

THE VICTORIAN RAILWAYS: A THEMATIC HISTORY



PREPARED FOR: Level Crossing Removal Project

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PROJECT TEAM

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Cover page image: North Melbourne Locomotive Depot, c1905 (Source: PROV, VPRS 12800/P0001, H 1176)

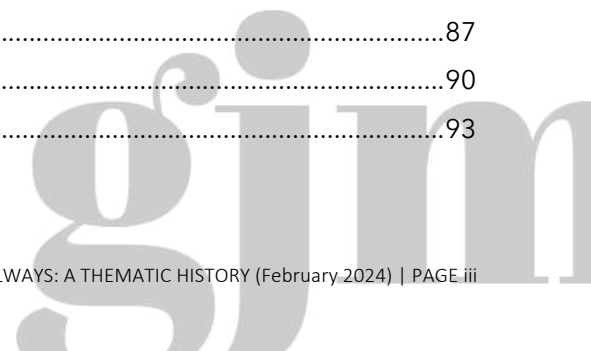
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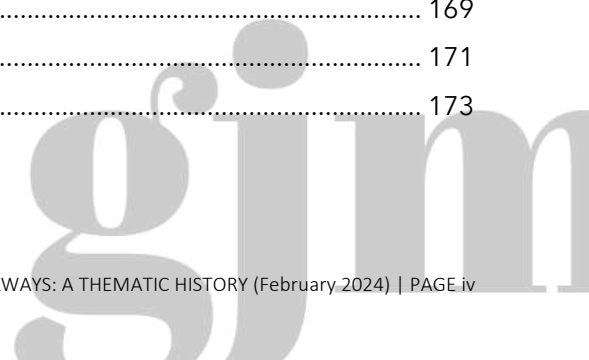


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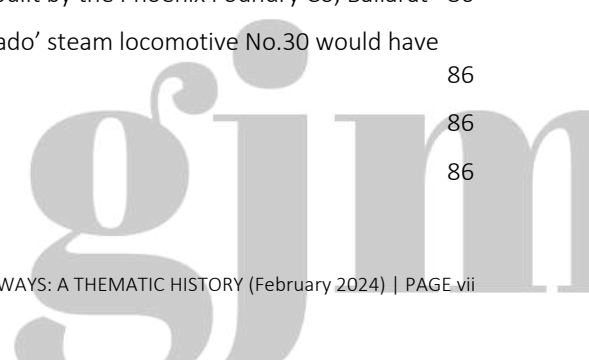


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1 INTRODUCTION

The Victorian Railways: A Thematic History has been prepared to document and illustrate how the railways have shaped the Victorian environment over time. In this way, this document provides a framework for helping to understand the historic context in which railway-related places and objects have been created and used, and assists in being able to understand and assess their heritage value.

The role of this Thematic History is not to provide a comprehensive chronological or social history of the Victorian Railways. It is instead a concise document that identifies broad historic themes to explain how the environment has been shaped by the railways over time.

A number of excellent histories have been written on the Victorian Railways and we recommend these for a detailed understanding of this important part of Victoria's history. They include:

- L J Harrigan, *Victorian Railways to '62*, 1962
- R Lee, *The Railways of Victoria 1854-2004*, 2007
- T E Yates, *What a Journey: Life in the Victorian Railways 1948-1987*, 2004
- A Ward, *A Story of Stations: The Architecture of Victoria's Railways in the Nineteenth Century*, 2019.

This Thematic History has been prepared having regard to the Heritage Council of Victoria's, *Victoria's Framework of Historical Themes* (2010) and builds on the following themes and prompts within that document:

Theme 3. Connecting Victorians by Transport and Communication

Sub Theme 3.3 Linking Victorians by Rail

- Prompt 1 – Establishing the network
- Prompt 2 – Expanding the Victorian railway network
- Prompt 3 – Improving country services in the 20th century
- Prompt 4 – Administering and servicing the railway network
- Prompt 5 – Electrifying the suburban network
- Prompt 6 – Housing railway workers
- Prompt 7 – Supporting forest industries
- Prompt 8 – Associated objects.

Having considered Victorian framework and reviewing dozens of rail-related histories, the following historic **themes** and **sub-themes** have been applied to capture a fuller historical picture of how the railways shaped the Victorian environment:

Historic Theme 1: Development of the Victorian Railway Network

- Establishing the Railway Network
- Expanding the Railway Network in the 1870s
- Expanding the Railway Network in the Boom Years of the 1880s
- The Railway Network during the Depression of the 1890s
- Completing the Railway Network in the Twentieth Century
- Closure of Railway Lines in the Twentieth Century



Historic Theme 2: Improvements & Upgrades to the Railway Network

- Electrification of the Railway Network
- Improvements to Signalling and Railway Crossings
- Improvements to Passenger Facilities
- Improvements to Rolling Stock
- Standardisation of the Railway Gauge
- Establishing a Central Metropolitan Passenger Station at Flinders Street
- Establishing a Victorian Country Terminal at Spencer Street
- Melbourne Underground Loop
- Recent Upgrades

Historic Theme 3: Administering & Servicing the Railway Network

- Victorian Railways Administration
- Railway Workshops
- Train Stabling and Maintenance
- Freight Trains and the Melbourne Goods Yard
- Providing for Railway Staff

Historic Theme 4: Using & Reusing the Railway Network

- Victorian Railways and Industry
- Special Trains and Services
- Railways and the Promotion of Tourism
- Reuse of Redundant Lines, Railway Buildings and Rolling Stock.

To assist in understanding what fabric remains to illustrate each of the historic themes and sub-themes, examples are provided within the Thematic History and, where relevant, it is noted if they are included in the State's Victorian Heritage Register (VHR) or in a local Heritage Overlay. It is important to note, that inclusion of a place or object as an example of a theme/sub-theme does not confer heritage significance. These are included only to assist in an understanding of the relevant theme and in some case the place or object may no longer exist.

The purpose of this Thematic History is therefore to provide a framework to:

- Understand how the railways have shaped the Victorian environment over time;
- Understand what types of places and objects illustrate these phases of change;
- Help understand and assess the heritage value of these places and objects.

1.1 Study Team

This Thematic History has been prepared by Ros Coleman (Senior Associate), Paul Webb (Heritage Consultant) and Renae Jarman (Director) at GJM Heritage. Invaluable input and review has been provided by Nicholas Bence (Level Crossing Removal Project) and Gareth Wilson (Heritage Victoria).

1.2 Nomenclature and Image Note

The names of town, suburbs and regions within the State of Victoria have changed over time. This document uses original names where they are considered chronologically appropriate, with the present-day counterpart in brackets.

Images provided in the tables of places and objects which demonstrate particular sub-themes are taken from the Victorian Heritage Database unless otherwise noted.

2 HISTORIC THEME 1: DEVELOPMENT OF THE VICTORIAN RAILWAY NETWORK

2.1 Establishing the Railway Network

2.1.1 Privately initiated railways of the 1850s-60s

The first railway lines in Victoria were initiated by private companies that were formed specifically for this purpose. In 1854 the Melbourne and Hobson's Bay Railway Company commenced construction of the first railway line from Flinders Street in Melbourne to Sandridge (Port Melbourne) to provide an efficient connection for freight and passengers between the growing town of Melbourne and the developing port on Port Phillip Bay. This first railway line was followed by a branch line to St Kilda in 1857,¹ constructed to provide access to the increasingly popular seaside resort.

Similar companies were formed but only some successfully constructed railway lines, chiefly in the metropolitan area. The St Kilda and Brighton Railway Company continued the St Kilda line to Brighton in 1859 via Windsor, Balaclava and Elsternwick, with a further extension to Brighton Beach in 1861, facilitating access for holidaymakers and day trippers to the beaches further south on Port Phillip Bay. The Melbourne and Suburban Railway Company established a line to Windsor from Princes Bridge, via Richmond, in 1860 and an eastern branch line from Richmond to Hawthorn in 1861,² while the Melbourne and Essendon Railway Company initiated services in the west between Essendon Junction (now North Melbourne) and Essendon in 1860, with a branch line to Flemington Racecourse opened immediately afterwards. The first regional service to Geelong, from west of the Yarra River, was completed by the Geelong and Melbourne Railway Company in 1857.³

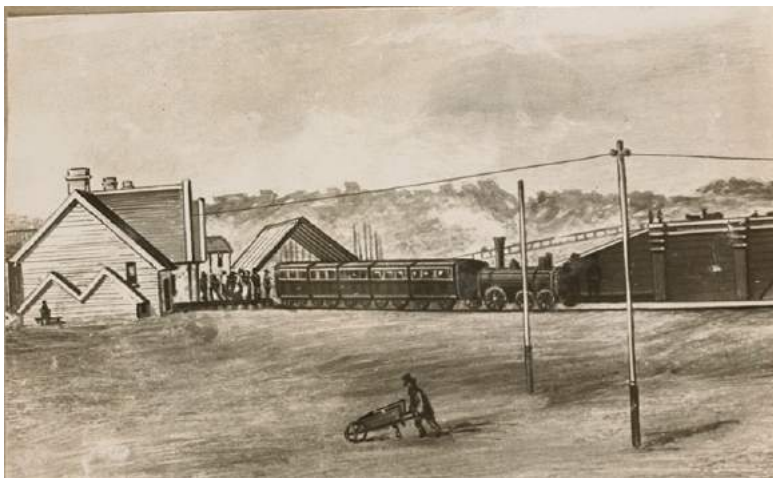
Within the township of Melbourne, these lines terminated variously at Flinders Street Station (established in 1854), opposite at Princes Bridge Station (established in 1859) and at Spencer Street Station to the west (established in 1859). To connect Flinders Street and Princes Bridge stations, a tunnel was built under Swanston Street in 1865.

¹ L J Harrigan, *Victorian Railways to '62*, 1962, p 41.

² L J Harrigan, *Victorian Railways to '62*, 1962, p 54.

³ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 10.

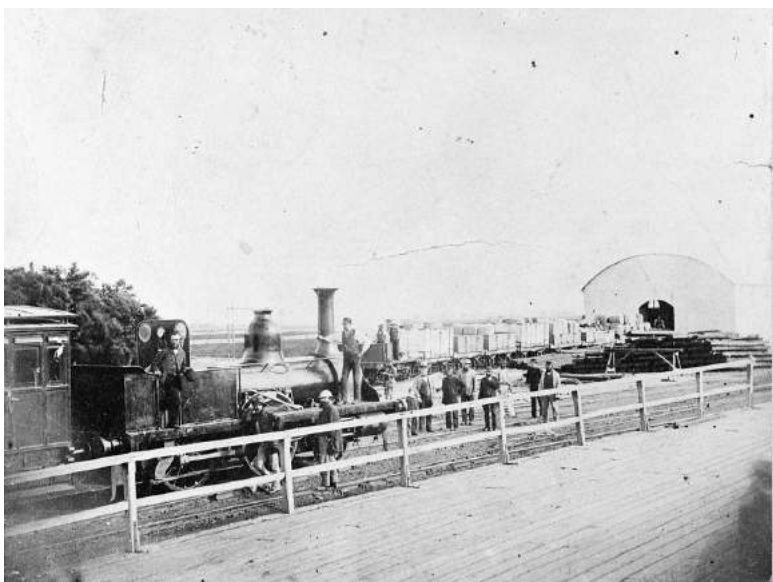




*Figure 1 The First Train, 12 September 1854
(Source: SLV, Record ID: 9917097033607636)*



*Figure 2 Flinders Street Station, 1854
(Source: SLV, Record ID: 9917097213607636)*



*Figure 3 Sandridge Station Yard, 2-4-0 tank engine and pier donkey, shunting engine no. 5 with 4 wheel goods wagons, Melbourne and Hobsons Bay Railway Company, undated
(Source: PROV, VPRS 12800/P0001, H1120)*

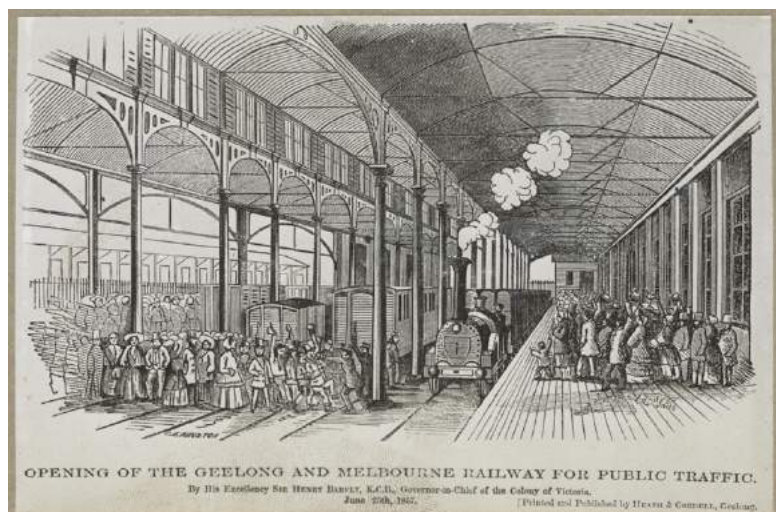


Figure 4 Opening of the Geelong and Melbourne Railway, 1857
(Source: SLV, Record ID: 9917127843607636)

2.1.2 Establishment of the Victorian Railways Department and their First Railways

The Melbourne Mount Alexander and Murray River Railway Company (MMA&MRR Co) was established as early as 1853 with the intention to build a main railway line north from Melbourne to Mount Alexander and beyond to the Murray River at Echuca, and a branch line to Williamstown. Such a line would connect Melbourne with the Port of Williamstown, the burgeoning Mt Alexander goldfields and the Port of Echuca, enabling redirection of the Riverina wool trade to Melbourne markets by intercepting the flow of traffic down the Murray River to Adelaide.

It quickly became evident that it was financially difficult for private companies to undertake large railway projects such as the proposed northern line and the Victorian Government took over the operation of this company in May 1856 with the formation of the Victorian Railways Department (VRD).⁴ The assets of the Geelong and Melbourne Railway Company were also acquired by the VRD in 1860.⁵

After the formation of the VRD, priority was immediately given to the Melbourne to Williamstown portion of the MMA&MRR Co's scheme due its potential to form the basis for future country lines in Victoria.⁶ In January 1859 the Williamstown railway line, as well as part of the northern line from Footscray (on the Williamstown line) to Sunbury, were simultaneously opened as part of the first Victorian Government railway, with the occasion marked with grand celebrations at the Melbourne terminus at Spencer Street, Williamstown and Sunbury stations.⁷ Seven stations were initially opened along the Williamstown line – at Spencer Street (or Batman's Hill), North Melbourne, Salt Water River, Footscray (with separate stations to service the Williamstown and Sunbury lines), Geelong Junction, North Williamstown and Williamstown. The station at Geelong Junction (later Williamstown Junction then Newport), was located at the junction of the existing Geelong Railway Line and the new trunk line to Williamstown.⁸

⁴ A Ward, *A Story of Stations*, 2019, p 43-44 & 56.

⁵ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 11.

⁶ L J Harrigan, *Victorian Railways to '62*, 1962, p 11.

⁷ *Argus* 14 Jan 1859, p 5.

⁸ L J Harrigan, *Victorian Railways to '62*, 1962, p 73.

By 1862 the rail connection was completed between Geelong and Ballarat and the main trunk line proposed from Melbourne to Echuca had extended north from Sunbury to the regional centre of Bendigo, connecting the goldfield towns of Woodend, Kyneton and Castlemaine to Melbourne. A single railway track to the Murray River in Echuca commenced operation in late 1864, finally completing the first main trunk line in the State.⁹

Melbourne was the focus of the main Victorian country lines and Batman's Hill (Spencer Street) at the western edge of the town centre was ideally located to provide the Melbourne terminal. For the purpose of a Central Railway Terminus, the government conceded 50 acres of land at the foot of Batman's Hill in 1853,¹⁰ with a frontage to Spencer Street and bordered by Batman's Hill to the south and a swamp to the west. Opened in 1859 with the opening of the Williamstown line, Batman's Hill was subsequently levelled in 1863-1865 to enable extension of the station yard for the handling of goods.¹¹

By the mid-1860s a number of the main trunk lines had been constructed in Victoria with 255 miles (410 kilometres) of rail laid over an eight-year period. The high standard of work, with substantial earthworks, iron, stone and brick bridges and bluestone station buildings, resulted in an extremely high capital cost of £8,500,000 which drew public concern. As a result, no new lines or rail extensions were commenced for another seven years, with the necessary renewal and improvement of existing infrastructure given priority.¹²

2.1.3 The Melbourne, Mount Alexander and Murray River Railway

Despite the enormous financial outlay, the completion of the first main trunk line in Victoria – the Melbourne, Mount Alexander and Murray River Railway – was a pivotal moment in Victoria's development and the scale and quality of the work symbolised the State's progress and determination.

