloc. By December of that year, through services were operating between the city and Mordialloc/Frankston, with the station itself open for goods traffic.

At the start of March 1885, a turntable and a coal stage and ash pit were provided. The turntable was relocated from Berwick, with the coal stage being a new construction. In December of that year, the Locomotive Branch of the Victorian Railways recommended the construction of an engine shed, at an estimated cost of £200. However, this did not eventuate.

In 1887, an additional siding was provided, and occurring in that year, a contract was let for extensions to the station building. By May of that year, the coal stage was relocated to Flinders Street and, by March 1889, a carriage dock was abolished, to allow an extension of the platform.

In 1888, duplication of the line was provided between Caulfield and Mordialloc. The Staff and Ticket, which worked between Mentone and Mordialloc, was abolished, and the Winters Block system was provided, with the section remaining Mentone–Mordialloc. By August 1890, there were seventeen services to Mordialloc, nine of which continued through to Frankston, and two goods trains. In March 1895, Mordialloc was interlocked, with a thirty lever frame provided.

On 22 March 1896, a new lattice girder bridge was provided over the Mordialloc Creek, which is located nearby in the down direction of the station, replacing the original timber bridge, which was to the east of the new bridge. Regrading occurred at the Up end of the station, with a railway overpass built over Nepean Road. That bridge was brought into use on 16 August of that year.

In December that year, the Commissioners of the Victorian Railways inspected the station, and announced a proposal to replace the existing frame with a signal box at the McDonald Street level crossing. This did not occur, however, alterations to the tracks and interlocking did occur in February 1898, and included two additional working levers for the frame. By 1901, there were six through services (five of which were services bound for Mornington or Stony Point), and ten services terminating. This gave Mordialloc a service roughly every hour throughout the day.

In 1907, a new engine shed was provided. It was originally erected at Traralgon in 1884, and was relocated to Briagolong in 1902, when a new shed at Traralgon was provided. The following year, a new signal bay and interlocking was provided. By that date, two dead-end sidings were in service at the Down end of the station.

In 1910, duplication of the line between Mordialloc and Frankston occurred, resulting in a rebuilt and enlarged yard and a complete overhaul to the station layout: a portion of a floating goods platform from Williamstown was erected by August 1 of that year, with instructions to reduce the length of the platform to 466 ft (142 m) also occurring. By December 1, a second platform (current day Platform 2) was provided. The signalling was also altered, allowing Down trains to use all three running tracks if necessary. A new goods road (No.4 road) was provided behind Platform 2 to the enlarged goods yard, which was now extended to Mordialloc Creek. A new engine shed and turntable were provided, as well as the current pedestrian underpass.

On 5 January 1911, a new, elevated signal box was provided adjacent to the Bear Street level crossing, complete with a fifty lever frame. **By 1 March of that year, the Edwardian-style water tower was completed.** By December 1913, there were seventeen through services and fourteen terminating services, with a number of goods trains to and from Frankston, Mornington Junction and Carrum (an as-required service only) also shunting in the yard at various hours of the day.

Electrification

Electrification arrived at the station in May 1922, and was extended to Frankston in August of that year. The first trial run of an electric train to Mordialloc occurred on 19 May of that year, with electric services beginning three days later, on 22 May. A trial run to Frankston occurred on 21 August, with services commencing on 24 August. Electrification, however, brought little alterations to the station, apart from some minor signalling changes.

By December 1924, there was thirty through services, twenty-four terminating services and three goods services. Two train sets also stabled overnight.

Sometime around 1924, the engine shed was abolished. The Victorian Railways' Chief Engineer of the Way & Works branch recommended it be relocated to Colac, but it is unsure if this happened. In February of the following year, the platforms were extended in the Up direction, to allow the operation of 7-car trains. In 1927, the former signal bay was removed, to allow improvements to the width of the platform. During November 1929, a number of roads in the yard were wired, allowing the use of electric locomotives on goods services.

On 28 December 1938, the grandstand of the nearby Epsom Racecourse was destroyed by fire, bringing an end to race traffic to Mordialloc. Prior to this, race specials were generally formed by 7-car Tait sets. Racehorses themselves were carried by train, with special services originating from Flemington Racecourse and the loading of the horses carried out at the Newmarket Stock Siding, Flinders Street and other stations as required.

In early 1942, the water supply for steam locomotives was decommissioned, along with the water tower.

Post-World War II, suburbia was being extensively developed towards Mordialloc and beyond. By February 1950, there was fifty-one through services (a number of these services terminated at Aspendale), twenty-eight terminating services (with two sets stabling overnight) and a Monday-Wednesday-Friday goods service to and from Seaford, which shunted at Mordialloc twice on the days it operated.

Sometime between 1954 and 1956, **the turntable** in the yard was abolished. On 21 December 1955, a substation was provided near the Station Street level crossing, located in the Down direction of the station. It was provided to improve the power supply at the outer ends of suburban railway lines, allowing improved services.

Around 1961, the goods shed and platform were abolished. By May 1963, the station was serviced by sixty-three through services, with ten services that terminated, with five train sets stabling overnight. It was still served by the goods service to and from Seaford, however, this now only operated on Wednesdays.

Between 1964 and 1966, the current railway overpass crossing the Nepean Highway was provided, replacing the original 1896-built overpass. During 1967, there was consideration to extending Platform 2 to allow 8-car trains, which would've forced the relocation of a number of signal posts. However, a number of signal renewals did occur during this time. By November 1973, planning was underway for the extension of the third track from Caulfield to Mordialloc. This, however, has not eventuated: the third track was only extended to Moorabbin in 1987.

Automatic signalling between Mordialloc and Chelsea was provided in 1977. Between 1979 and 1982, a new concrete bridge was provided over the Mordialloc Creek, replacing the lattice girder bridge from 1896. By 1981, the goods yard was closed to traffic, and No.4 road was abolished and baulked on the Up side of the Bear Street level crossing, with the last recorded use of the road occurring when an Albury-bound passenger set was held during a shunters strike. By 1984, the overhead lines for No.4 road and the goods sidings were removed.

