

New tie-station in Jolimont

The Victorian Government is upgrading important rail infrastructure on the Clifton Hill group of train lines, including the Hurstbridge and Mernda lines, that will enable more train services, less crowding on peak trains and better connections to public transport in Melbourne's north east.

As part of these upgrades, a new tie-station is required at Jolimont to regulate the power source for Hurstbridge and Mernda line trains running through the Clifton Hill junction, allowing more trains to run more reliably.

For more information contact **1800 105 105** or email at contact@levelcrossings.vic.gov.au.

Q&As

What is a tie-station?

A tie-station is located between major substations and contains circuit breakers that allows sections of the corridor to be isolated independently. It provides protection and sectioning of the overhead power traction supply system and, on multiple tracks, improving voltage regulation. It is a fully enclosed building that is owned by VicTrack and operated by MTM.

What does a tie-station do?

A tie station links two adjacent substations to allow regulation of overhead power to the train system in case of an outage of one substation. In addition, they allow sections of the track to be isolated so maintenance or emergency works can be carried out while minimising delays to the network.

How is a tie-station different to a substation?

A substation provides the power required to operate Melbourne's trains and signalling equipment and is common across the entire metropolitan network. It is a fully enclosed building that is owned by VicTrack and operated by Metro Trains Melbourne (MTM).

Tie stations are located between substations to allow regulation of power in case of an outage of one substation.

Substations are an integral part of Melbourne's train network. They convert and supply household electricity to operate trains, signals, communication equipment and regulate temperature within the corridor overhead lines.

Why is a tie-station required at Jolimont?

Tie-stations are located between adjacent major substations. In this case, the existing substations are located between East Melbourne and Victoria Park Station.

A new tie station is required between these substations to regulate the power required to enable the service uplift as part of the second stage of the Hurstbridge Line Upgrade. It will increase the reliability of both the Hurstbridge and Mernda lines from Clifton Hill to Jolimont.

When will the tie-station be built?

Works for the new tie-station will take about six months to complete. There will be some temporary construction impacts in and around the tie-station site to prepare the site for construction as well as to power the tie-station.

How big is the tie-station?

Tie-stations are approximately half the size of a substations. The exact size will be determined through design progression and the necessary traction power inputs.

Will the tie-station be fenced?

An architecturally designed fence will be built for safety and security. The fence design will fit in with the broader urban design of the local area.

When will the tie-station be operational?

The tie-station will be operating from January 2022. The tie-station will typically be accessed by staff between 7.00am and 5.00pm. Emergency maintenance works may require the tie-station to be accessed outside of these hours.

What are the operational impacts of the tie-station?

The tie-station's location on rail land owned by VicTrack on the corner of Wellington Parade and Vale Street means there are no noticeable light or noise impacts as there are no neighbouring properties in the immediate vicinity. An architecturally designed fence will be built for safety and security, as well as landscaping to minimise amenity impacts and to fit within the local area.

Artist impression only. Subject to change.