Traversing the basalt plains to the north-west of Melbourne, climbing over the Great Dividing Range and traversing waterways, the railway presented many engineering difficulties and required the construction of multiple bridges, viaducts, tunnels, culverts, embankments and cuttings along its length. A complex system of locomotive water supply was also required to enable the climb over the Divide.¹³ Substantial station complexes, built for permanence, were constructed at established regional settlements along its length.

The railway infrastructure was constructed to the highest standard using locally-quarried bluestone from regions to the north and west of Melbourne. As a result, a large, permanent and distinctive collection of railway-related structures were produced between Melbourne and the north of the State.

⁹ L J Harrigan, *Victorian Railways to '62*, 1962, p 84.

¹⁰ *Argus*, 24 March 1853:9.

¹¹ L J Harrigan, *Victorian Railways to '62*, 1962, p 30.

¹² L J Harrigan, *Victorian Railways to '62*, 1962, p 84.

¹³ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 18.



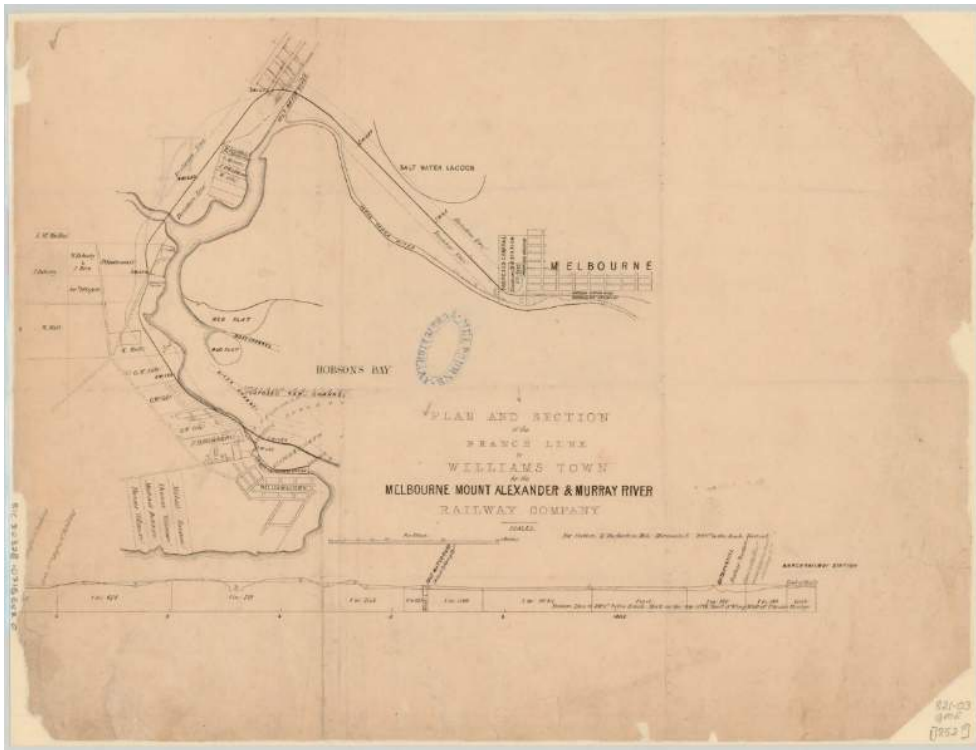


Figure 5 Plan of the branch line to Williams Town for the Melbourne Mount Alexander & Murray River Railway Company, c1852?
 (Source: SLV, Record ID: 9911088023607636)



Figure 6 Kyneton Station, c1860? Railway sheds to left of image
 (Source: SLV, Record ID 9917644333607636)



Figure 7 Malmsbury Viaduct, c1861
 (Source: SLV, Record ID 9917257093607636)

2.1.4 Major Regional Railway Stations

The first Victorian regional railway service was to the developing port town of Geelong in 1857 and railway lines to major goldfield towns at Ballarat and Bendigo followed in 1862. In the ensuing years, expansion of the railway network to the northern and western extremities of the State stimulated development of these regional railway stations into large, elaborate complexes to manage increasing freight and passenger traffic and the growth of these towns into major cities.

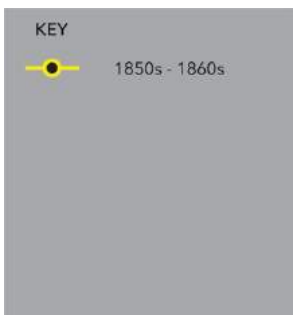


Figure 8 Map showing extent of State-wide railway network at the end of the 1860s
(Source: GJM Heritage, 2023)

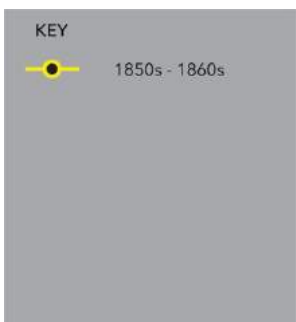
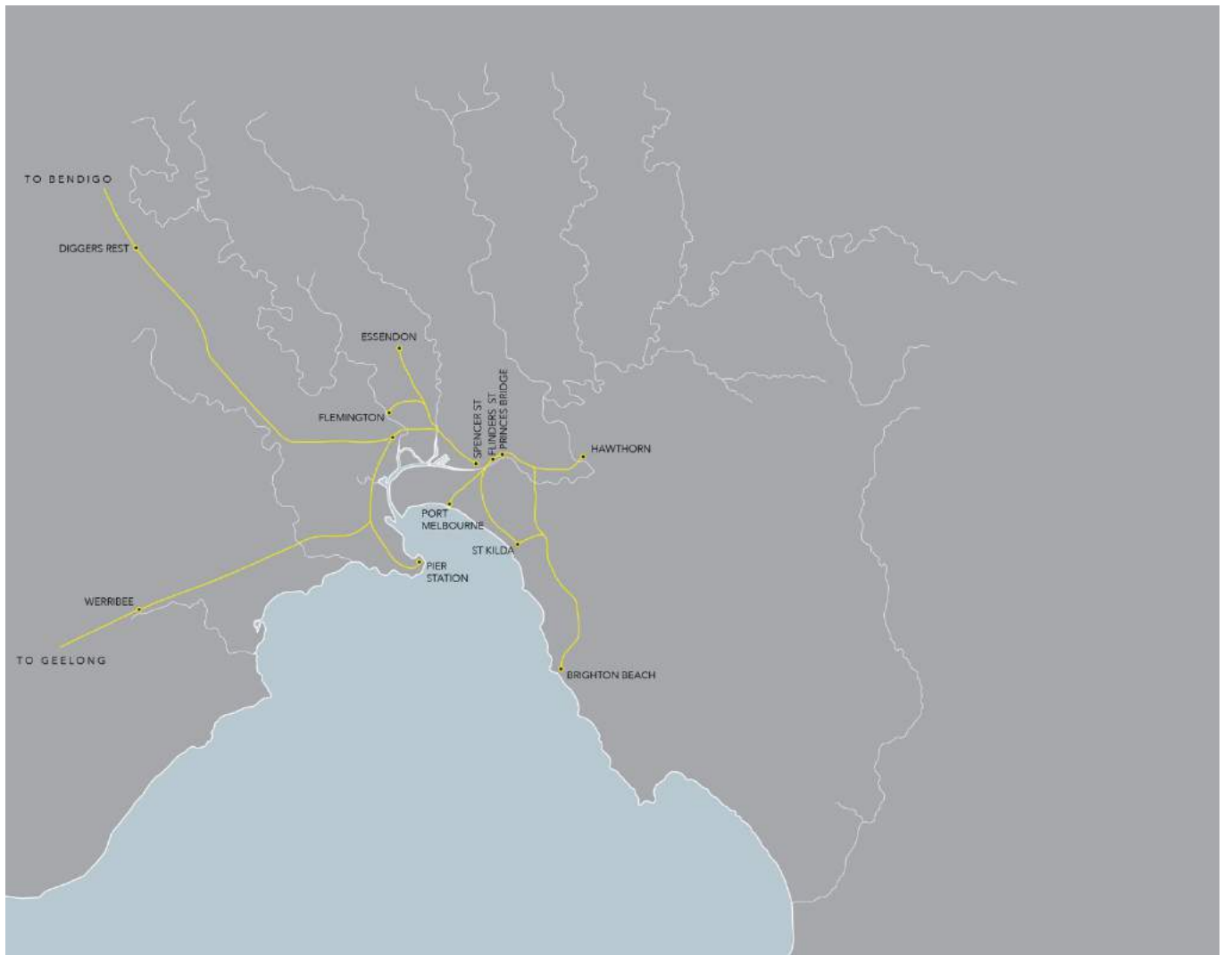




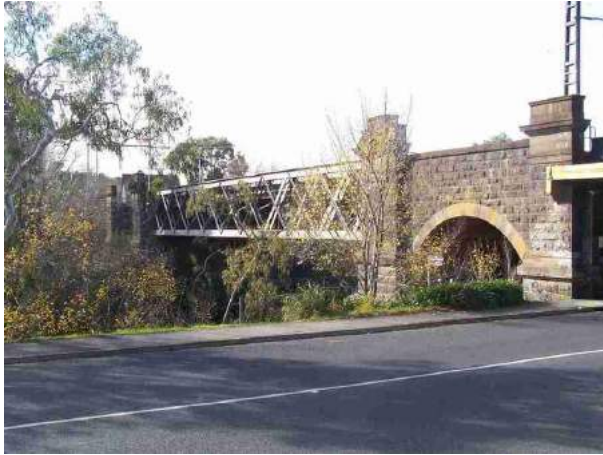




Figure 9 Map showing extent of Metropolitan railway network at the end of the 1860s
 (Source: GJM Heritage, 2023)






Types of places and objects which demonstrate the sub-theme 'Establishing the Railway Network' include:





VHR / HO (if relevant)	Name	Image
VHR H1213 / HO51 (Maribyrnong City, Melbourne City)	Rail Bridge, over Maribyrnong River, Footscray & West Melbourne	
VHR H1781 / HO991 (Mount Alexander Shire)	Road Over Rail Bridge (Murray Valley Railway, Melbourne to Echuca), Railway Road, Elphinstone	
VHR H1434 / HO59 (Macedon Ranges Shire)	Malmsbury Railway Viaduct, over Coliban River, Malmsbury	

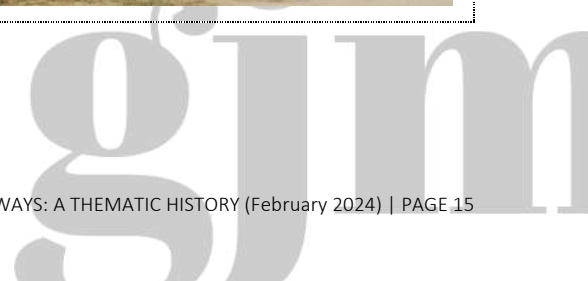
VHR / HO (if relevant)	Name	Image
VHR H1595 / HO867 (Mount Alexander Shire)	Taradale Railway Precinct (Murray Valley Railway, Melbourne to Echuca), Station Street, Taradale	
HO297 (Yarra City)	Hawthorn Railway Bridge, Yarra River, off Yarra Boulevard, Richmond	
VHR H1719 / HO123 (Port Phillip City)	Former St Kilda Railway Station Complex, 352 Canterbury Road and 60 Fitzroy Street, St Kilda	
VHR H1599 / HO144 (Hobsons Bay City)	Williamstown Railway Station Complex, 17 Hanmer Street, Williamstown	

VHR / HO (if relevant)	Name	Image
VHR H1602 / HO168 (Macedon Ranges Shire)	Kyneton Railway Station Complex, 1 Mollison Street, Kyneton	
VHR H1664 / HO670 (Mount Alexander Shire)	Castlemaine Railway Precinct (Murray Valley Railway, Melbourne to Echuca), Kennedy Street, Castlemaine	
VHR H1565 / HO704 (Greater Bendigo City)	Kangaroo Flat Railway Station Complex, 2B Short Street, Kangaroo Flat	
VHR H1672 / HO418 (Greater Bendigo City)	Elmore Railway Station and Water Tower, 61 Railway Parade, Elmore	



VHR / HO (if relevant)	Name	Image
VHR H1059 / HO4 (Campaspe Shire)	Echuca Railway Station Complex, 116 Sturt Street, Echuca	
VHR H1572 / HO91 (Wyndham City)	Little River Station and Goods Yard, 19-27 River Street, Little River	
VHR H1560 / HO2 (Golden Plains Shire)	Bannockburn Railway Station, Clyde Road, Bannockburn	
VHR H0902 / HO59 (Ballarat City)	Ballarat Station Complex, 140 Lydiard Street North, Ballarat Central and 202 Lydiard Street North and Nolan Street, Soldiers Hill and Scott Parade and 60 Corbett Street, Ballarat East and 75 Humffray Street, North Bakery Hill	
VHR H1787 / HO711 (Greater Bendigo City)	Big Hill Railway Precinct (Murray Valley Railway, Melbourne to Echuca), off Calder Highway, Big Hill & Mandurang & Mandurang South and Ravenswood	

VHR / HO (if relevant)	Name	Image
HO120 (Golden Plains Shire)	Former Railway Water Tank & Recreation Reserve, off Reservoir Street, Lethbridge	
VHR H1673 / HO41 (Hume City)	Water Tower, Sunbury Railway Station, 1 Brook Street, Sunbury	
VHR H1100 / HO631 (Greater Bendigo City)	Ravenswood Railway Siding, Calder Highway Ravenswood	
VHR H1060 / HO71 (Campaspe Shire)	Former Railway Engine Shed, 116 Sturt Street, Echuca	



2.2 Expanding the Railway Network in the 1870s

After a hiatus of some seven years, there was an urgency to continue the rail construction programme throughout Victoria in the 1870s to provide rail access for passengers and goods. This included the need for transportation of raw materials such as gold and increasing volumes of farm products such as wheat and wool. Victoria was establishing itself as an agriculturally-based state with the majority of the readily suitable agricultural land in Victoria privately owned by the late 1870s.¹⁴

As a result, an important era of railway buildings began during this decade and by the end of the 1870s the framework of the current railway network throughout the State was substantially completed. Major centres were linked by rail and collections of once remote, self-contained Victorian communities became part of a hierarchy of centres, closely connected to Melbourne by rail.¹⁵

The previous high costs of rail construction resulted in a cautious approach to future railway planning throughout the State and ‘light lines’, with their lower engineering standards,¹⁶ were introduced to minimise construction costs by using lighter rails, shallower road beds, modest stations,¹⁷ limited earthworks and the use of iron and timber bridges without masonry abutments or piers.¹⁸ Standard plans were developed for stations – typically incorporating booking and telegraph offices, waiting facilities, toilets and station master’s residence – and often a standard plan was used for groups of stations on a particular line, for example the Woodend to Echuca and Geelong to Ballarat lines.¹⁹

A railway line from Essendon to the Upper Murray in the north-east of the State was the first to be built using cheaper methods of construction and it was the precursor to the “Light Lines” of the 1870s.²⁰ Construction commenced in 1870 and the line was completed to Wodonga in 1873. A junction with the New South Wales system at Albury was not made for another 10 years, with a “break-of-gauge” occurring at the border.²¹ This break-of-gauge was caused by the initial use of the broad Irish railway gauge of 5 ft 3 in (1600mm) in the Melbourne railway system in the 1850s – the gauge being set by Francis Webb Sheilds, the Irish Chief Engineer in New South Wales at the time. Sheilds was replaced with a Scottish engineer (James Wallace), which led NSW to change to an English/Scottish gauge of 4 ft 8.5 in (1435 mm); however, Victoria retained the broad gauge.²²

Consideration was given to railway routes to provide rail transport to the west, south-west and east of the State. After preparation of a coloured map showing four possible routes to the west of Melbourne, the ‘battle of the coloured lines’ raged both in Parliament and in the press for much of 1871.²³ A decision was finally made to extend the rail system from Castlemaine (on the northern trunk line) west to

¹⁴ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 27.

¹⁵ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 37.

¹⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 69.

¹⁷ L J Harrigan, *Victorian Railways to '62*, 1962, p 87.

¹⁸ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 29.

¹⁹ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 14.

²⁰ A Ward, *A Story of Stations*, 2019, p 147.