Three-position signalling replaced double line block signalling between Mordialloc and Parkdale in April 1986, this being the last section of double line block working on the Frankston line. Mordialloc, however, remained mechanically interlocked. This all changed in the following year, 1987: the elevated signal box was abolished, and was replaced with a signal panel that was located in the main station building on Platform 1. Boom barriers were provided at both the McDonald Street and Bear Street level crossings, located in the up and down directions of the station respectively, and all semaphore signals were replaced with three position signals. In June 1988, the elevated signal box was demolished.

In 1990, security fencing was provided for the stabling yard. On 5 December 1995, Mordialloc was upgraded to a premium station.

In early 2011, the stabling yard was upgraded. On 9 September 2013, whilst travelling through the McDonald Street level crossing, a wagon on the Long Island steel train derailed, causing lengthy delays. In October 2015, new accessible toilets were provided at the station.

On 7 October 2021, the signal panel was abolished, with control transferred to the Kananook Signal Control Centre.

On 9 October 2022, the Andrews government announced that the McDonald Street and Bear Street level crossings would be removed by 2028, along with five other level crossings on the Frankston line, it was fast tracked for removal in June 2023 projected for 2026.

The designs for the new station were announced in June 2024 and will be elevated and the station to feature an island platform, the plans also show that the heritage building on Platform 1 to be kept and Bear Street to be closed off as part of the level crossing removal and McDonald Street to remain open.

On the 4th of August 2025, the Bear Street level crossing was permanently closed to road traffic. On the 18th of August 2025, Platform 2 was closed and subsequently demolished to allow for the construction of the new elevated station with the stabling sidings being disconnected from the mainline, this will be in effect until the railway line reopens on the elevated viaduct. Until the 18th of August 2025, select trains during the weekday peak hour would terminate and originate from the station.

Platforms and services

Mordialloc has one side platform. It is serviced by Metro Trains' Frankston line services. This is the current setup during construction of the elevated railway, this will feature an Island Platform.

Date	What was done	WN or WON
Mon, 19 Dec 1881	Opened	
Wed, 14 Nov 1894	Mordialloc line block sections: Caulfield B - East Brighton - South Brighton - Cheltenham - Mentone - Mordialloc.	(WN19/1894)
Fri, 22 May 1896	By this date, tenders called for removal of Gatehouse No.22 near Mordialloc to No.7 Crossing at Albion Siding.	(Waugh 1994, Government Gazette)
Sun, 27 Feb 1898	Track and signal alterations.	(WN35/1898)
Thu, 12 Apr 1900	Provide electric staff in lieu of train staff and ticket, all sections to Frankston.	(WN42/1900)
Mon, 2 Nov 1908	By this date, track and signal alterations.	(WN44/1908)
Mon, 14 Mar 1910	By this date, provide disc on post 4, no.3 road to mainline, and disc on new post 4A, turntable road to No.3 road.	(WN11/1910)
Mon, 17 Oct 1910	By this date, bracket post 6 abolished, provide new posts 6 and 6A.	(WN42/1910)
Mon, 21 Nov 1910	By this date, post 3 moved 40 yards further out and converted to bracket and disc removed. Provide new post 2A with 1 disc.	(WN47/1910)
Thu, 1 Dec 1910	Duplication provided to Frankston; double line block to Aspendale in lieu of electric staff.	(WN49/1910)
Thu, 5 Jan 1911	Provide new signal box and interlocked gates at Bear Street. Provide discs on posts 4, 12, 13, 15 and 15A. Provide two discs on post 3. Block terminal for up trains; Block Rule IV modified for down trains.	(WN02/1911)
Mon, 17 Apr 1911	By this date, up home signal post 10 moved 15 yards further in.	(WN16/1911)
Thu, 17 Nov 1921	Crossover between No.1 road and down line moved 42 yards further out and provide direct connection to goods roads. Post 13 and points A abolished, up home signal post 14 moved 44 yards further out, post 15 re-arranged as a bracket with 6 discs.	(WN47/1921)
Wed, 7 Dec 1921	Signal bridge at down end abolished, provide new bracket post 5 with 2 arms and 2 discs. Provide lopsided bracket post 7, 1 arm and 1 disc.	(WN50/1921)
Tue, 23 May 1922	By this date, down home signal post 2 moved 30 yards further out.	(WN21/1922)
Tue, 30 May 1922	By this date, overhead alive from Moorabbin.	(WN22/1922)
Fri, 2 Jun 1922	Posts 5, 6 and 7 placed on signal bridge.	(WN24/1922)
Tue, 29 Aug 1922	By this date, overhead alive to Frankston.	(WN35/1922)
Fri, 14 Mar 1924	Up home signal post 14 moved 36 yards further out.	(WN12/1924)
Sun, 8 Feb 1925	Platforms extended at up end, connection from down line to No.3 road moved further out, provide new connection from down line to No.4 road. Cross-locked connection at up end of No.4 road abolished, provide disc on post 2 for moves down line to No.4 road. Bracket post 11 and bottom left-hand disc on post 3 abolished, provide new post 11 with 1 arm and 1 disc, provide ground discs 2B and 11B.	(WN07/1925)
Wed, 31 Mar 1926	Provide wigwags at Station Street (16M 71C).	(WN16/1926)
Thu, 12 May 1927	Post 5 removed from signal bridge and placed on ground mast.	(WN20/1927)
Tue, 21 Jan 1930	By this date, provide bell communication to gatekeeper McDonald Street.	(WN03/1930)
Wed, 31 Jul 1940	Provide controlled wickets at McDonald Street.	(WN32/1940)
Tue, 6 Jan 1942	By this date, 6,000 gallon water tank removed.	(WN01/1942)
Tue, 15 May 1956	By this date, telegraph instrument removed.	(WN20/1956)
Sun, 19 Jul 1959	Post 15B abolished.	(WN30/1959)
Sun, 17 Feb 1963	Down home signal post 2 moved 23 yards further out.	(WN09/1963)
Sun, 23 Jun 1963	Delta crossing at up end and ground disc 2B abolished, provide 2 single crossovers.	(WN7/1963)
Fri, 1 May 1964	Up starting signal post 9 moved 85 yards further in.	(WN19/1964)
Sat, 2 May 1964	Up line slewed to the west between 15M 73C and 16M 13C.	(WN19/1964)

