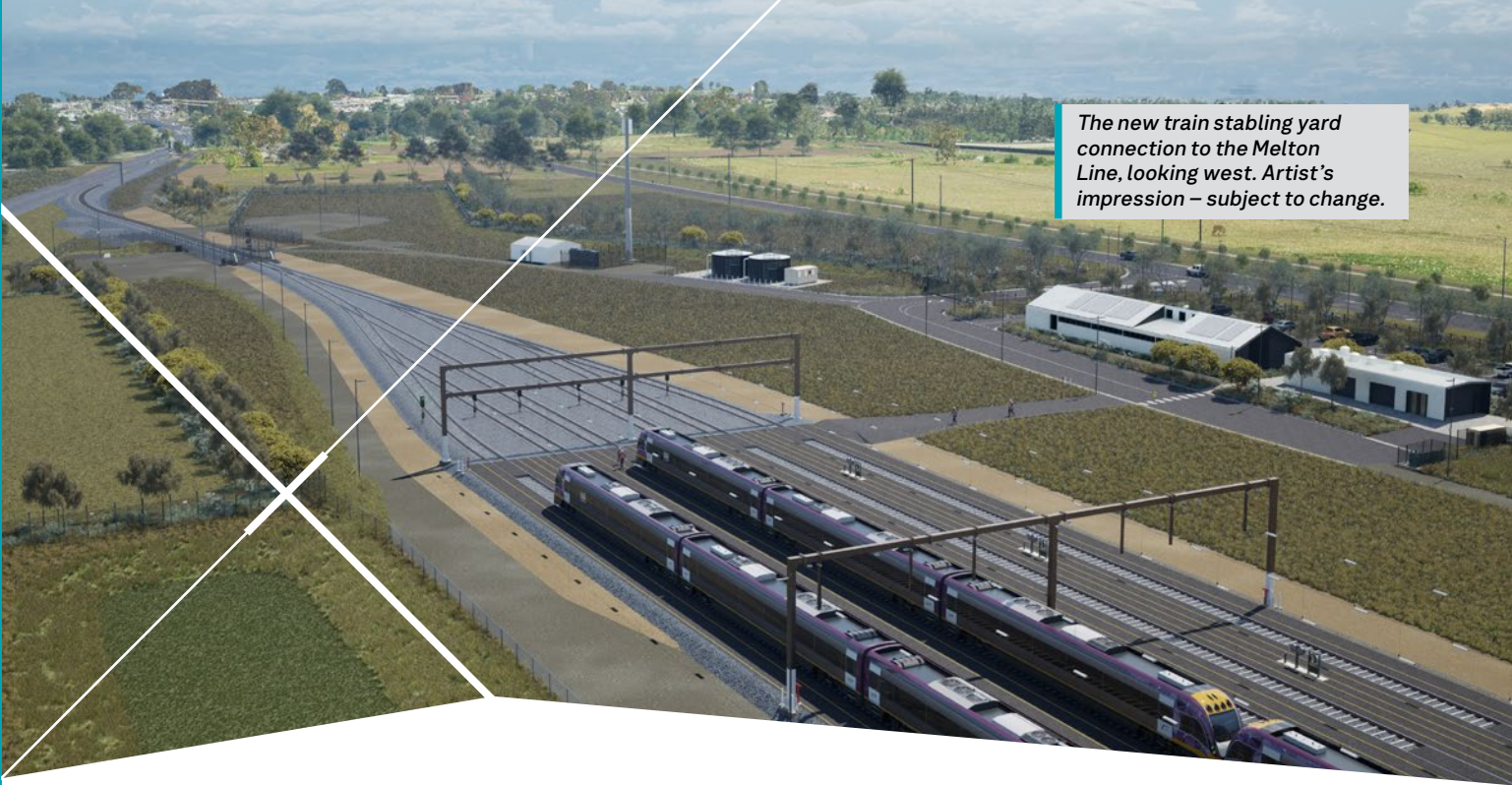




The new train stabling yard connection to the Melton Line, looking west. Artist's impression – subject to change.

Melton Line Upgrade, September 2026

How we're building the Cobblebank train stabling yard



Longer nine-car VLocity trains will be able to run on the Melton Line next year, one year ahead of schedule.