²¹ L J Harrigan, *Victorian Railways to '62*, 1962, p 88.

²² A Brown-May and Swain, *The Encyclopedia of Melbourne*, 2005, p 588.

²³ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 68.



Maryborough and south to Clunes, Creswick and Ballarat, thus connecting these goldfield towns; and west from Ballarat to Ararat – a busy market place and the centre of a wool, wheat and wine-growing industry. This network was completed in 1875 and further extension was made west to Hamilton and Portland by 1877 and to Serviceton near the South Australian border in 1887. To the south-west of the State, the line was extended from Geelong to Colac by 1877, to Camperdown in 1883 and finally to Port Fairy by 1890.²⁴

To the east, a railway line from suburban Oakleigh to Pakenham was opened in 1877, providing the beginnings of the line to Gippsland and enabling access to timber and agricultural industries. This was linked to the suburban rail service in 1879 with continuation of the line from Oakleigh to South Yarra. The line further east to Sale was constructed in stages in 1877 and 1878 and connection was made further east to Bairnsdale in 1888. Another line further south to Cranbourne was opened in 1888 and extended to Korumburra and Leongatha in 1891, and further to Alberton, near Port Albert, the following year.²⁵

Towards the end of the 1870s the last of the light lines were constructed, including an extension of the Western line from Horsham to Dimboola, connection between Footscray and Bacchus Marsh, extension of the Colac line to Camperdown and the Shepparton line to Numurkah, and the extension of the network to the north-west of the State.²⁶



Figure 10 Railway map of Victoria, 1876 (Source: Victorian Railways Annual Report 1876:43)

²⁴ L J Harrigan, *Victorian Railways to '62*, 1962, p 90.

²⁵ Vicsig, <https://vicsig.net>, accessed March 2023.

²⁶ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 37.





Figure 11 U Class Locomotive at Korong Vale Station (demolished), 1883 (Source: SLV, Record ID 9917146883607636)



Figure 12 Surrey Hills Station, Assistant Station Manager Hutton, Station Master E Pottesill and Signaller W Harding shown, 1889 (Source: PROV, VPRS 12800/P0001, H4365; B/W)



Figure 13 Geelong Railway Tunnel, c1890. The tunnel was constructed when the railway was extended beyond Geelong to Colac in the 1870s (Source: Museums Victoria, Item MM 5267)



Figure 14 Maryborough Station, c1905-c1928
(Source: SLV, Record ID 9917109903607636)



Figure 15 Ararat Rail Station, 1878-1887
(Source: PROV, VPRS 12800/P0001, H 4286)

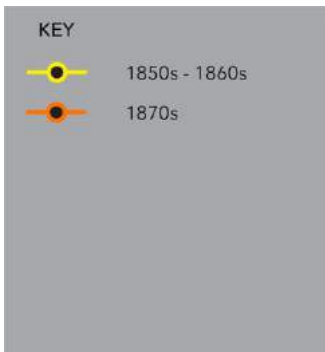
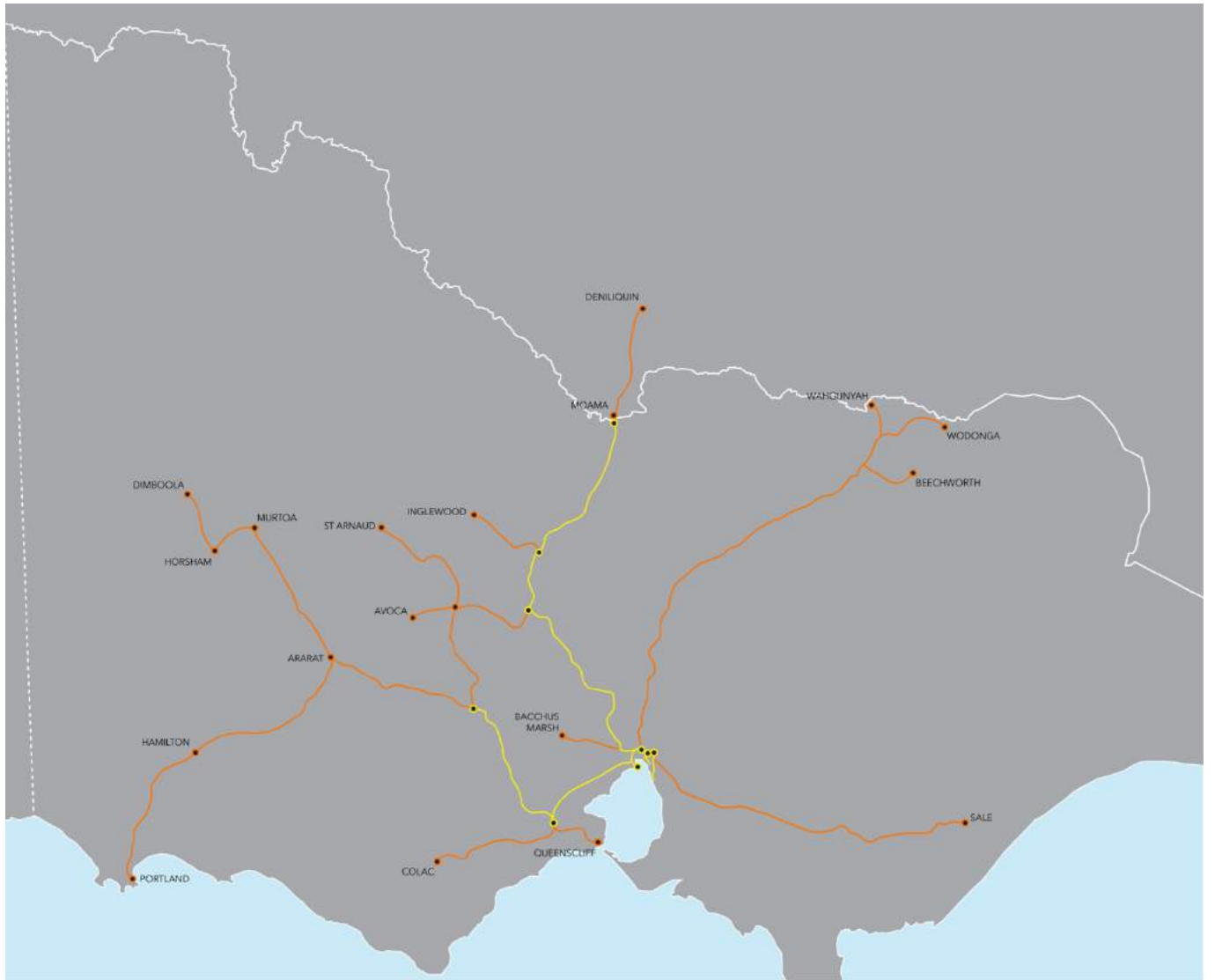


Figure 16 Map showing extent of State-wide railway network at the end of the 1870s
 (Source: GJM Heritage, 2023)

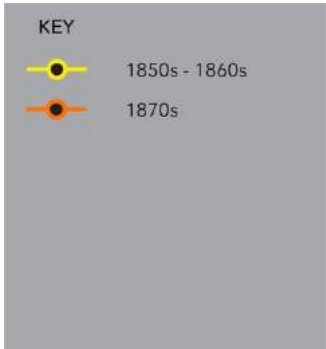
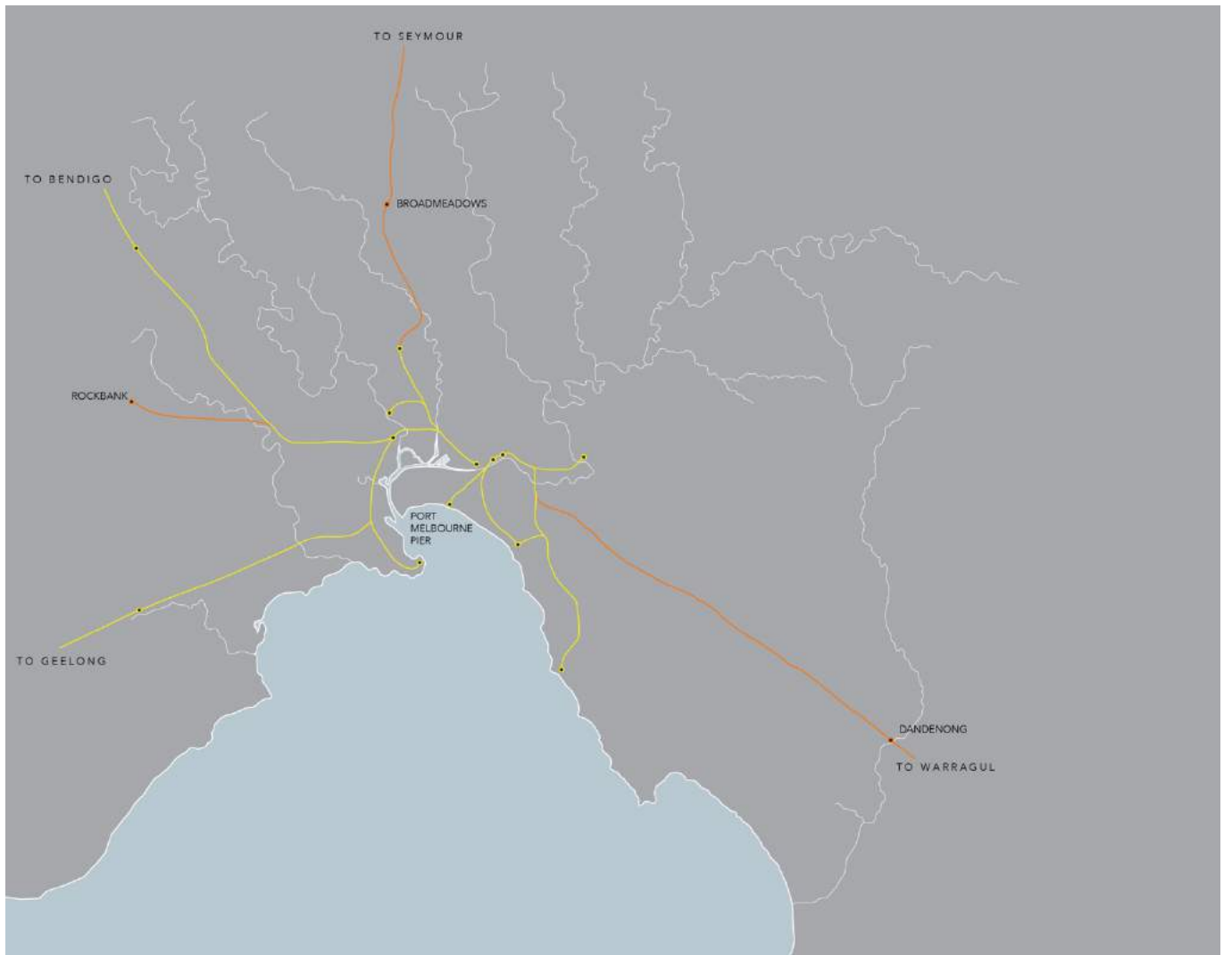






Figure 17 Map showing extent of Metropolitan railway network at the end of the 1870s
 (Source: GJM Heritage, 2023)

Types of places and objects which demonstrate the sub-theme 'Expanding the Rail Network in the 1870s' include:

VHR / HO (if relevant)	Name	Image
VHR H1604 / HO215 (Greater Geelong City)	Geelong Railway Station, 1 Railway Terrace, Geelong	
VHR H1591 / HO150 (Mitchell Shire)	Seymour Railway Station, Station Street, Seymour	
VHR H1564 / HO35 (Moorabool Shire)	Gordon Railway Station, Warrenheip to Gordon Line (opened 1879) Gordon-Egerton Road, Gordon	
VHR H1603 / HO104 (Indigo Shire)	Chiltern Railway Station and Goods Shed, Railway Access Road, Chiltern	

VHR / HO (if relevant)	Name	Image
VHR H1106 / HO144 (Greater Geelong City)	Railway Tunnel, Geelong-Colac Line, Geelong	
VHR H1669 / HO561 (Hepburn Shire)	Pedestrian subway – Creswick Railway Station Complex, Reed Street, Creswick	

2.3 Expanding the Railway Network in the Boom Years of the 1880s

Two railway Acts passed in the 1880s resulted in the construction of significant numbers of railway lines throughout suburban Melbourne and Victoria more broadly. The first was the *Railway Construction Act 1880* (No 682, dated 28 December 1880) ‘to authorise the construction of certain lines of railway by the State’ and the second the *Railway Construction Act 1884* (No 821, dated 12 December 1884) ‘to authorise the construction of certain lines of railway by the State and for other purposes.’ The 1880 Act authorised 23 new railway lines and the 1884 Act authorised a larger number of lines – 51 country railways (including the addition of branch lines to the existing country network) and eight suburban lines.²⁷ Because of its far-reaching nature, this later Act became known as the “Octopus Act.”

This period was characterised by political interference in railway planning with politicians lobbying for the construction of lines through their own electorates and to serve land developments in which they had a financial interest. This included politician and land speculator, Thomas Bent who gained a lifelong reputation for corruption from the early 1880s by using his position as Commissioner for Railways to extend railway lines which directly increased the value of land he held, including through his subdivision of ‘Bentleigh’ on the new line to Frankston.

²⁷ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 42.

The Acts of the 1880s stimulated substantial suburban development, the erection of substantial brick railway buildings at important towns and richly decorated timber structures at less important points along the network. The vast majority of wayside stations and branch line termini received temporary timber buildings. In 1892 the last “Octopus Act” line was opened between Lancefield and Kilmore.²⁸

By the end of the decade most of the metropolitan railway network had been constructed and the country network was substantially complete, except for the remote north-west corner of the State.²⁹

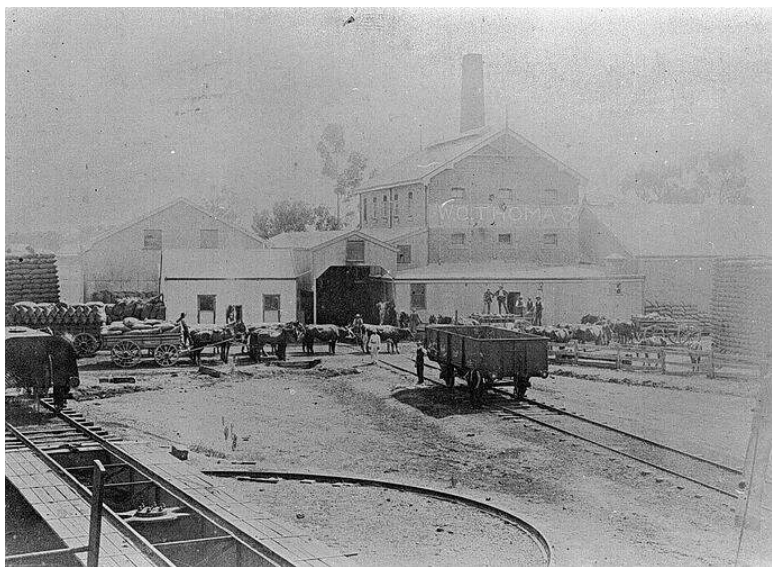


Figure 18 Grain stacks and rail trucks, Warracknabeal Station rail yards, c1895. Construction of the Murtoa-Warracknabeal was authorised in December 1884

(Source: Museums Victoria, Item MM 189)



Figure 19 Construction of the Melton Viaduct over the Werribee River, 1885

(Source: SLV, Record ID 9917283653607636)

²⁸ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 42, 45.

²⁹ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 19.

2.3.1 Suburban Lines

In response to suburban growth throughout Melbourne – including to facilitate speculation and housing development (many estates were named as ‘Railway Estates’) – as well as to service growing manufacturing industries, large numbers of suburban railway lines were constructed or extended in the 1880s. These included:

- The eastern line from Hawthorn to the distant township of Lilydale, via Camberwell and Box Hill (1882);
- The southern lines from Brighton Beach to Sandringham (1887) and Caulfield to Frankston (1881-82); and
- The northern lines from North Melbourne to Coburg (1884) and further to Somerton (1889), Royal Park to Collingwood (1888), Clifton Hill to Heidelberg (1888)³⁰ and Spencer Street to Whittlesea, via Reservoir and Mernda (1889).

The outer extremities of some of the lines were primarily country services in the early years, servicing regions with established crops and good timber supplies.

Some lines were specifically developed to service growing manufacturing industries, particularly to the north where industry was well established in areas such as Brunswick and Coburg. The railway line enabled expansion of existing industries, including brickworks and potteries, and factories and warehouses were constructed near the railway line.