ARHS Melb LOG #35 Stony P, Kananook, Seaford RSL, Mordialloc Tour Notes

Date	What was done	WN or WON
Sun, 17 May 1964	Down line slewed to the east between 15M 73C and 16M 13C.	(WN21/1964)
Wed, 30 Jun 1965	Provide flashing lights in lieu of wigwags at Station Street (16M 70C).	(WN27/1965)
Mon, 12 Apr 1976	Signal F888 previously non-controlled; aspects on F888 and F916 amended.	(RH1339 Revd.)
Fri, 30 Jul 1976	Signals 3, 5, 7 and 48 previously mechanical.	(RH1339 Rev. I)
Wed, 15 Dec 1976	Down home signals on posts 5, 6 and 7 converted to lights.	(WN51/1976)
Sun, 23 Jan 1977	Provide 3 position signals in lieu of double line block to Aspendale. Up home signal post 14 converted to light, down starting signal post 8 and up distant post 16 abolished. Disestablished as block terminal for up trains.	(WN05/1977)
Tue, 13 Nov 1979	Down line slewed to new bridge over Mordialloc Creek. The down line between MP 16 + 1000 metres and MP 16 + 1400 metres was realigned	(WN48/1979) (Somersault Vol.3 No.1 pp2-5)
Thu, 15 Nov 1979	Up line slewed to alignment of former down line over Mordialloc Creek Bridge.	(WN48/1979)
Tue, 20 Oct 1981	By this date, goods yard closed.	(WN42/1981)
Wed, 21 Oct 1981	No.4 road abolished and sidings baulked on down side of Bear Street. Discs on posts 2, 4, 11 and 12 abolished, points 18 and lock bar 19, wickets 52 and 53 and wing-gates 56 and gate stops 55 abolished. The portion of the siding leading from No 3 road at the up end to just beyond the level crossing at the down end has been abolished. Points 18, lock bar 19 and discs on Posts Nos 2, 4, 11 and 12 were abolished. The interlocked gates and wickets across the siding at the down end were also removed.	(WN43/1981) (Somersault Vol.5 No.1 p2)
Sun, 13 Dec 1981	The interlocked gates and gate stops for No 4 road were removed. Levers 52, 53, 54 and wheel 57 were removed from the interlocking machine. Lever 54 and gate wheel 57 - formerly used for the gates across the main line - were replaced by lever 55 and and gate wheel 56. Main gates now worked by wheel 56 in lieu of 57. Gate stops now worked by lever 55 in lieu of 54.	(Somersault Vol.5 No.3 pp12-13) (WN03/1982)
Wed, 24 Aug 1983	Provide boom barriers and pedestrian boom barriers at Station Street (28.407km).	(WN10/1983)
Tue, 8 May 1984	Overhead removed from No.4 road and goods sidings.	(WN20/1984)
Thu, 5 Sep 1985	Discs posts 6 and 7 replaced with ground discs.	(WN36/1985)
Thu, 21 Nov 1985	Down home signal post 7 relocated to ground mast.	(WN47/1985)
Sat, 5 Apr 1986	Provide 3 position signals in lieu of double line block from Parkdale. Up starting signal post 9 abolished.	(WN13/1986)
Fri, 8 May 1987	Down distant post 1 abolished; later preserved at Glen Iris.	(WN17/1987, AMRA)
Sat, 9 May 1987	Signal box and 2 position signals abolished, provide control panel in station building. Provide boom barriers in lieu of interlocked gates at Bear Street (27.802km) and boom barriers in lieu of hand gates at McDonald Street (27.583km). Provide 3 position signals and switching facility.	(WN19/1987)
Fri, 21 Aug 1987	Provide pedestrian boom barriers at up side of Bear Street.	(WN36/1987)
Wed, 2 Dec 1987	Automatic signal MOR700 converted to outer home signal.	(WN49/1987)
Thu, 15 Mar 1990	Dwarf 715 moved 15 metres in up direction.	(WN13/1990)
Thu, 19 Jul 1990	Provide stabling siding security gates and indication lights on control panel.	(WN30/1990)
Sat, 25 Sep 2004	Additional track circuits were installed (turnout fouling project) to ensure train, broken rail and broken bond detection on main line turnouts.	
Thu, 29 Jul 2021	Key switch provided in Mordialloc relay room to allow switching from existing interlocking to CBI interlocking for test purposes only during absolute occupation. During such test periods the interlocking at Mordialloc is to be disarranged. Circuit alterations will be undertaken between 22:00 Monday 26 July and 03:00 Thursday 29 July. Automatic signals MOR701 and MOR601 converted to LED type.	(WON 30/2021, SW.547/2021) (WON 30/2021, SW.548/2021)
Fri, 8 Oct 2021	Mordialloc interlocking disarranged and functions transferred to Kananook Signal Control Centre.	(WON 40/2021, SW.676.2021)