To house the new trains we're building a new train stabling yard in Cobblebank, 700 metres east of the new Melton Station.

Running longer trains will boost passenger capacity by 50 percent during peak services.

The new Cobblebank stabling yard will enable trains to be at Melton Station for first services each day, improving reliability, increasing capacity on the line and supporting future growth in Melbourne's west.

To allow the longer trains to stop at some of the busiest stations on the line, we've extended the platforms at Cobblebank, Rockbank, Caroline Springs and Deer Park stations.

Nine-car VLocity trains running from Wyndham Vale will start servicing Deer Park Station this spring.

Project benefits



Longer nine-car VLocity trains will be able to run on the Melton Line from 2027



Increasing passenger capacity by 50 per cent



Nine-car VLocity trains servicing Melton, Cobblebank, Rockbank, Caroline Springs, Deer Park and Southern Cross stations



Future proofed to stable Metro trains when the Melton Line is electrified

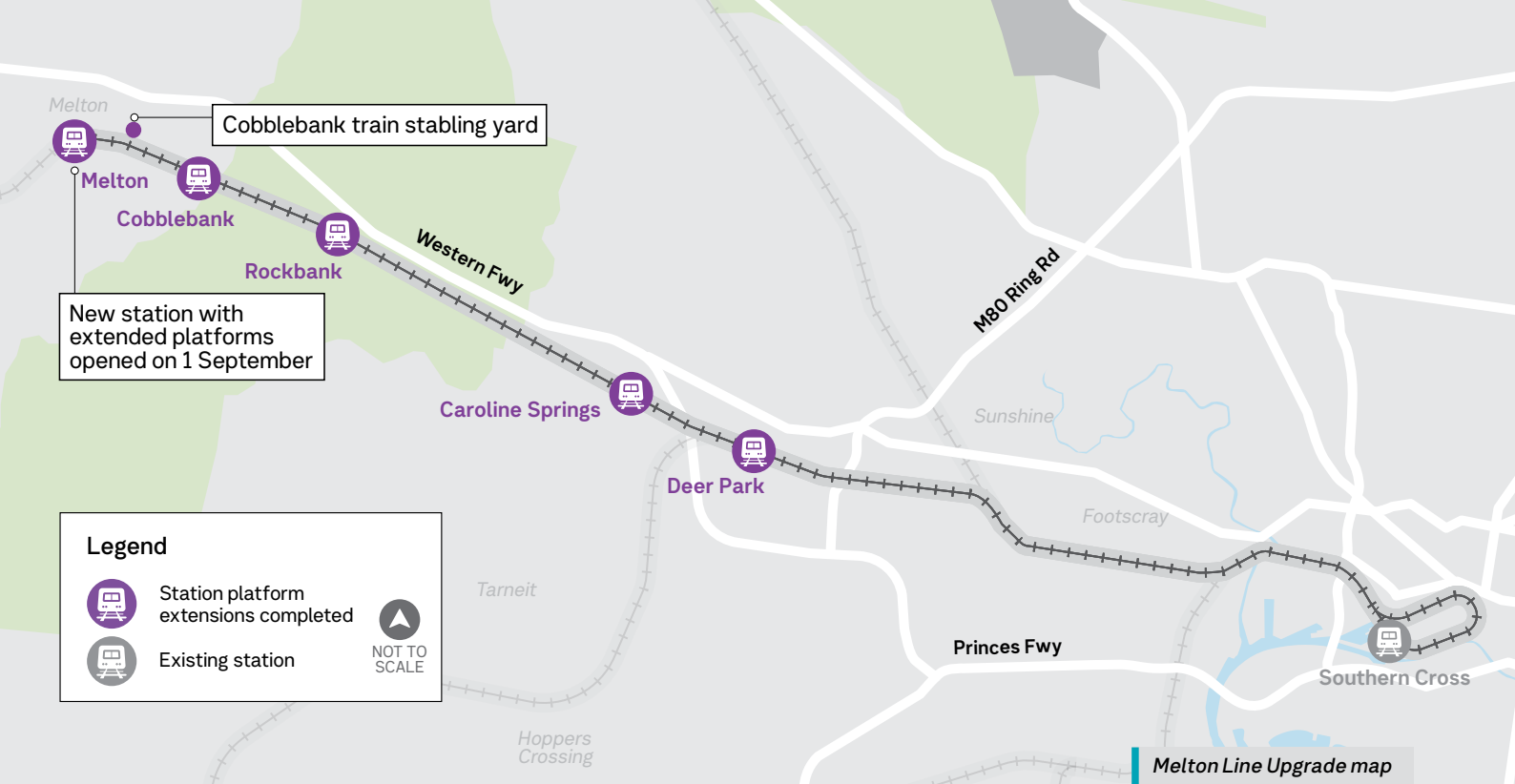


New Victorian-built VLocity fleet



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About the Cobblebank train stabling yard

Trains will be stored, cleaned and prepared for service in the yard.

The stabling yard will operate 24 hours a day, seven days a week.

The location along Abey Road provides network efficiencies due to its proximity to Melton Station and reduces the need for new train tracks and other disruptive works.

The stabling yard will be future proofed to stable Metro trains when the Melton Line is electrified.

Once the Melton Line is electrified, the new yard will enable Metro trains to be at Melton Station, ready for first services to the CBD.

Key features of the yard



Energy and water efficient air conditioning units and appliances



Stabling for six nine-car VLocity trains and future proofed for Metro trains