The extension of the Melbourne to Hawthorn railway line in 1882 served multiple purposes. The line responded to suburban growth to the east of Melbourne, encouraged further development of the eastern suburbs and – by extending as far as Lilydale at the foot of the Yarra Ranges – opened the line to excursionists and daytrippers who patronised new guest houses and hotels in the area. It also bought local produce, manufactured goods and raw materials from brickworks and quarries including David Mitchell’s quarry, established in Lilydale in 1878 into the Melbourne market. Further extension to Healesville in the Yarra Valley in 1889 enabled the transporting of timber, livestock, milk and dairy products as well as further tourist services. A branch line to Warburton in 1901 enabled timber haulage from the forests in the Yarra Ranges.

Rail services to the north-eastern suburbs were notably inefficient until a direct route from the city was finally established in the early twentieth century. The railway line to Heidelberg opened in 1888, taking a circuitous route from Spencer Street Station, via Royal Park and the inner northern suburbs, and included a branch line from Clifton Hill to Collingwood. A line to Whittlesea opened the following year, taking the same circuitous route before branching north.³¹ These highly inefficient and unpopular services remained until a direct link from Princes Bridge in the city to Collingwood in the northern suburbs was finally opened in October 1901, connecting the Heidelberg line with the city. In 1904 the Northcote Loop was constructed, connecting the Whittlesea line to the newly-routed and expedient Heidelberg line.

³⁰ LJ Harrigan, *Victorian Railways to '62*, 1962, p 92.

³¹ *Herald*, 21 December 1889, p 2.





Figure 20 Brunswick Railway Station, c1914-c1941
(Source: SLV, Record ID: 9916884403607636)

2.3.2 Outer and Inner Circle Railways

In 1873, plans and estimates of seven alternative routes to bring a proposed Gippsland line into Melbourne were considered. One of these proposals, the 'Outer Circle' railway, was to traverse the eastern and northern suburbs of Melbourne, from Oakleigh to North Melbourne, via Caulfield, Gardiner, Camberwell, Kew, Northcote, North Fitzroy and North Carlton (the latter stations forming part of the 'Inner Circle' railway line), to a junction with the main line near North Melbourne. Construction of the Gippsland line was postponed until the late 1870s when the line from Oakleigh to Pakenham was opened in 1877 and the connection to Melbourne was made from Oakleigh to South Yarra in 1879.³² The Outer Circle line plans were abandoned at the time.

Politicians and land speculators again agitated for the circle lines in the 1880s. As part of the "Octopus Act" of 1884, sections from Royal Park to Clifton Hill (Inner Circle line) and Oakleigh to Fairfield (Outer Circle line) were authorised. Construction of the latter commenced in 1888, with the final section from Riversdale to Fairfield Park opened in March 1891.³³ The Inner Circle railway line, linking Royal Park with the Northcote Loop, was opened in 1888.³⁴

Conceived as a means of diverting goods traffic from the suburban system, the circle lines were never used for this purpose and served solely as an under-utilised passenger service, not surprising as the trip from Spencer Street to Oakleigh by the Outer Circle line took much longer than the direct line through South Yarra.³⁵ The Outer Circle railway line serviced sparsely populated areas to the east and north and revenue was insufficient to cover costs. This, together with the 1890s financial depression, caused the closure of sections of line from as early as 1893, beginning with the Riversdale to Fairfield Park section in April that year and by 1895 the whole line from Oakleigh to Fairfield Park was closed.

The opening of a direct link from Princes Bridge to Collingwood in 1901 also caused the Inner Circle line to lose its main line services from Spencer Street. Despite this,

³² Vicsig, <https://vicsig.net>, accessed March 2023.

³³ L J Harrigan, *Victorian Railways to '62*, 1962, p 103.

³⁴ Vicsig, <https://vicsig.net>, accessed March 2023.

³⁵ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 99.

a section of the line continued to operate until closure of the North Fitzroy to Northcote Loop line in 1965 and the Royal Park to North Fitzroy line in 1981.³⁶



Figure 21 Railway Crossing, Deepdene Outer Circle, undated

(Source: PROV, VPRS 12800/P0003, ADV 0107)



Figure 22 Railway Bridge, Northcote, November 1892. Inner Circle Railway visible in the background, to right of image

(Source: Museums Victoria, Item MM 30092)

³⁶ Vicsig, <https://vicsig.net>, accessed March 2023.

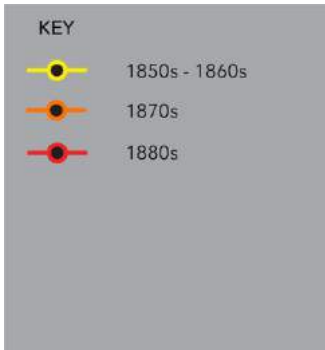


Figure 23 Map showing extent of State-wide railway network at the end of the 1880s (Source: GJM Heritage, 2023)

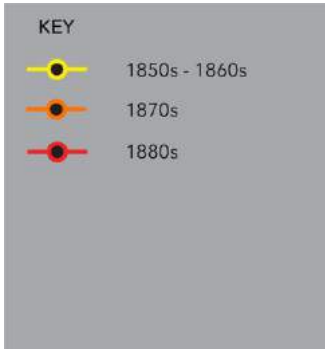
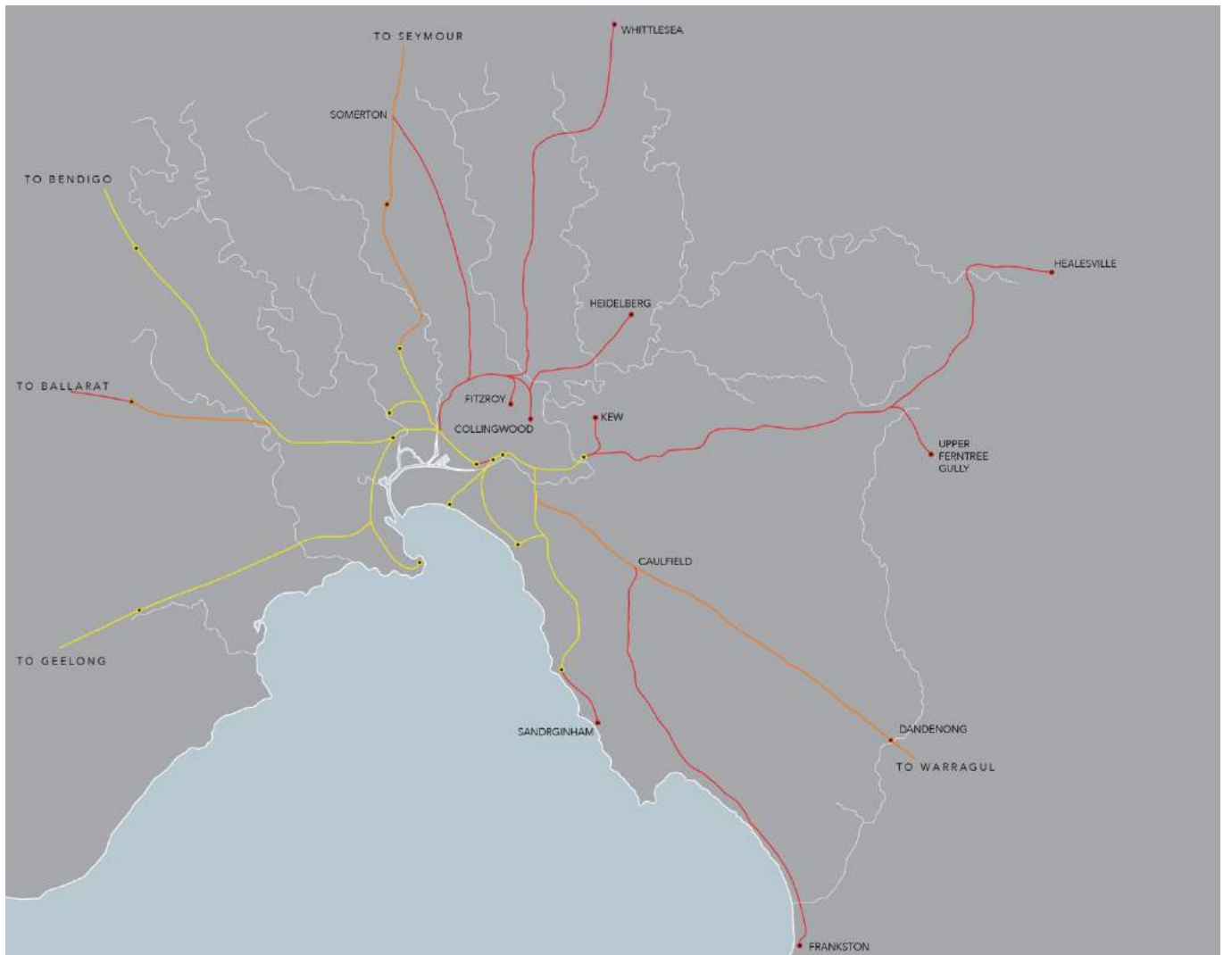






Figure 24 Map showing extent of Metropolitan railway network at the end of the 1880s
 (Source: GJM Heritage, 2023)

Types of places and objects which demonstrate the sub-theme 'Expanding the Rail Network in the boom years of the 1880s' include:

VHR / HO (if relevant)	Name	Image
VHR H1566 / HO42 (Boroondara City)	Hawthorn Railway Station Complex, 54 Burwood Road, Hawthorn	
VHR H1587 / HO39 (Maroondah City)	Ringwood Railway Station, 130-136 Maroondah Highway, Ringwood	
VHR H0952 / HO180 (Merri-bek City, Melbourne City)	Former Coburg Railway Line, Wilson Avenue & Victoria Street, Brunswick & Victoria Street, Coburg & Park Street, Parkville	
HO329 (Yarra City)	North Carlton Railway Station, former, Inner Circle Railway, 20 Solly Avenue, Princes Hill	

VHR / HO (if relevant)	Name	Image
VHR H2354 / HO67 (Yarra City, Boroondara City)	Chandler Highway Bridge, Chandler Highway, Alphington and Chandler Highway, Kew	
VHR H1696 / HO183 (Loddon Shire)	Pyramid Hill Railway Station, Railway Avenue, Pyramid Hill	
VHR H1596 / HO138 (Corangamite Shire)	Terang Railway Station, 44 Swanston Street, Terang	
VHR H1592 / HO10 (West Wimmera Shire)	Serviceton Railway Station, Elizabeth Street, Serviceton	
VHR H1569 / HO7 (West Wimmera Shire)	Kaniva Railway Goods Shed, Moore Street, Kaniva	

VHR / HO (if relevant)	Name	Image
VHR H1695 / HO122 (Mitchell Shire)	Rail Bridge over Hanfords Creek, Pyalong	
VHR H2327 / HO8 (Melton City)	Railway Viaduct over Melton Reservoir, Brookfield & Exford & Weir Views	
VHR H0930 / HO22 (Mitchell Shire)	Exhibition Goods Shed, 330 Union Lane, Bylands	
VHR H1586 / HO56 (Queenscliffe Borough)	Queenscliff Railway Station, 20 Symonds Street (and Wharf Street), Queenscliff	

2.4 The Railway Network during the Depression of the 1890s

The extravagance of the 1880s was followed by the collapse of the land boom and the high cost of railway construction in Victoria was again cause for concern. Mismanagement practices amongst the Railway Commissioners were exposed in the early 1890s and many excesses of the previous years were identified.³⁷

2.4.1 Narrow Gauge Railways

Urgent cost saving measures were imperative due to a mounting operational deficit; however, new lines remained essential for rural development. Despite concern about the suitability within an existing standard (broad) gauge network, it was agreed to build narrow gauge (3 ft 6 in [1067 mm]) railways, which promised an economy of construction in the difficult terrain of isolated and mountainous districts. A number of possible routes were surveyed and the following were constructed³⁸:

- Wangaratta to Whitfield, 1899 (closed 1953 and line dismantled)
- Ferntree Gully to Gembrook, 1900 to service local communities, the growing timber industry and tourists (closed 1954, reopened from Belgrave as a tourist railway in 1962)
- Colac to Beech Forest, 1902 to service timber traffic from the Otway Ranges and small farming communities (extended to Crowes in 1911) (closed from 1954-1962)
- Moe to Walhalla, 1910 largely to service gold mining which closed the following year (closed from 1944-1954 and the entire line has since been dismantled).

Annual deficits of these lines occurred after completion, heightened by increasing volumes of road vehicle competition from the 1920s.³⁹



Figure 25 Two views on Gembrook Railway near gully, 1900

(Source: SLV, Record ID: 9939660292307636)

³⁷ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 47.

³⁸ L J Harrigan, *Victorian Railways to '62*, 1962, p 95, 97.

³⁹ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 48.



Figure 26 Railway Bridge, Ovens River, Bright, c1920-1954
(Source: SLV, Record ID: 9917730233607636)

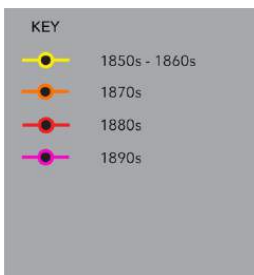
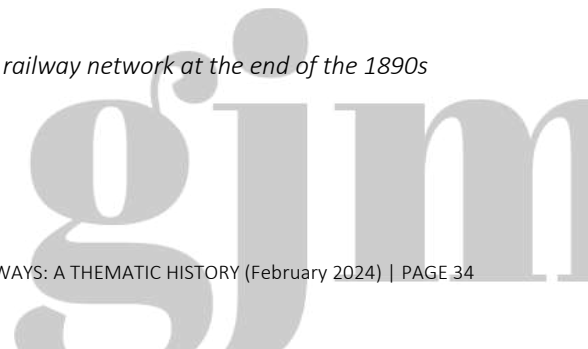
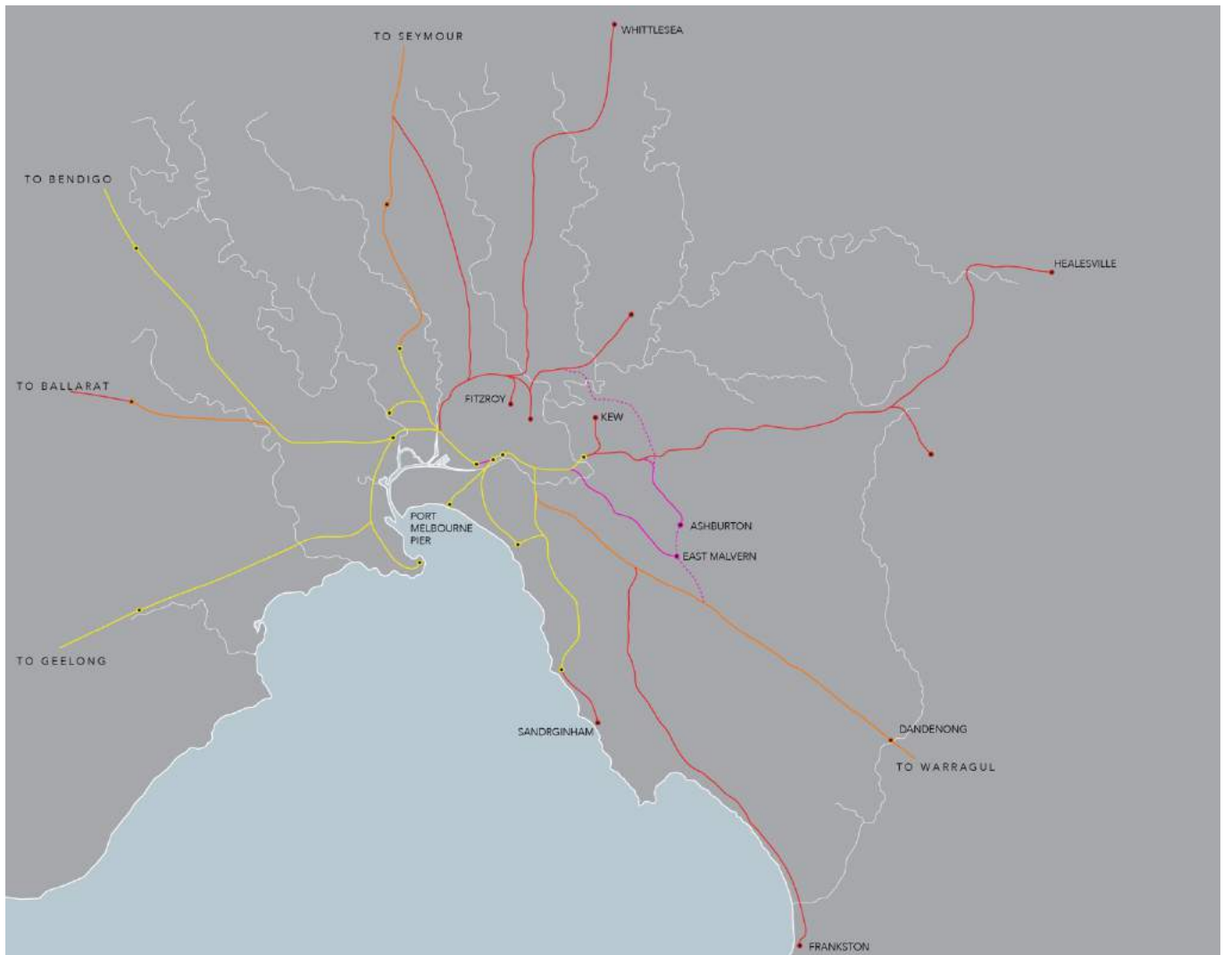


Figure 27 Map showing extent of State-wide railway network at the end of the 1890s
(Source: GJM Heritage, 2023)










KEY	
	1850s - 1860s
	1870s
	1880s
	1890s

Figure 28 Map showing extent of Metropolitan railway network at the end of the 1890s
 (Source: GJM Heritage, 2023)

Types of places and objects which demonstrate the sub-theme 'The Railway Network during the Depression of the 1890s' include:

VHR / HO (if relevant)	Name	Image
VHR H1584 / HO225 (Colac Otway Shire)	Pirron Yallock Railway Station Complex, 2 Station Road, Pirron Yallock	
VHR H1439 / HO32 (Yarra Ranges Shire)	Rail Bridge, Monbulk Creek, Belgrave-Gembrook Road, Belgrave	
VHR H0151 / HO228 (Warrnambool City)	Railway Bridge, over Merri River, Dennington	
VHR H1442 / HO130 (Corangamite Shire)	Railway Bridge, Limeworks Road, Timboon	
VHR H2072 / HO40 (Moyne Shire)	Railway Goods Shed, 4A Bank Street, Port Fairy	

2.5 Completing the Railway Network in the Twentieth Century

2.5.1 Development in Country Victoria

By the beginning of the twentieth century, the majority of Victoria was accessible by rail, except the north-western Mallee region and the mountainous north-eastern region.