Date	What was done	WN or WON
Mon, 18 Oct 2021	By this date: • Points 614 provided with auto-normalising function • Home signal MOR700 altered to show Stop, Reduce to Medium Speed and Medium Speed Warning only. • Home signal MOR704 altered to show Stop, Reduce to Medium Speed, Clear Medium Speed and Low Speed Warning only. • Illuminated letters "A" removed from signals MOR704, MOR709, MOR711 and MOR712. • The switch-out facility and associated signage will be abolished. • All signal post telephones will be removed from service. • The train stabling gates will remain manual, operated by drivers. Insert reference on diagram 43/21 (Cheltenham - Chelsea).	(WON 40/2021, SW.676.2021)
Wed, 31 Jul 2024	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: • LaTrobe Street level crossing & pedestrian crossing (23.359km) • Patty Street pedestrian crossing (23.792km) • White Street pedestrian crossing (26.643km) • McDonald Street level crossing (27.592km) • Bear Street level crossing & pedestrian crossing (27.795km) • Station Street level crossing & pedestrian crossing (28.390km) 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. 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.	(WON 31/2024, MTM SW.320/2024)
Fri, 2 Aug 2024	From 03:00 hours, the new elevated line between Mentone and Mordialloc through Parkdale is brought into use. • The Warrigal Road level crossing (25.142km) is decommissioned • The Warrigal Road pedestrian crossing (25.166km) is decommissioned • The Parkers Road level crossing (26.015km) is decommissioned • The Parkers Road pedestrian crossing (26.025km) is decommissioned • The Cremona Street pedestrian crossing (26.827km) is decommissioned • 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 • The temporary track slew is decommissioned, including associated signalling systems • The White Street pedestrian crossing (26.639km) is reinstated • Kananook Panel Railview Train Control System is updated, with an expanded control area • The relay interlocking 25.173km to 26.587km is decommissioned • Smartlock interlocking is provided between Mentone (25.173km) and Mordialloc (26.587km) • Axle counters are provided between Mentone (24.656km) and Mordialloc (27.007km)	

Date	What was done	WN or WON
	- MORI road/rail access pad is provided at 26.897km, with access via Como Parade West - No station limits are defined for Parkdale; station limits for Mordialloc are between MOR700/701 and MOR720/711. - Automatic signals F771, F766, F780, F785, F796, F803, F812, MOR601, MOR700 and MOR701 are abolished - New home signals and signal post phones are provided as below:	
Signal	Type Status Aspects	Chainage
MEN691	Automatic Renumbered Normal Was F750	24.425
MEN790	Automatic Down New Normal, Low	24.656
F766	Automatic Abolished	24.900
MEN791	Home Up New Normal, Low	24.950
F771	Automatic Abolished	25.060
MEN792	Automatic Down New Normal, Reduce, Low	25.081
F780	Automatic Abolished	25.304
PKD794	Automatic Down New Normal, Reduce, Medium, Low	25.354
MEN793	Home New Normal, Low	25.398
F785	Automatic Down Abolished	25.480
PKD795	Home New Normal, Low	25.743
F796	Automatic Down New Normal, Reduce, Medium, Low	25.824
PKD796	Automatic Down Abolished	25.957
F803	Automatic Down Abolished	25.996
PKD797	Home New Normal, Low	26.142
F812	Automatic Abolished	26.361
PKD798	Automatic Down New Normal, Reduce, Medium, Low Interlocked with Surrey Road pedestrian crossing	26.440
PKD799	Home Up New Normal, Medium, Low	26.455
MOR700	Automatic Down Abolished	26.582
MOR601	Automatic Up Abolished	26.813
MOR700	Automatic Down New Reduce, Medium, Low No Normal aspect?	26.886
MOR701	Home Up New Normal, Reduce, Low Was Controlled Automatic	27.147
	(WON 31/2024, MTM SW.321/2024, MTM SWP,014/2024)	
Fri, 29 Aug 2025	From 03:00 hours: Mordialloc Station Limits are defined as between MOR700 and MOR720 in the down direction, and between MOR713 and MOR701 in the up direction. Single line operation is in use for Up and Down traffic, operating via the remaining platform and track 1. Infrastructure abolished - Mordialloc Platform 2, including all buildings and infrastructure, is abolished (27.634km - 27.790km) - Mordialloc tracks 2 and 1A are abolished (27.533km - 27.823km) - Signals MOR705, MOR707, MOR723, MOR706, MOR711, MOR712, MOR712P, MOR714, MOR721, MOR719, MOR717, MOR715 are abolished. - Buffer lights MOR728, MOR726, MOR724, MOR722 are abolished. - Points MOR606, MOR616D, MOR612, MOR614U, MOR614D, MOR618, MOR620, MOR622 are abolished - Gates 1 and 2 at the stabling yard are abolished. - Track between Points 614 and dwarf signals in the yard is abolished. - Bear Street level crossing (27.802km) and pedestrian crossing at the down end (27.812km) are abolished Infrastructure altered - Points 605U and 605D are secured normal and booked out of service. - Points 616 are converted to single ended and renumbered from 614U. (Points 616D is abolished.) - Whistle Board on the Down line for Station Street is moved 117m in the Up direction (was at 27.991km) - Mordialloc stabling Sidings 3-6 inclusive are disconnected from the mainline	

Date	What was done	WN or WON
	- McDonald Street gate No.1 (down line side) is converted from rigid to articulated. - New signal MOR711 is provided at 28.138km, replacing signal deleted from 27.978km. Signal post phone is not reinstated. Aspects are Normal and Low Speed. - Signal MOR713 (28.589km) is converted from Automatic MOR613, gains a 'c' light with low speed aspect, can otherwise show Stop, Medium Speed Warning, Normal Speed Warning or Clear Normal Speed. Requires MOR711 proceed aspect in order to show Normal Speed Warning; if this route is cancelled, the aspect (and overlap) will still be retained. - The down line is retained only as far as 38 metres beyond the Down side of Points 604U. Baulks will be provided. - F916 (29.468km) is converted from Automatic signal to Uncontrolled Home Signal, with aspects stop, Normal Speed Warning, Reduce to Medium, or Clear Normal Speed. - MOR704 (27.399km) no longer requires route set or track occupied from MOR700 to MOR704, and route set PKD798 or section PKD798=MOR704 occupied, in order to clear. - MOR716 gains TPWS Train Stop Sensor - MOR711 gains TPWS Train Stop Sensor - MOR713 gains TPWS Train Stop Sensor and TPWS Over Speed Sensor New Infrastructure - MOR620 gains co-acting signal MOR620P at 28.986km. - MORU713V speed proving train stop is provided - Pine Crescent pedestrian crossing whistle boards provided, Down at 28.339km and Up at 29.142km - Kiandra Close pedestrian crossing whistle board provided, Down line at 28.781km - Station Street level crossing whistle board provided, Up line at 28.823km At 03:00 hours, SBO.156/2025 is cancelled, and Points 614U, Deraill and Crowder 614D, the leads from sidings 3-6 and the Dwarf signals departing from those sidings are all abolished per SW.492/2025. When the Absolute Occupation O.664/2025 is cancelled, Section 15, Rule 8, Clause 1 will not apply to points 614U. Immediately on cancellation of that occupation, tracks 3-6 will be booked out. During the data update works vide SW.503/2025, Kananook Panel will be updated to reflect the revised track and signal arrangements advertised in SW.492/2025, including abolishing the control and indications for the stabling sidings. Only track maintenance vehicles working with the Southern Program Alliance works are authorised to operate within the remaining, disconnected and booked out portions of tracks 3-6. Assorted changes made to the Caulfield Group Operating Procedures to reflect the single line through Mordialloc.	(WON 32/2025, MTM SW.0492/2025) (WON 33/2025, MTM SW.524/2025) (WON 34/2025, MTM SWP.011/2025)
Tue, 2 Sep 2025	By this date, due to an issue with the Up Uncontrolled Home Signal F916 aspect cycling for approximately 4 seconds in the field when a route is set or cancelled from Home Signal No. MOR713, the Kananook signaller must not set a route from Up Home MOR713 until the relevant train has passed signal F916. When such a route is to be cancelled, the rule of Section 5, Rule 4 continues to apply.	(WON 35/2025, MTM SW.0572/2025)
Tue, 16 Sep 2025	By this date, the operational restriction associated with signal MOR713 is cancelled account of issue resolved.	(WON 37/2025, MTM SW.594/2025)
Tue, 23 Sep 2025	By this date, Working Time Table network configuration document is updated to reflect that:	