Vehicle access off Abey Road and parking for workers and train drivers



CCTV and directional lighting to minimise light spill



Water retention basin that collects, stores and treats stormwater from the yard



A 46 kilowatt solar system made up of 110 solar panels



Landscaping around perimeter of 300 native trees and 20,000 native shrubs, grasses and groundcovers to screen the yard and to provide additional security



Use of sustainable concrete mixes, recycled plastic aggregates and reclaimed timber furniture



Signalling and communication systems, including a train radio tower

Building the stabling yard step by step

1. Setting up the site

Early works began with establishing the site and demolishing and removing existing buildings.

2. Installing underground services

Before construction above ground begins, we're installing essential underground services across the site such as drainage, sewerage, electrical and signalling cables.

3. Constructing the tracks

We're building the stabling tracks in layers, starting with preparing the ground and creating a stable foundation before placing ballast and laying sleepers and tracks.

4. Connecting to the Melton Line

The stabling yard tracks are connected to the existing Melton Line and the yard will be future proofed for electrification of the Melton Line.

5. Installing signalling systems

We're installing signals, trackside equipment and control systems that support safe and reliable rail operations.

6. Access and facilities

We're building new facilities to support the operations of the stabling yard including staff amenities, equipment rooms and storage areas.

We're also building internal access roads, a 40-space staff car park and a new entry from Abey Road into the stabling yard.

7. Landscaping

We'll landscape around the perimeter with 300 native trees and 20,000 native shrubs, grasses and groundcovers to screen the yard and to provide additional security.