In 1903, the railway was extended north from Woomelang to Mildura in the north of the State and – despite the variable land quality of the Mallee district – the potential of the district to the west of Ouyen (on the Mildura line) to the South Australian border was recognised.⁴⁰ A line was subsequently constructed from Ouyen to Murrayville in 1912,⁴¹ facilitating the conversion of large acreages of uncultivated land in the early twentieth century. This line was extended further west to the South Australian border in 1915.⁴²

In 1913 an important railway line was constructed across the Western Plains of Victoria, from Maroona (south of Ararat) to Gheringhap (near Geelong).⁴³ This served a district of approximately 700,000 acres that was previously too remote from existing railways to be properly developed, and resulted in expanded wheat traffic that could be conveyed directly to Geelong. It also became the main line for the ever-increasing freight traffic from the north-western Mallee region.⁴⁴

Lines were also extended into NSW beginning with a railway crossing the Murray River to Tocumwal in 1908.⁴⁵ The *Border Railways Act* of 1922 resulted in the transfer of the Moama and Deniliquin Railway to the Victorian Railways in 1923 and construction of other lines to NSW including one to Balranald which opened in 1926 and another from Yarrawonga to Oaklands in 1938.⁴⁶



Figure 29 Mildura Line construction, 10 miles from Mildura, 1903
(Source: SLV, Record ID 9917137093607636)

⁴⁰ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 53.

⁴¹ Vicsig, <https://vicsig.net>, accessed March 2023.

⁴² Vicsig, <https://vicsig.net>, accessed March 2023.

⁴³ Vicsig, <https://vicsig.net>, accessed March 2023.

⁴⁴ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 51.

⁴⁵ R Lee. *The Railways of Victoria 1854-2004*, 2007, p 133.

⁴⁶ Vicsig, <https://vicsig.net>, accessed March 2023.



Figure 30 Trestle bridge construction on the Bairnsdale to Orbost line, 1914
(Source: Museums Victoria, Item MM 5835)



Figure 31 Construction of the Boggy Creek Railway Bridge on the Bairnsdale to Orbost line, c1914
(Source: Museums Victoria, Item MM 5726)

2.5.2 Suburban Development

Railway development to the north

A direct link north from Princes Bridge in the city to Collingwood was finally opened in 1901, via an extensive cutting at Jolimont. The line was extended to Heidelberg in 1904. An additional loop line at Northcote connected the existing Whittlesea line with the Heidelberg line in 1904, finally providing a more expedient rail service to the northern suburbs.

The *Argus* reported on 22 October 1901, p 7:

After 20 years of continuous and energetic agitation, and a series of unforeseen delays, the direct railway line connecting the Heidelberg line with the metropolis was opened for passenger traffic yesterday. Instead of travelling by a circuitous route, past Royal Park and North Carlton to Clifton Hill, thence to Collingwood and back to Clifton Hill on his way to Heidelberg, the passenger is now able to get his ticket at Princes Bridge station, and, despite the frequency of the stoppages, reach Heidelberg – the beauty spot of Melbourne – in the course of a few minutes.

The railway line was extended from Heidelberg to Eltham on 5 June 1902, from Eltham to Hurstbridge on 25 June 1912 and was electrified as far as Heidelberg on 31 July 1921.⁴⁷

Other suburban railway development

The majority of the suburban Melbourne railway network was established in the nineteenth century, with two lines opening in the first half of the twentieth century. One new eastern line, branching off the Lilydale/Belgrave line at Burnley and continuing the line to Darling station, was constructed to Glen Waverley in 1930⁴⁸ and was electrified from its commencement.

What was to become the Alamein line opened in stages using a section of the defunct Outer Circle Railway. Services on the line commenced in 1898 between Ashburton and Camberwell and then in 1900 between Ashburton and Deepdene.⁴⁹ Two intermediary stations opened at Hartwell Hill (1906, renamed Hartwell in 1909) and Golf Links (1908, later renamed Willison) prior to electrification in 1924 from Camberwell to Ashburton.⁵⁰ The line was extended to Alamein in 1948 to service the new Ashburton Estate developed by the Housing Commission of Victoria.⁵¹

Victorian Railways Tramways (also known as Electric Street Railways)

The Victorian Railways Department constructed and operated electric tramways as an alternative to extending existing railway lines. The first of these was constructed from St Kilda to Brighton in 1906, using railway gauge track, and the second was from the terminus of the Sandringham railway line to Black Rock in 1919, the same year that the first suburban electric train service commenced operation from Essendon to Sandringham. Unlike the first tramway, this was constructed to the same narrow gauge as the extensive tramway system that was developing throughout the Melbourne suburbs. In 1926 this tramway was extended to Beaumaris; however, low patronage caused its closure in 1931. The remainder of the line remained open until 1956 when a replacement bus service was provided.

The Victorian Railways established two tram depots – one at Elwood to service the St Kilda to Brighton line (since demolished) and the other at Sandringham (1917-18).

⁴⁷ Vicsig, <https://vicsig.net>, accessed March 2023.

⁴⁸ Vicsig, <https://vicsig.net>, accessed March 2023.

⁴⁹ Vicsig, <https://vicsig.net>, accessed September 2023.

⁵⁰ Vicsig, <https://vicsig.net>, accessed September 2023.

⁵¹ Victoria Places 2015, 'Alamein', Monash University and University of Queensland, <https://www.victorianplaces.com.au/alamein>, accessed September 2023.



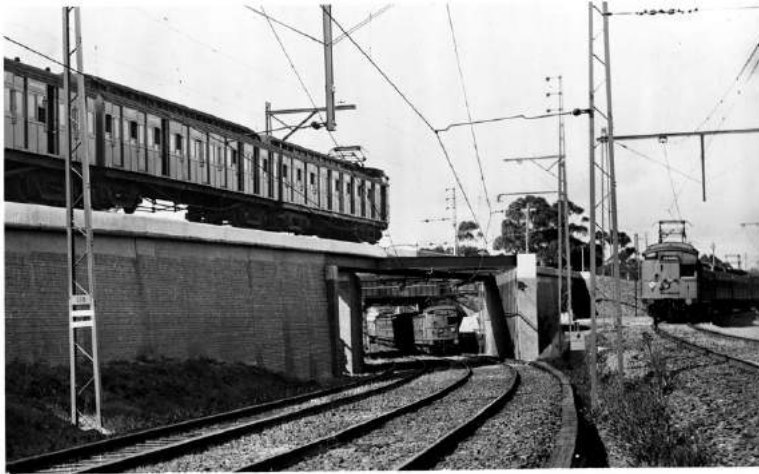
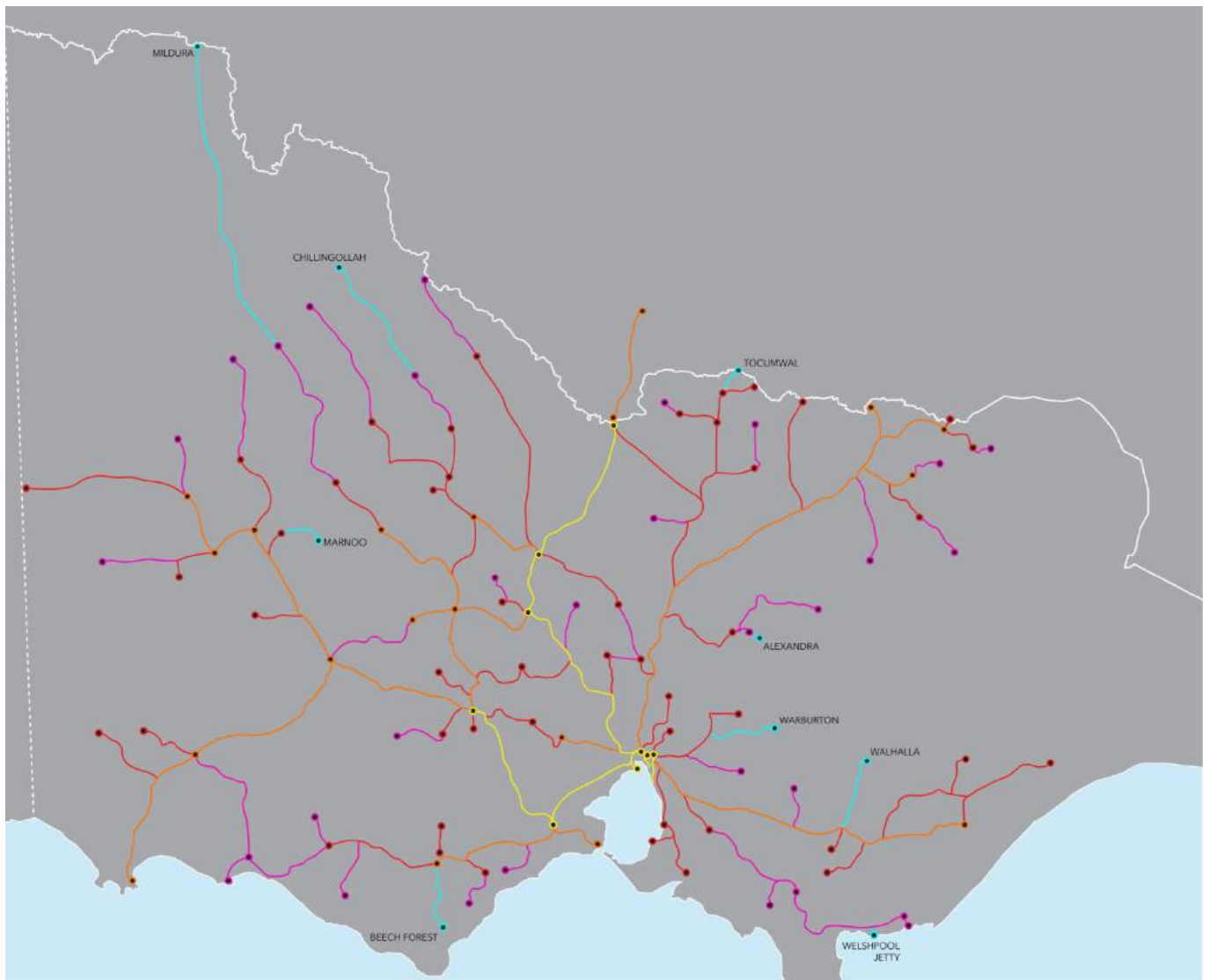


Figure 32 Burnley flyover, Glen Waverley trains to left and right of image, undated (Source: PROV, VPRS 12800/P0004, RS 0785)



KEY	
	1850s - 1860s
	1870s
	1880s
	1890s
	1900s

Figure 33 Map showing extent of State-wide railway network by 1910 (Source: GJM Heritage, 2023)