ARHS Melb LOG #35 Stony P, Kananook, Seaford RSL, Mordialloc Tour Notes

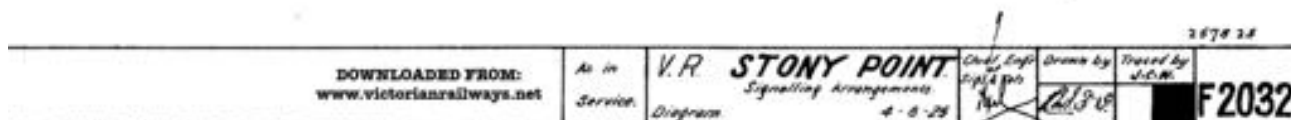
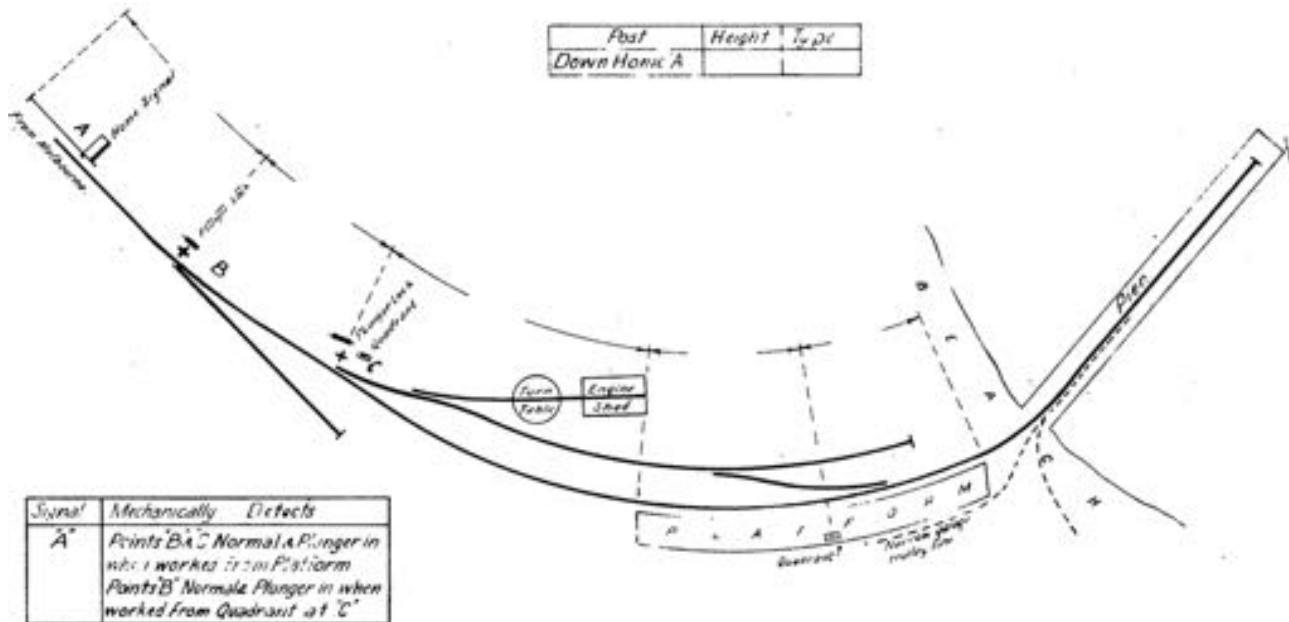
Date	What was done	WN or WON
	a) Sidings 3-6 are isolated until level crossing works are completed, and b) the speed restriction on track 1A is obsolete as the track no longer exists.	(WON 38/2025, MTM SW.601/2025)
Sun, 14 Dec 2025	From 05:00 hours 14th December to 05:00 hours 18th December, boom barrier 1 (on the down line) at McDonald Street will be isolated in the lowered position and not recover to the raised position. The lights, bells and pedestrian gates at the same site, and also boom barrier No.2, will continue to operate as normal. • MOR711 gains TPWS Train Stop Sensor • MOR713 gains TPWS Train Stop Sensor and TPWS Over Speed Sensor New Infrastructure • MOR620 gains co-acting signal MOR620P at 28.986km. • MORU713V speed proving train stop is provided • Pine Crescent pedestrian crossing whistle boards provided, Down at 28.339km and Up at 29.142km • Kiandra Close pedestrian crossing whistle board provided, Down line at 28.781km • Station Street level crossing whistle board provided, Up line at 28.823km	(WON 50/2025, MTM SW.0886/2025, MTM SW.0900/2025)
	At 03:00 hours, SBO.156/2025 is cancelled, and Points 614U, Deraill and Crowder 614D, the leads from sidings 3-6 and the Dwarf signals departing from those sidings are all abolished per SW.492/2025. When the Absolute Occupation O.664/2025 is cancelled, Section 15, Rule 8, Clause 1 will not apply to points 614U. Immediately on cancellation of that occupation, tracks 3-6 will be booked out. During the data update works vide SW.503/2025, Kananook Panel will be updated to reflect the revised track and signal arrangements advertised in SW.492/2025, including abolishing the control and indications for the stabling sidings.	
Tue, 2 Sep 2025	Only track maintenance vehicles working with the Southern Program Alliance works are authorised to operate within the remaining, disconnected and booked out portions of tracks 3-6. By this date, due to an issue with the Up Uncontrolled Home Signal F916 aspect cycling for approximately 4 seconds in the field when a route is set or cancelled from Home Signal No. MOR713, the Kananook signaller must not set a route from Up Home MOR713 until the relevant train has passed signal F916. When such a route is to be cancelled, the rule of Section 5, Rule 4 continues to apply.	(WON 33/2025, MTM SW.524/2025) (WON 35/2025, MTM SW.0572/2025)
Tue, 16 Sep 2025	By this date, the operational restriction associated with signal MOR713 is cancelled account of issue resolved.	(WON 37/2025, MTM SW.594/2025)
Tue, 23 Sep 2025	By this date, Working Time Table network configuration document is updated to reflect that: a) Sidings 3-6 are isolated until level crossing works are completed, and b) the speed restriction on track 1A is obsolete as the track no longer exists.	(WON 38/2025, MTM SW.601/2025)
Sun, 14 Dec 2025	From 05:00 hours 14th December to 05:00 hours 18th December, boom barrier 1 (on the down line) at McDonald Street will be isolated in the lowered position and not recover to the raised position. The lights, bells and pedestrian gates at the same site, and also boom barrier No.2, will continue to operate as normal.	(WON 50/2025, MTM SW.0886/2025, MTM SW.0900/2025)
Line History		
Mon, 19 Dec 1881	Line Opened Caulfield - Mordialloc	
Tue, 1 Aug 1882	Line Opened Mordialloc - Frankston	
Sun, 9 Dec 1888	Duplicated Caulfield - Mordialloc	