8. Completion

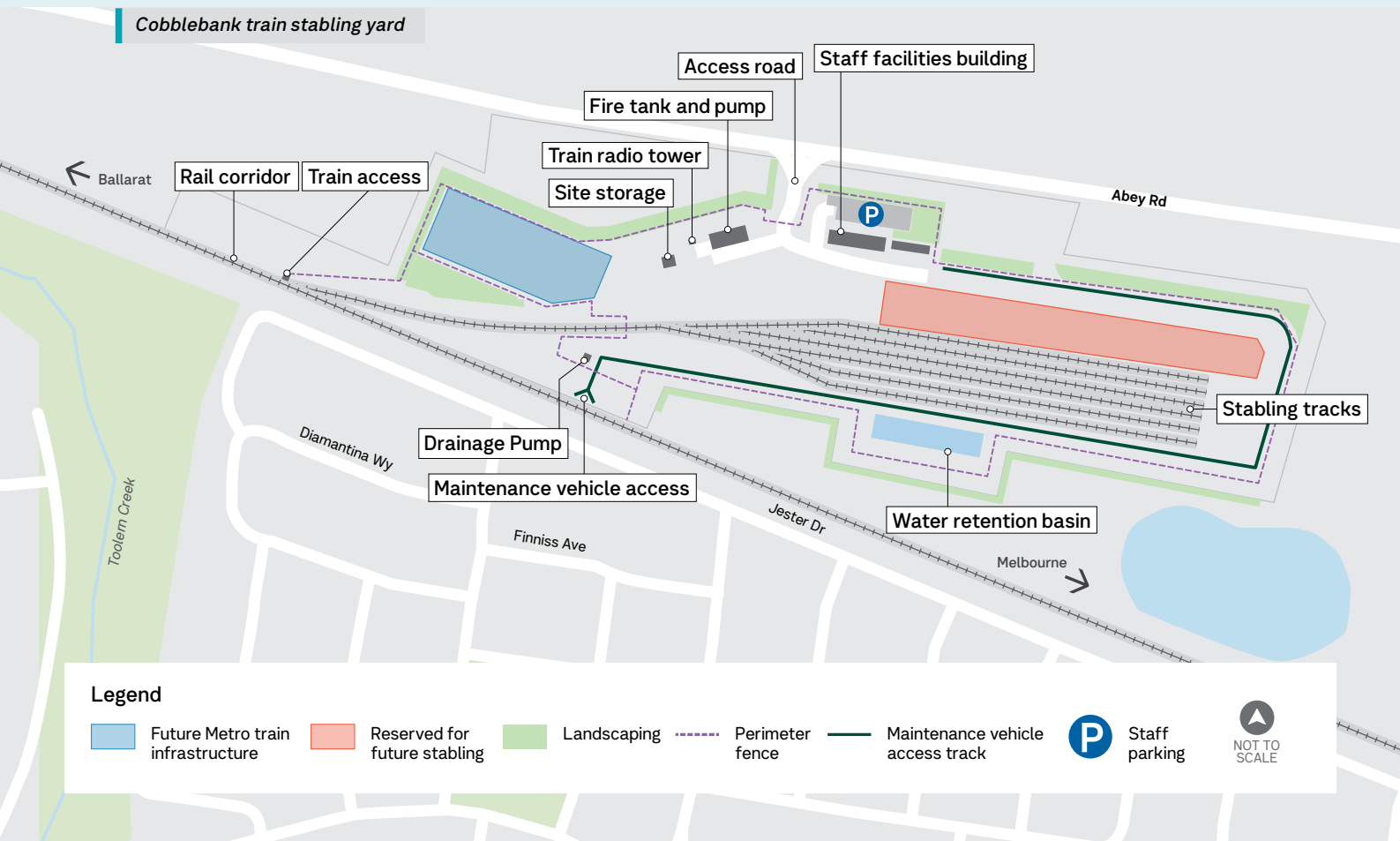
Once construction and testing are complete, new nine-car VLocity trains will arrive at the Cobblebank stabling yard.

Melton electrification works

The Australian and Victorian governments have jointly funded \$152.7 million to kick off development work for the Melton Line electrification.

Site investigation works started in July and will continue along the rail corridor to inform the timing, design, scope and cost for future delivery of the project.

Electrification will allow more trains to run along the Melton Line, servicing the booming communities in Melbourne's west.





Staff facilities and parking at the new Cobblebank train stabling yard, looking south. Artist's impression – subject to change.



Native plants

Sustainability initiatives

Landscaping and biodiversity

Around 300 native trees, including Yellow Box, Mugga Ironbark and Brittle Gum, will be planted alongside 20,000 native shrubs, grasses and groundcovers.

An existing dam next to the site and its surrounding area is being retained and will not be disturbed during construction and future stabling yard operations.

The project will monitor the area for two years to ensure that all vegetation is properly maintained. After that, care of the maturing green space will be transferred to the appropriate authority.

Waste reduction

Recycled plastic and low carbon concrete mixes will be incorporated in concrete slabs and footpaths.

Furniture in staff facilities will include timber repurposed from trees removed during construction. We're installing low carbon rail sleepers and we'll reuse rail materials from the Melton level crossing removal project.

Energy efficient and low emissions design

A 46-kilowatt solar power system made up of 110 solar panels will be installed, along with energy and water efficient air conditioning units and appliances helping reduce reliance on grid electricity and lower operational emissions.

Project timeline



* Timeline subject to change.

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