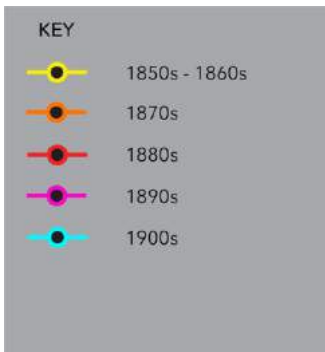
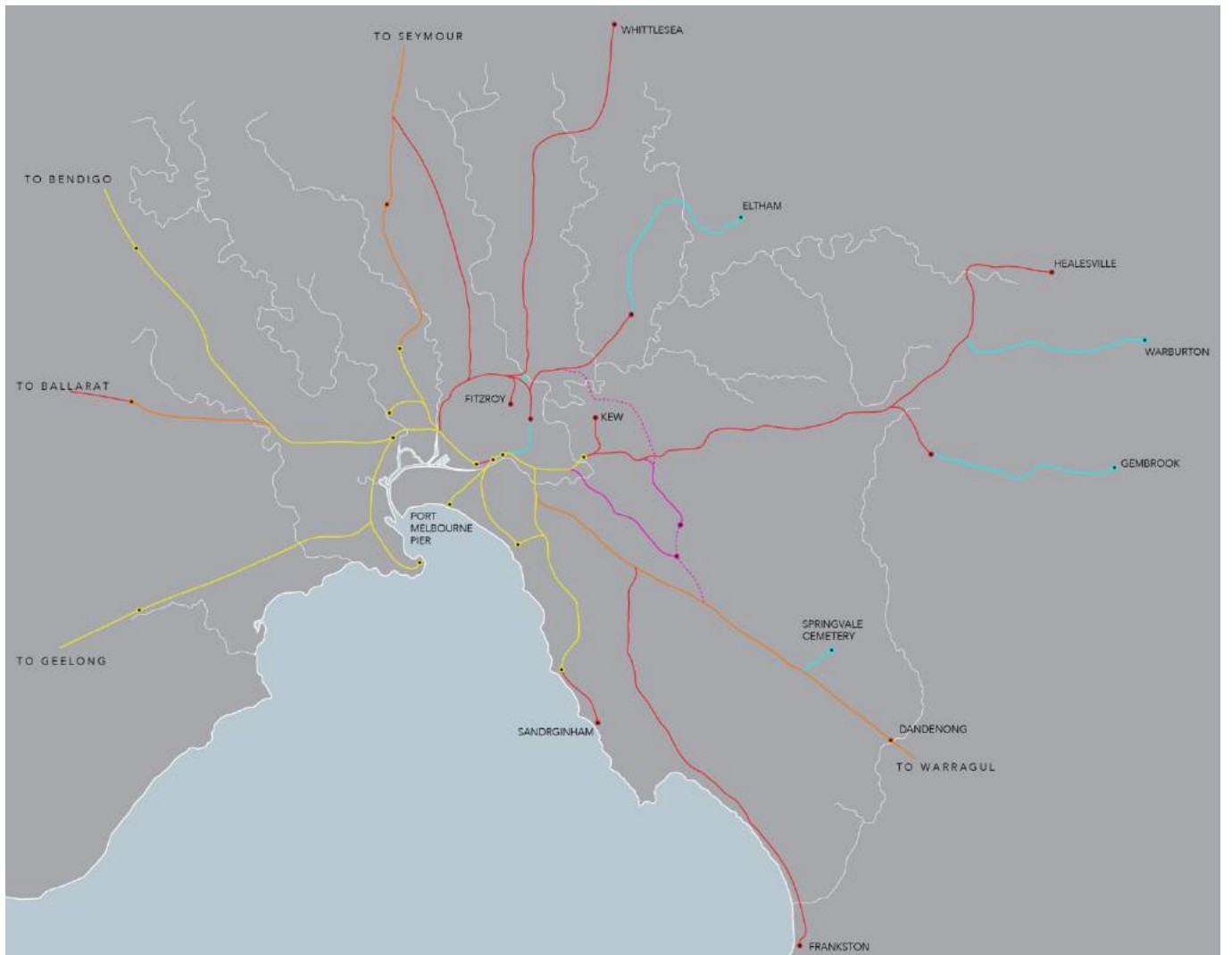
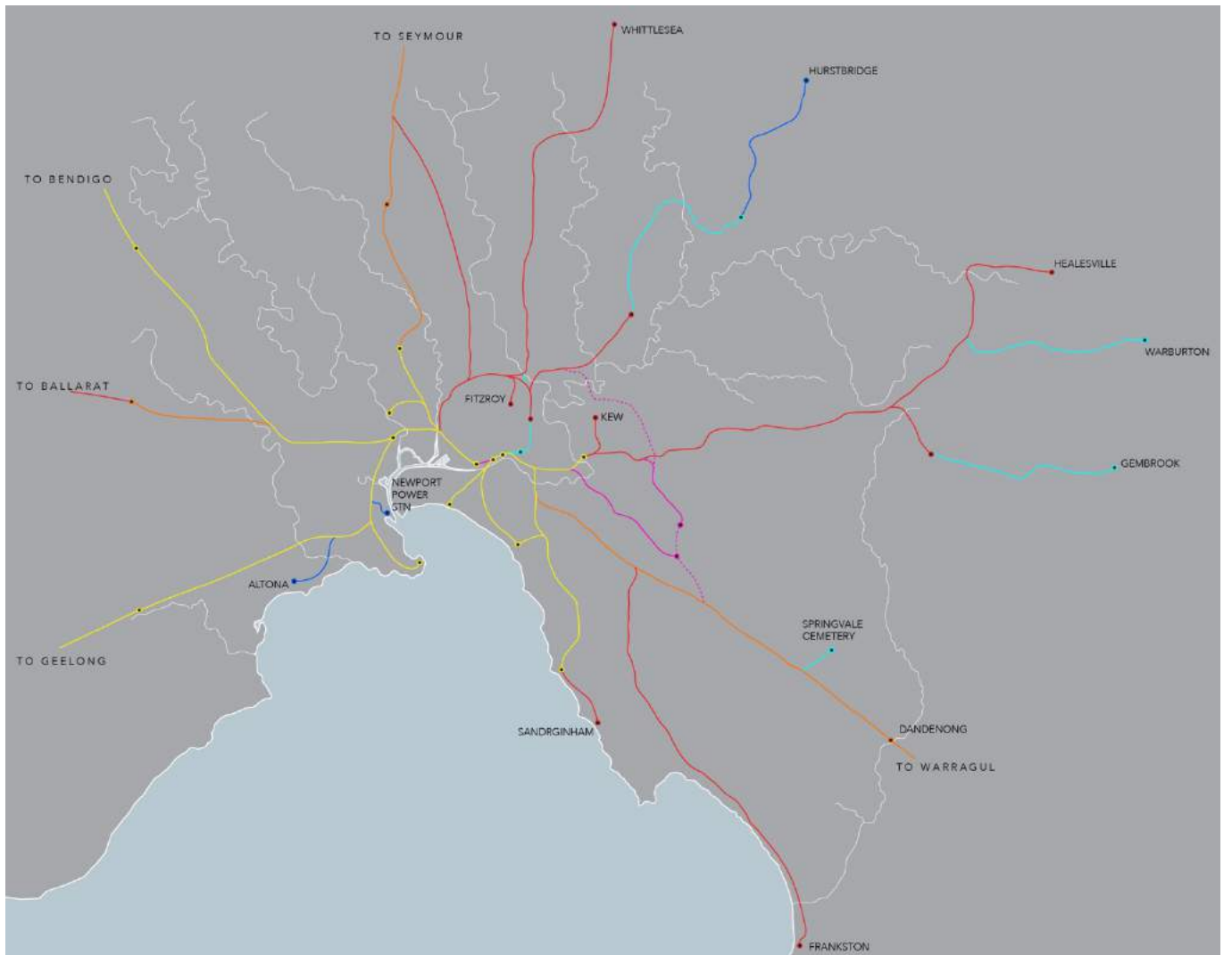


Figure 34 Map showing extent of Metropolitan railway network by 1910
 (Source: GJM Heritage, 2023)



KEY	
Yellow line with dot	1850s - 1860s
Orange line with dot	1870s
Red line with dot	1880s
Pink line with dot	1890s
Cyan line with dot	1900s
Blue line with dot	1910s

Figure 35 Map showing extent of State-wide railway network by 1920
 (Source: GJM Heritage, 2023)



KEY	
	1850s - 1860s
	1870s
	1880s
	1890s
	1900s
	1910s

Figure 36 Map showing extent of Metropolitan railway network by 1920
 (Source: GJM Heritage, 2023)

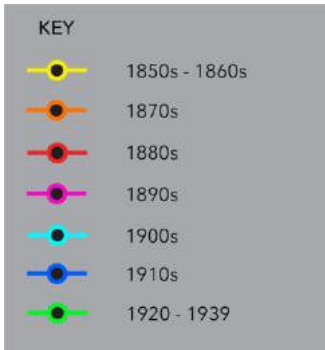
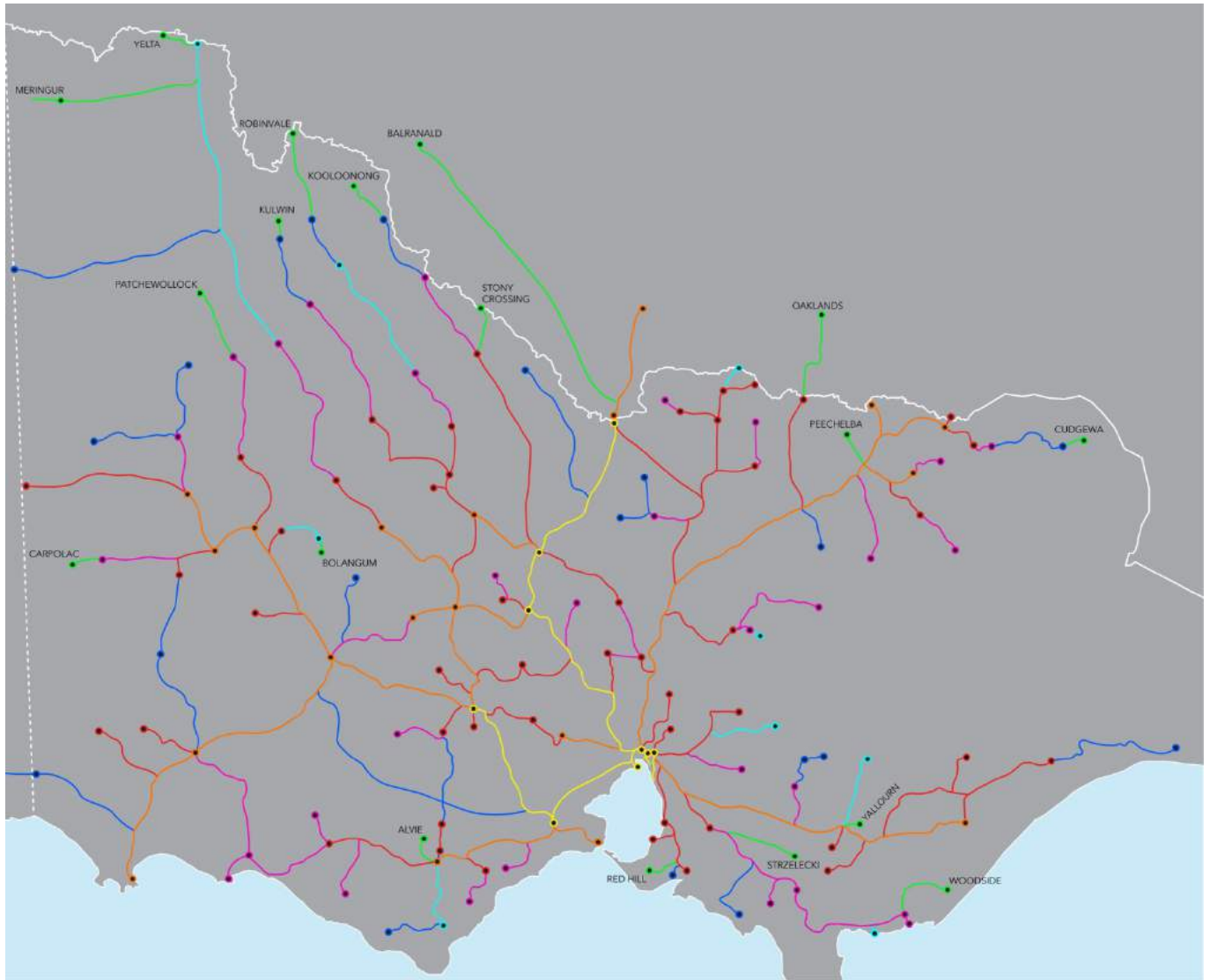
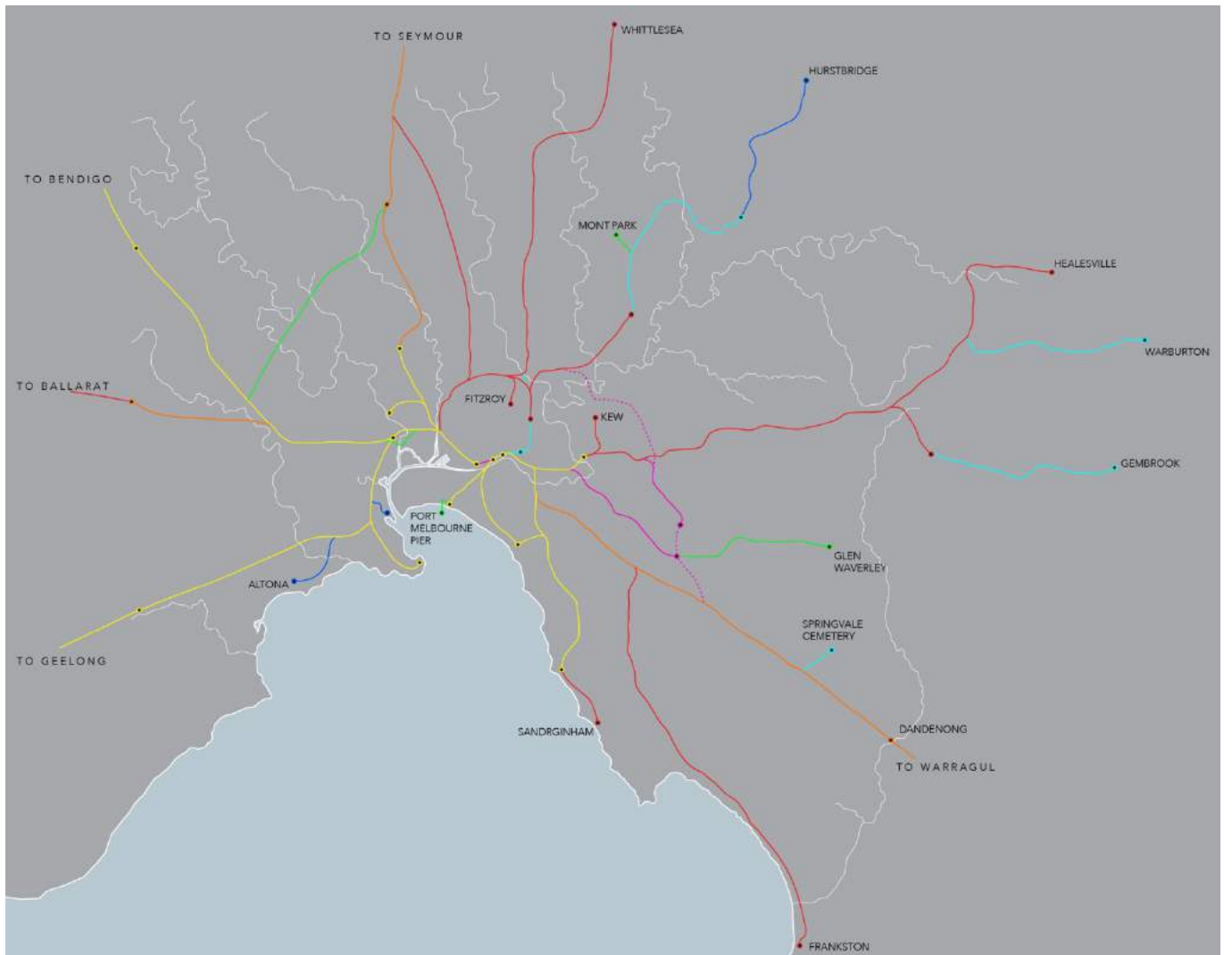


Figure 37 Map showing extent of State-wide railway network by the end of the 1930s
(Source: GJM Heritage, 2023)





KEY	
	1850s - 1860s
	1870s
	1880s
	1890s
	1900s
	1910s
	1920 - 1939

Figure 38 Map showing extent of Metropolitan railway network by the end of the 1930s (Source: GJM Heritage, 2023)

Types of places and objects which demonstrate the sub-theme 'Completing the Railway Network in the Twentieth Century' include:

VHR / HO (if relevant)	Name	Image
Individually Significant to HO338 – West Richmond Precinct (Yarra City)	West Richmond Railway Station Complex, Highett Street, and Jika Place, and Muir Street, and Egan Street, Richmond	
Contributory to HO313 – Charles Street Precinct (Yarra City)	Princes Bridge to Clifton Hill Railway (part), trackway bridges, Collingwood Station & yard, off Stanton Street, Abbotsford	
VHR H1567 / HO2 (Yarra Ranges Shire)	Healesville Railway Station Complex, 38 Healesville-Kinglake Road, Healesville	
VHR H1557 / HO169 (Bass Coast Shire)	Wonthaggi Railway Station, 8-12 Murray Street, Wonthaggi	
VHR H1583 / HO45 (Yarriambiack Shire)	Patchewollock Railway Station Complex, Federation Street, Patchewollock	

VHR / HO (if relevant)	Name	Image
VHR H1576 / HO52 (Swan Hill Rural City)	Manangatang Railway Station Complex, 70 Wattle Street, Manangatang	
VHR H1580 / HO183 (Mildura Rural City)	Murrayville Railway Station, McKenzie Street, Murrayville	
HO145 (Nillumbik Shire)	Railway Timber Trestle Bridge over Diamond Creek, Panther Place, Eltham	
VHR H1443 / HO4 (Baw Baw Shire)	Rail Bridge, Thomson River, Walhalla & Rawson	

2.6 Closure of Railway Lines in the Twentieth Century

The Victorian Railways network expanded until 1930 to reach a total of 4,721 route miles (7598 km), with all areas of the state, excluding the mountainous north-eastern region, within eight miles (13 km) of a railway. Minor additions made to 1942 reached a total network length of 4766 miles (7670 km).⁵²

The financial depression of the 1930s and financial strain of World War II caused both wear and obsolescence on the Victorian railway network with the first closures of railway branch lines occurring in the late 1940s. The Welshpool Jetty and Port Albert lines in South Gippsland were withdrawn in 1941 and 1949, the Stawell/Grampians line closed in 1949, the Eureka/Buninyong line closed in 1947 and the Koo Wee Rup/Strzelecki branch line progressively closed from 1930 to 1959.⁵³

In 1949 a review of Victoria's railways was completed and the resulting 'Elliott Report' stated that:

...a very considerable programme of rehabilitation and re-equipment must be taken in hand without further delay, if a serious breakdown is to be avoided...I can only affirm that if these orders are not placed as soon as possible for steady delivery over the next 10 years, the ultimate price which the State and the people of Victoria will pay in transport efficiency, delays, and in final breakdown of railway transport, will be still heavier⁵⁴

The result of this report was 'Operation Phoenix' which provided an expenditure of £80,000,000 over 10 years, 'to make Victoria's railway services more efficient than they have ever been; to re-establish them in public confidence and to restore in them the full measure of railwaymen's own pride'.

Despite this program, further closures occurred in the 1950s with 27 railway lines and 128 stations closed.⁵⁵ These included lines across the State:

- Yarram to Woodside
- Bittern to Red Hill
- Daylesford to Newlyn
- Wangaratta to Whitfield
- Beechworth to Yackandandah
- Clarkefield to Lancefield
- Birregurra to Forrest
- Korumburra to Coal Creek
- Epping to Whittlesea.