Date

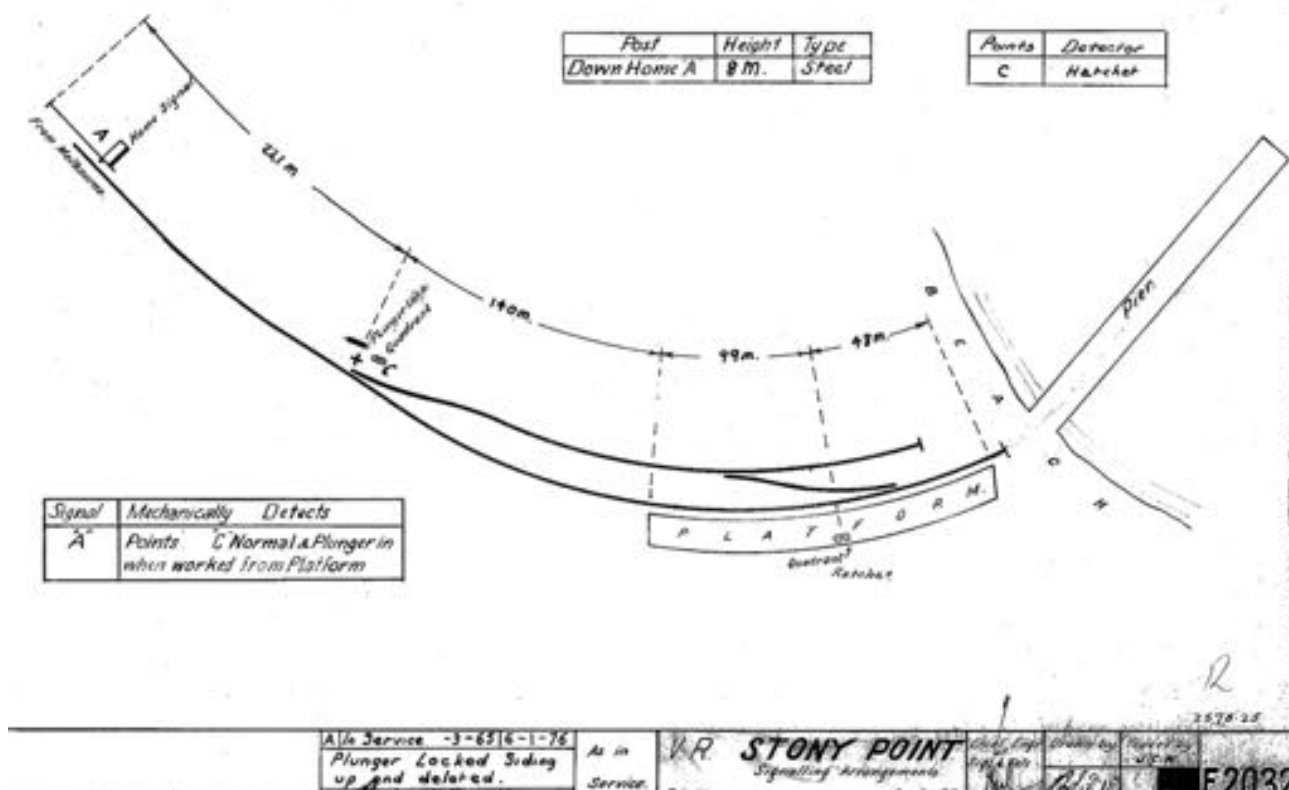
Thu, 1 Dec 1910
 Tue, 6 Jun 1922
 Sun, 27 Aug 1922

What was done

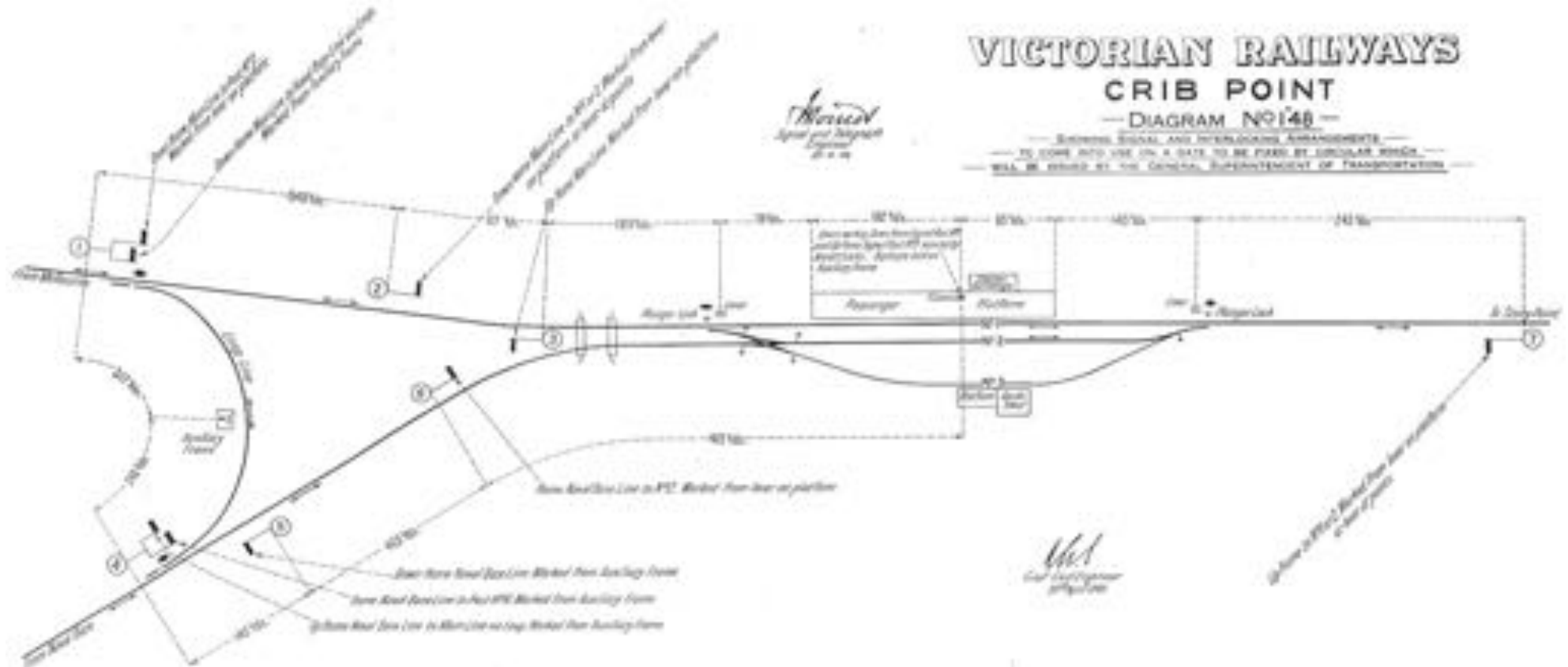
Duplicated Mordialloc - Frankston
 Electrified Glenhuntly - Mordialloc
 Electrified Mordialloc - Frankston

WN or WON

Stony Point F2032 19250804 Victorianrailways.net Note BG Line out onto Pier, NG Trolley Line out onto Pier to back of Platform



Stony Point F2032 19760106 Note Infrastructure removed compared to 1925 Drawing above.



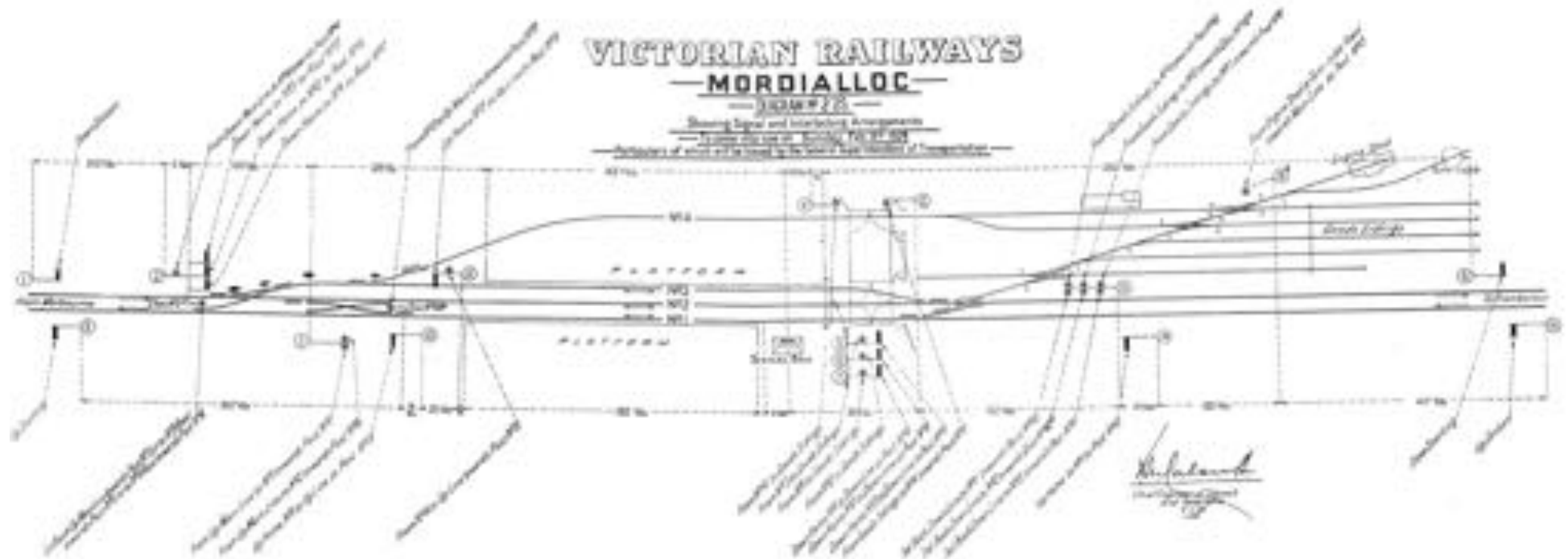
Crib Point 1948-001 GWA Signal Diagram Collection.