In addition, the electric street railways were closed and dismantled: Sandringham to Black Rock (closed 1956), Park Street to Brighton (closed 1957), Elwood to Park Street (closed 1957) and St Kilda to Elwood (closed 1959).⁵⁶

⁵² L J Harrigan, *Victorian Railways to '62*, 1962, p 92.

⁵³ A Ward, *Study of Historic Railway Buildings & Structures for V/Line*, 1988, Vol 1, p 58.

⁵⁴ L J Harrigan, *Victorian Railways to '62*, 1962, p 136.

⁵⁵ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 25.

⁵⁶ Victorian Railways, <http://www.victorianrailways.net/vr%20history/history.html>, accessed March 2023.



In the 1960s, five further lines and 44 stations were closed,⁵⁷ including the closure of the suburban line from North Fitzroy to Rushall and North Fitzroy to the Northcote Loop Line (1965).

Changes in the 1970s saw substantial line closure as a result of an inquiry into the Victorian Land Transport System⁵⁸ as well as the establishment of regional freight centres at 35 locations across the State where goods could be unloaded from rail and then forwarded by road. This resulted in the termination of a number of passenger services and the closure of many suburban sidings.⁵⁹ Closures included Castlemaine to Maldon (1976), Dennington to Port Fairy (1977), Koroit to Hamilton (1977), Branxholme to Casterton (1977), Karlsruhe to Daylesford (1978), Terang to Mortlake (1978), Tallarook to Mansfield and Alexandra (1978), and Nyora to Wonthaggi (1978).⁶⁰

By the early 1980s the railway system had been reduced to a network of main lines with several branches remaining in the wheat areas. Passenger services were limited to the most important main lines, while goods services operated at high speed between major centres and the needs of small towns were met by buses and road freight carriers.⁶¹

Further closures in the 1980s included Coldstream to Healesville (1981), Baxter to Mornington (1981), Myrtleford to Bright (1983), the Sale Wharf line (1983) and Welshpool to Yarram (1987) and the conversion of the lines to Port Melbourne and St Kilda to light rail. In the 1990s Gippsland lines were closed from Leongatha to Welshpool (1992), Nyora to Leongatha (1994) and Maffra to Stratford (1995).⁶²

⁵⁷ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 27.

⁵⁸ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 27.

⁵⁹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 228.

⁶⁰ Victorian Railways, <http://www.victorianrailways.net/vr%20history/history.html>, accessed March 2023.

⁶¹ A Ward & Donnelly, *Victoria's Railway Stations*, 1982, Vol 1, p 27.

⁶² Victorian Railways, <http://www.victorianrailways.net/vr%20history/history.html>, accessed March 2023.



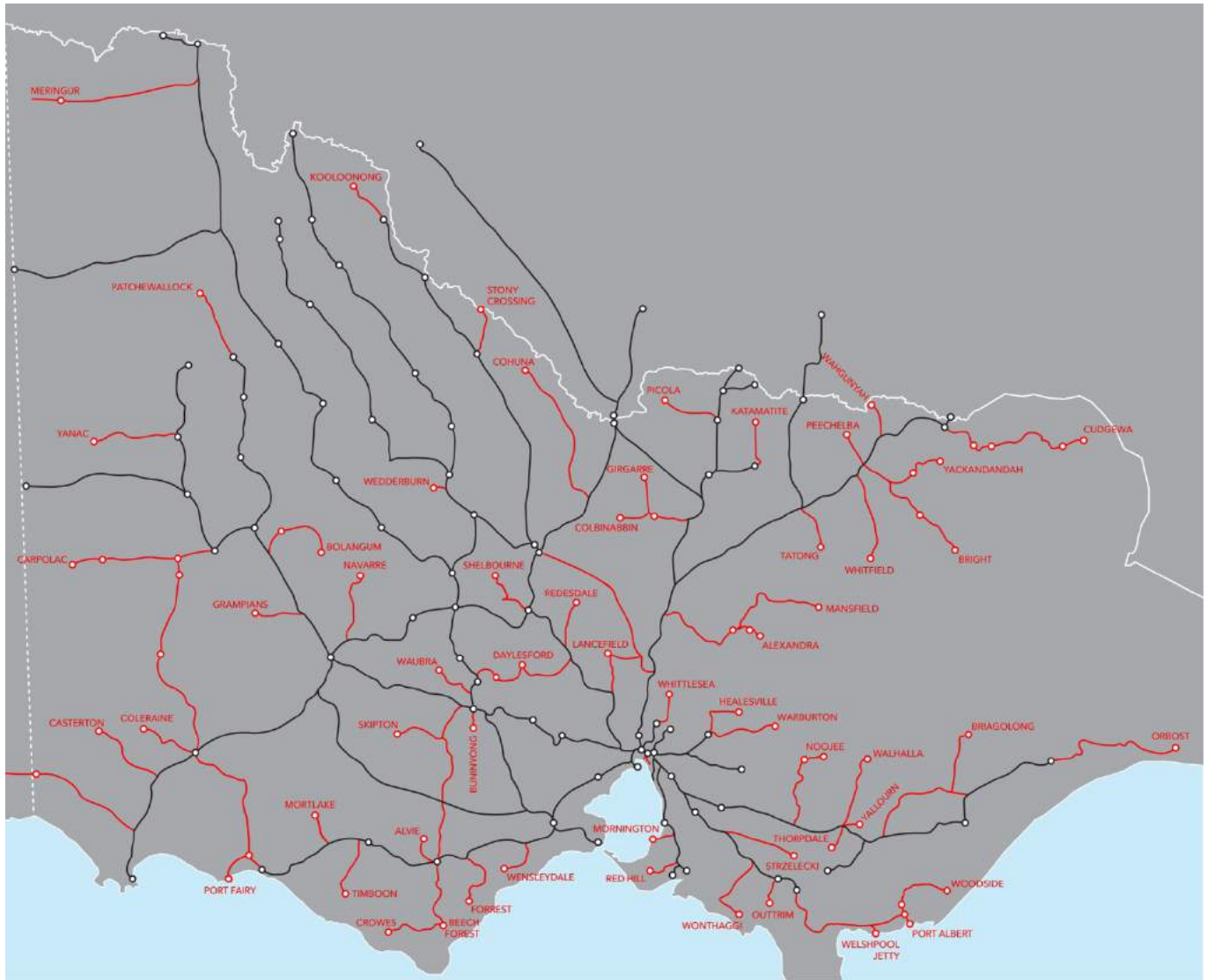


Figure 39 Map showing extent of railway closure by the 1990s (closed lines and stations in red) (Source: GJM Heritage, 2023)



Figure 40 Map showing extent of metropolitan railway closure by the 1990s (closed lines and stations in red)
 (Source: GJM Heritage, 2023)

3 HISTORIC THEME 2: IMPROVEMENTS & UPGRADES TO THE RAILWAY NETWORK

3.1 Electrification of the Railway Network

3.1.1 Electrification of the Melbourne Metropolitan Railway Network

[The following historical information is drawn from A Ward & Assoc, *Metropolitan Railway System Electricity Substations Heritage Analysis*, 1991, supplemented by additional research]

Considered as early as the 1890s, English engineer Charles H Merz began detailed investigations into the conversion of the existing railway system to an electrical system in the early twentieth century. After various reviews of his electrification plan, his scheme of utilising an overhead wire system was adopted, resulting in the authorised electrification of the entire suburban rail system of 150 route miles (241 kilometres). Tenders were arranged and contract specifications for drawings were prepared in London and E P Grove appointed Chief Supervising Engineer for the project in October 1913.

Merz's initial proposal for electrification required the construction of a main power station and a number of substations to be placed in strategic positions on already established railway lines. The power station was constructed at Newport at the mouth of the Yarra River to ensure an adequate flow of circulating water, and construction of this building commenced in December 1913. The first turbo-generator at the power station began to supply energy on 20 June 1918.⁶³ The power station has since been demolished.

By early 1914, sites for a number of substations, including Newport, Princes Bridge (known as Jolimont after 1918), Newmarket, Middle Brighton and Glenroy, had been approved and contemporary photographs indicate that construction commenced that year. Construction of this group completed soon after.

This initial group of railway substations varied in size depending on the electrical output required at each location. As a result, the substation at Princes Bridge (Jolimont) was the largest.⁶⁴ As reported in *The Age*⁶⁵ all substations were to be uniform in height (40 feet/12.2 metres) and width (80 feet/24.4 metres) but were to vary in length from 74 to 212 feet (22.6 to 64.6 metres).

The line to Flemington Racecourse was the first to be electrified in 1918, with overhead electrical equipment installed as part of the testing programme for electrification of the network.⁶⁶ The first suburban electric train test trip ran from Newmarket to Flemington Racecourse in October 1918 and the first electric train service on the suburban railway network began operation between Essendon and Sandringham in May 1919. However, it took another four years to complete the suburban scheme, with lines to Ringwood and Eltham completed in 1923. On

⁶³ L J Harrigan, *Victorian Railways to '62*, 1962, pp 110, 111.

⁶⁴ Dornan & Henderson, *The Electric Railways of Victoria*, 1979, p 15.

⁶⁵ *The Age*, 27 August 1913, p 11.

⁶⁶ Vicsig, www.vicsig.net, accessed September 2023.

completion, the system was the first electric train service in Australia, the largest electrified suburban train service converted from steam operation in the world, and included the largest power generating plant in the southern hemisphere – the Newport Power Station.

Electrification of the rail network resulted in reduced travel times and stimulated the development of many outlying Melbourne suburbs. The positive results of the electrification scheme led to the subsequent expansion of the electrified network to destinations beyond Ringwood to Upper Ferntree Gully and Lilydale, beyond Eltham to Hurstbridge and beyond Reservoir to Thomastown.

Extension of the electrified suburban railway network continued as the metropolitan area grew (for example, Dandenong to Pakenham in 1975).⁶⁷

The original substations at Jolimont and Brighton have been demolished – the former was demolished in 1973 to enable construction of the underground City Loop.

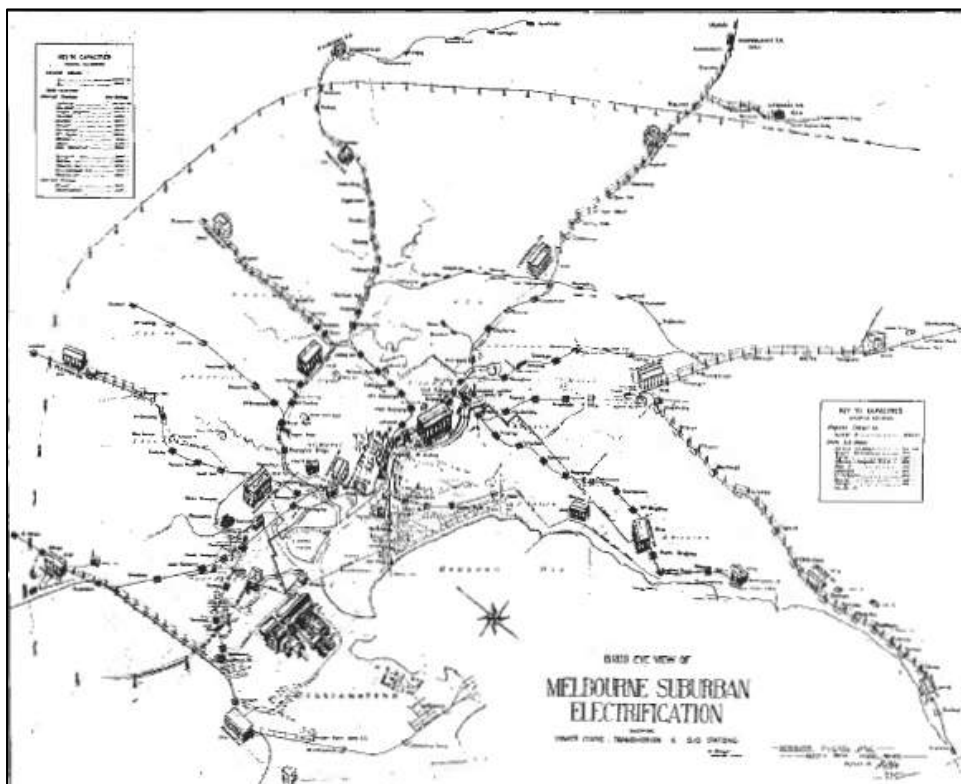


Figure 41 Diagram of the electrification scheme, 1926 (Source: Ward 1991:20)

⁶⁷ J Dare, *A Changing Decade*, 1986, p 6.



Figure 42 Erecting girder on pin arch structure at Spencer Street, c1914-c1916
(Source: SLV, Record ID 9918008693607636)



Figure 43 Glenroy Substation, undated
(Source: PROV, VPRS 1280012800/P6, CEE 0109)



Figure 44 Jolimont Substation, 1915 (demolished)
(Source: SLV, Record ID 9917150313607636)

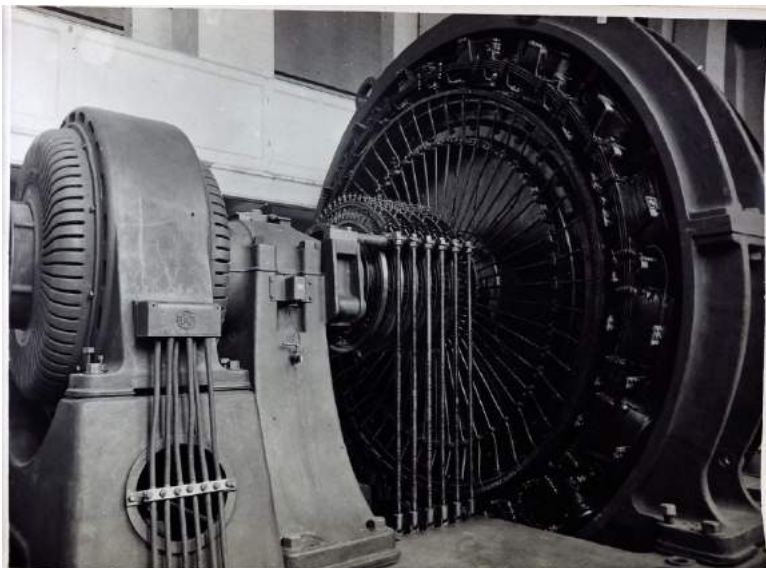


Figure 45 Jolimont Substation British-Thomson Houston 4,500kw rotary converter, c1919
(Source: PROV, VPRS 12397/P0001, c.1919, p 31)



Figure 46 Jolimont Substation
operating gallery, c1919
(Source: PROV, VPRS
12397/P0001, c.1919, p 33)



Figure 47 Newport Power
Station, c1919
(Source: PROV, VPRS
12397/P0001, c.1919, p 17)



Figure 48 Newport Power
Station, general view of engine
room floor, c1919
(Source: PROV, VPRS
12397/P0001, c.1919, p 18)



Figure 49 Newport "A" Power Station, portion of control room, c1919. Automatic voltage regulator in foreground
(Source: PROV, VPRS 12397/P0001, c.1919, p 19)

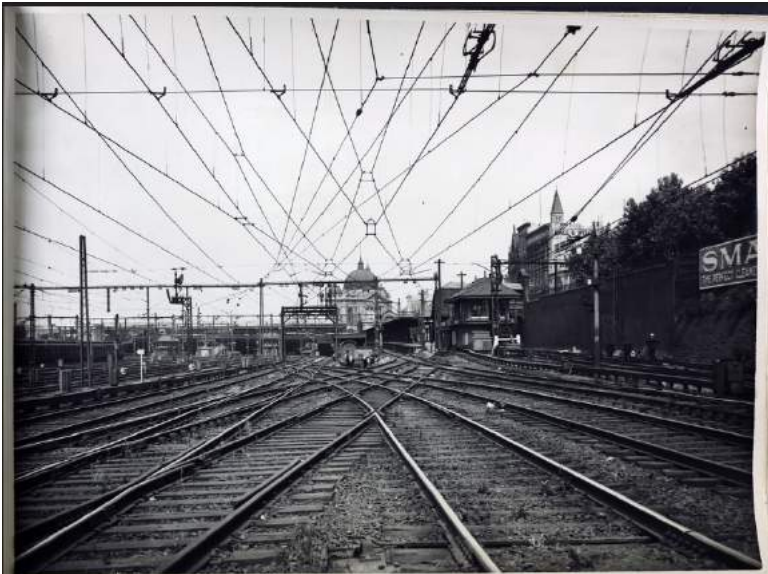


Figure 50 Jolimont Rail Yards showing overhead electric crossovers and cross-span construction and exit from Princes Bridge, c1919
(Source: PROV, VPRS 12397/P0001, c.1919, p 27)



Figure 51 Automatic substation, Reservoir, c1919
(Source: SLV)



Figure 52 Electric goods train No. 1100 on the Sandringham Line, 1924

(Source: SLV, Record ID: 9917128093607636)



Figure 53 Celebration to mark the first electric train arriving at Lilydale, undated (likely c1925)

(Source: PROV, VPRS 12800/P1, H2302)

3.1.2 Electrification of the Regional Railway Network

The only Victorian regional railway line to be electrified was the main Gippsland line. After the electrification of the suburban railway network, consideration was given to the electrification of regional lines to Warragul, Geelong, Seymour, Bendigo and Ballarat,⁶⁸ however this work did not proceed at this time.