This shows the extensive Yard Sidings & 2nd Platform at Goods Shed that helped support HMAS Cerberus & Crib Point Traders.

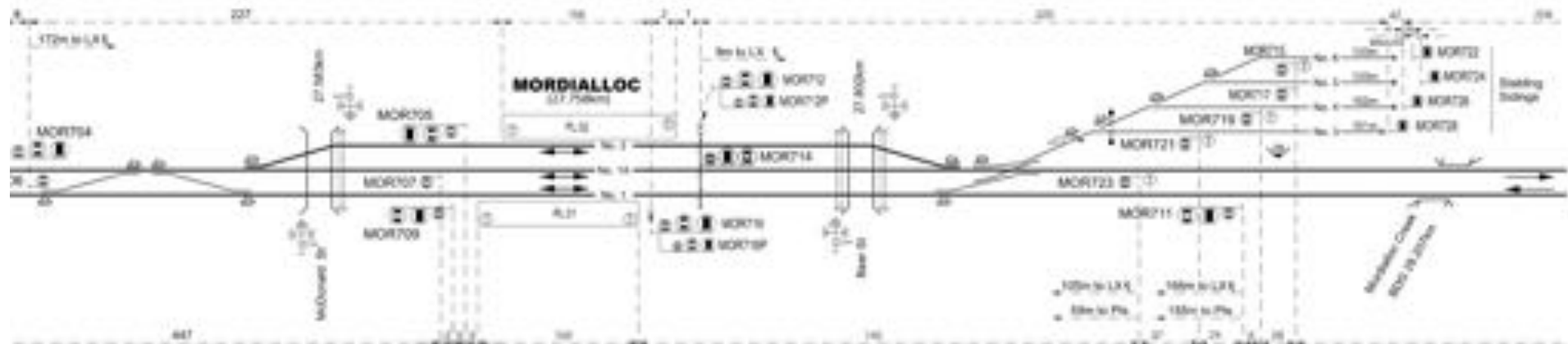
Photos by Geoff Wallace Signal Diagrams Geoff Wallace, information from <vicsig.net> Chris Gordon, bigbuild.vic.gov.au, John Thompson, Jonathan Scutt JS & Wikipedia.

Notes compiled by Geoff Wallace

E&OE



Mordialloc 1925-002 note Turntable mentioned in History at near to top RHS of Drawing GWa Signal Diagram Collection



Partial Cheltenham to Edithvale 2024-033 WON-2024-31 GWa Signal Diagram Collection



Partial Cheltenham to Edithvale 2025-025 WON-2025-32 showing current Mordialloc Platform I for Up & Down Trains GWa Signal Diagram Collection



Mordialloc Station looking NW c1900 John THOMPSON



Mordialloc Station Entrance from Nepean Highway John THOMPSON C 1900?



Gate house & hand operated gates at McDonald Rd level crossing soon to be replaced with booms & color light signals 17-03-1986 JS Image



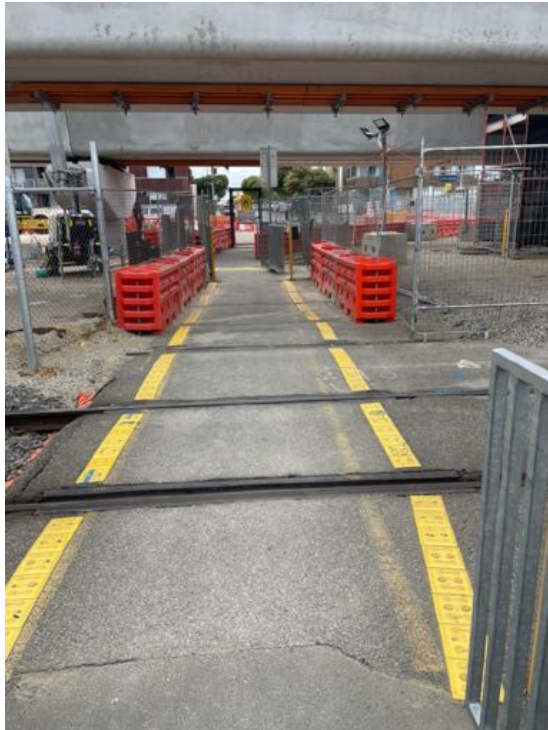
Gate keeper shuts & opens the hand operated gates at McDonald Rd level crossing soon to be replaced with booms & color light signals 17-03-1986 JS Image



Signal box & gates at Bear St level crossing soon to be replaced with booms & color light signals 17-03-1986 JS Image



R707 tender first with P15 3-car H set P12 on centre track & water tower 11-2023 JS Image



Bear Street former Level Crossing showing 3 tracks, only track nearest to camera in use now looking East 20260104 GWs Pic



Looking in Down Direction at Down Train just arrived 20260104 GWs Pic



Platform 2 Closed, all trains Up & Down run from Platform 1 20260104 GWA Pic



McDonald Street LX at Up End of Mordialloc Station, showing 3 old tracks, only track closest to black cars in use now, looking NW 20260104 GWs Pic



Looking between new elevated tracks to lift shaft and original Platform 1 on LHS of pic 20260104 GWs Pic



Mordialloc Station East Side with Water Tower in LH Corner of pic Bigbuild Vic Image



Old Station Buildings looking to new Station Entrance Bigbuild Vic Image



Entrance looking to Steam Era Water Tower Bigbuild Vic Image



Steam Era Water Tower showing how close to new elevated tracks 20260104 GWa



Steam Era Water Tower National Trust Plague on base of Water Tower 20230522 GWa



Steam Era Water Tower & Platforms artists impression Bigbuild image



Platform construction between two elevated tracks looking in Down Direction 20260104 GWa