The Gippsland line was finally electrified from Pakenham to Warragul in 1954 and further to Traralgon in 1956, largely due to the expected briquette traffic from the brown coal mines in the Latrobe Valley. To enable electrification, nineteen substations were constructed on the Gippsland line between Nar Nar Goon and Traralgon from 1952 to 1954.⁶⁹


After 30 years, de-electrification of the Gippsland railway line began in 1987, with the final section de-electrified from Pakenham to Bunyip in 2001.⁷⁰


⁶⁸ *Geelong Advertiser*, 21 February 1925, p 9.

⁶⁹ Bunyip Railway Sub Station (VHR H2025), entry in Victorian Heritage Database.

⁷⁰ Vicsig, <https://vicsig.net>, accessed March 2023.

Types of places and objects which demonstrate the sub-theme 'Electrification of the Melbourne Metropolitan Railway Network' include:

VHR / HO (if relevant)	Name	Image
VHR H0939 / HO214 (Yarra City)	863 Brunswick Street, Fitzroy	
VHR H1199 / HO139 (Moonee Valley City)	Railway Sub Station, 132-164 Newmarket Street, Flemington	
Contributory to HO175 – Hobsons Bay Railways Heritage Precinct (Hobsons Bay City)	Victorian Railways Type A Electricity Sub-Station (Former), 1 Market Street, Newport	
HO28 (Brimbank City)	Albion VR, DC Sub Station, Talmage Street, Albion	

VHR / HO (if relevant)	Name	Image
VHR H2025 / HO142 (Cardinia)	Bunyip Railway Sub Station, Nar Nar Goon-Longwarry Road, Bunyip	

3.2 Improvements to Signalling and Railway Crossings

3.2.1 Signalling

[The following historical information is drawn from L J Harrigan, *Victorian Railways to '62*, 1962 (pp172-176) supplemented by additional research]

Railway signals were manually operated from signal boxes along the railway network until automated signalling began rolling out across Victoria from the latter half of the twentieth century.

Signal boxes were most commonly constructed of timber, with a smaller number of brick construction, and they were built to a range of standard designs in the late nineteenth and early twentieth century. They took a number of different one, two or three-storey forms and were commonly stand-alone structures, with a smaller number incorporated into station buildings.

The first signals were tall semaphore signals, hand operated on site, with the semaphore arm worked through the lower left-hand quadrant and the arm disappearing into a slot in the mast. Night signals were shown by a rotating light.

In the late 1870s interlocking was introduced to the signalling system, with an arrangement of signals, points and other appliances, operated from a panel or lever frame to ensure safety by requiring their operation to take place in a proper sequence. Interlocking systems were gradually installed at busy locations beginning at Spencer Street.⁷¹ A new type of semaphore signal came into use, operated by a hand-levered wire connection from the signal box. The arm continued to work on the lower left quadrant in two positions and a 'spectacle frame' fitted at the mast end of the arm displayed a red or green light at night. Improved versions of the lower quadrant semaphore signal evolved in subsequent years with the arm painted red with a white vertical stripe.

The decision to electrify the Melbourne suburban railway network caused an important change in signalling due to such problems as the restricted visibility caused by overhead structures, the introduction of two-man train crews rather than

⁷¹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 81.

three-man and the necessity to provide a signalling system capable of controlling rapid and dense traffic with a reduced number of signalmen.

As a result, in 1915, automatic (or electric powered) 3-position upper left quadrant semaphore signalling was introduced on busier lines, with the first installation between Richmond and Hawksburn. Subsequent extensions of power signalling applied a hooded 3-light (or multiple lens) device which gave day and night indications, eliminating the semaphore.

Further automatic signalling on suburban lines occurred in 1918,⁷² however only about 60% of the electrified system had automatic signalling by 1933.⁷³

Centralised traffic control (CTC) was first introduced between East Malvern and Glen Waverley in 1958, enabling one person at the control point to govern all train movements and crossings by a remote-control system of interlocking. An illuminated track diagram, incorporated into a control panel, showed the track occupation throughout the section.

Further automation was introduced in 1982 with the Metrol system, operating out of a purpose-built control centre located adjacent to the Jolimont Railway Yards. For the first time a computerised system would control train movements throughout the entire metropolitan system.⁷⁴



Figure 54 Notice Board from old Batman's Hill Junction (old inner junction), 1873
(Source: PROV, VPRS 12800/P0001, H1551)

⁷² M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 68.

⁷³ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 178.

⁷⁴ T E Yates, *What a Journey: life in the Victorian railways 1948-1987*, pp 196-197.



Figure 55 Semaphore signal at Spencer Street, 1864
(Source: SLV, Record ID 9917125743607636)

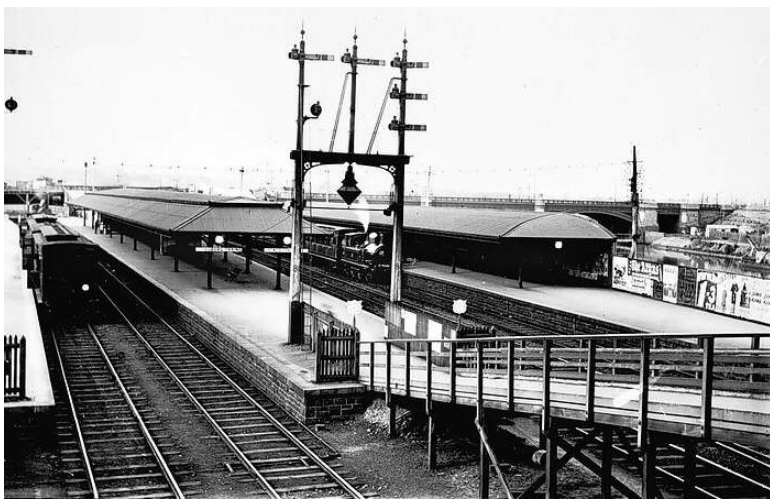


Figure 56 Semaphore signals at Flinders Street Station, 1898
(Source: Museums Victoria, Item MM 8225)



Figure 57 Burnley "A" Signal Box, c1900
(Source: PROV, VPRS 12800/P0001, H5132)



Figure 58 Serviceton signal box, Victoria, showing South Australian Railway's instruments on the left and Victorian Railway's instruments on the right, including two clocks showing the different times in each state, April 1938
(Source: Buckland Collection of Railway Transport, NLA Bib ID 3523888)



Figure 59 Automated signalling at Kensington, undated
(Source: PROV, VPRS 12800/P0005, S 0150)



Figure 60 Control Panel at Box Hill, 2007
(Source: VicSig, 'Bix Hill', <https://vicsig.net/infrastructure/location/Box-Hill>, accessed March 2023)

3.2.2 Railway Crossings

Hand operated timber vehicle gates were placed at suburban and country level crossings to control the passage of vehicles at railway/road intersections. These heavy timber gates were operated by a gatekeeper and cabins were often built adjacent to the gates to accommodate these railway employees.

This hand operated system continued well into the twentieth century, with the first automatic boom gates installed in 1956 at Toorak Road, Tooronga.⁷⁵ Progressive replacement of hand operated gates subsequently took place, eliminating the need for gatekeepers at level crossings.

In the 1990s, nine sets of hand-operated gates remained on the Upfield line and another on the Sandringham line at Brighton.⁷⁶

In some instances, railway crossings were avoided by the lowering or elevating railway lines. For example, the rail corridor through Windsor Station was set in a trench; the modified line from Hawksburn Station to Malvern Station was lowered in the early twentieth century; the rail corridor through Glenferrie, Auburn and Camberwell stations was re-graded to address the steep gradient into Camberwell in the early twentieth century; and the rail corridor from Victoria Park to North Richmond was elevated on construction in 1901.

In 1950 the Victorian Railways proposed to spend £600,000 over the next decade to eliminate five metropolitan level crossings at Newport, Elsternwick, Clifton Hill, Footscray and Moorabbin⁷⁷, prompted by large numbers of accidents occurring at level crossings.⁷⁸ In 1954 ten country level crossings were also being considered for removal including two near Mernda on the Whittlesea line and two on the Bendigo to Swan Hill line.⁷⁹ Legislation to facilitate level crossing removal was submitted to the Legislative Assembly in October 1954, with the first proposed removal at Clifton Hill.⁸⁰

Removal of level crossings at Moorabbin, Oakleigh and Elsternwick was undertaken in the late 1950s,⁸¹ with additional removals proposed at Sunshine and Strathmore in 1960.⁸²

⁷⁵ *The Age*, 7 July 1956, p 9.

⁷⁶ M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 153.

⁷⁷ *The Argus*, 6 February 1950, p 6.

⁷⁸ *The Herald*, 1 December 1953, p 3.

⁷⁹ *The Herald*, 5 October 1954, p 3.

⁸⁰ *The Age*, 6 October 1954, p 8.

⁸¹ *The Age*, 8 June 1957, p 5; 28 July 1959, p 1, 27; August 1959, p 12.

⁸² *The Age*, 24 May 1960, p 6.

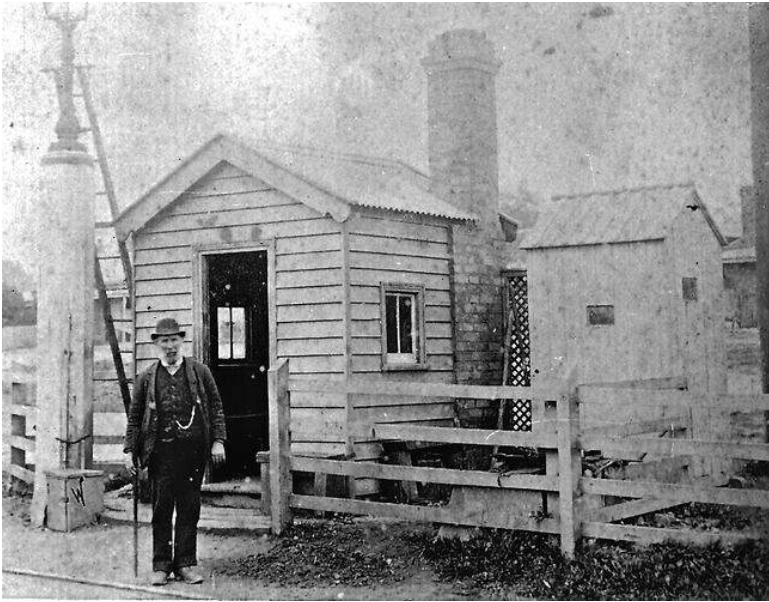


Figure 61 Gatekeeper at Doveton Street railway crossing, Ballarat, c1900
(Source: Museums Victoria, Item: MM 1359)



Figure 62 Heidelberg Road level crossing, Clifton Hill, undated
(Source: PROV, VPRS 12800/P0003, ADV 0905)



Figure 63 Albert Street, Footscray level crossing, undated
(Source: PROV, VPRS 12800/P0007, C 0300).



Figure 64 West Footscray Level Crossing, looking west showing Victorian Railways Department residence at crossing, undated (possibly late 1920s, labelled as 'South Kensington-West Footscray Goods Line Construction') (Source: PROV, VPRS 12800/P0007, C 0307)



Figure 65 Point Nepean Road (Nepean Highway), Moorabbin level crossing, undated (Source: PROV, VPRS 12800/P0003, ADV 0903)



Figure 66 Wig Wag signal at Warrigal Road, Mentone level crossing, undated (Source: PROV, VPRS 12800/P0005, S 0382)








Figure 67 Grade separation works at Elsternwick Station, 1959. New lower-level station to left, original station to right (Source: PROV, VPRS 12800/P0001, H3859)



Figure 68 Victoria's first set of boom barriers, installed at Toorak Road, Tooronga, c1956 (Source: PROV, VPRS 12800/P0005, S 0299)

Types of places and objects which demonstrate the sub-theme 'Improvements to Signalling and Railway Crossings' include:

VHR / HO	Name	Image
VHR H1094 / HO82 (Ararat Rural City)	Signal Box A and Signal Posts, [part of] Ararat Railway Complex, High Street, Ararat	

VHR / HO	Name	Image
VHR H0269 / HO769 (Bayside City)	New Street Railway Gates, New Street, Brighton	
VHR H0952 / HO180 (Merri-bek City, Melbourne City)	Former Coburg Railway Line, Wilson Avenue & Victoria Street, Brunswick & Victoria Street, Coburg & Park Street, Parkville	
VHR H0902 / HO59 (Ballarat City)	Lydiard Street railway crossing and semaphore signals, [part of] Ballarat Railway Complex, 140 Lydiard Street North, Ballarat Central and 202 Lydiard Street North and Nolan Street, Soldiers Hill and Scott Parade and 60 Corbett Street, Ballarat East and 75 Humffray Street, North Bakery Hill	
VHR H1579 / HO139 (Wangaratta Rural City)	Wangaratta Railway Station Complex, 37 Norton Street, Wangaratta	

VHR / HO	Name	Image
HO316 (Yarra City)	Railway Signal Box and Hand-Operated Gates, 1 west of Ramsden Street, Clifton Hill	
HO106 (Darebin City)	Fairfield Railway Station Signal Box, Station Street, Fairfield	
HO473 (Stonnington City)	Kooyong Railway Signal Box and Switch House	
VHR H1671 / HO46 (Boroondara City)	Glenferrie Railway Station, Glenferrie Road, Hawthorn	

3.3 Improvements to Passenger Facilities

3.3.1 Station Beautification

To encourage the beautification of railway stations in Victoria, Railway Commissioners offered an annual award for the best-kept railway station in the State from the early 1890s, recommending tree and shrub planting adjacent to platforms and container planting on platforms. Trees were made available to Station Masters on request.⁸³ This award system appears to have remained in place into the 1970s when it was reported that Tatura had 'won first prize in the station competitions for the last 16 years.'⁸⁴

In 1896 the Fairfield Park railway station won first prize for a suburban station for their 'pots of ornamental shrubs and flowers, and rockeries with ferns and other suitable growth' and Bacchus Marsh won the country award.⁸⁵ In 1900 the State was divided into eight districts to further encourage interest in station beautification.⁸⁶ By 1908 the department possessed its own nursery at North Melbourne with a staff of 14 gardeners which undertook more extensive landscaping, planting gardens at line junctions and trees along railway lines.⁸⁷ In 1910 it was reported that trees, shrubs and plants were available to '...station masters, porters, caretakers and gatehouse keepers' noting that '...in the warm northern district eucalyptus is favoured...in the cool Western and Gippsland the trees planted are cupressus, pinus, poplars and willows' and that '...varieties of twelve shrubs are also sent out by the nursery, and bulbs, geraniums and small flowering plants are forwarded with each consignment...'.⁸⁸

In 1924 it was reported that:

*A very wholesome spirit of rivalry has been aroused in the service by these competitions, and the effect on a great many stations...has been very marked indeed. In numerous cases railway stations which in former days stood bare, and ugly and repulsive, have been converted into beautiful oases, the approach to the stations from either side carrying a brilliant display of growing flowers – immense masses of vivid colouring; and even the high walls of neighbouring railway cuttings have been beautifully adorned by masses of rapidly-spreading plant life...'*⁸⁹

In the twentieth century local councils were often entrusted with the beautification of grounds surrounding railway stations⁹⁰ and councils leased land from the Victorian Railways Department to enable planting.⁹¹ The involvement of local councils continued until at least the early 1970s.⁹²

⁸³ *Gippsland Farmers Journal*, 8 November 1892, p 3.

⁸⁴ *Victorian Railways Magazine*, 1973, p 5.

⁸⁵ *Leader*, 20 June 1896, p 8.

⁸⁶ *Weekly Times*, 11 August 1900, p 28.

⁸⁷ *Leader*, 30 May 1908, p 10.

⁸⁸ *The Age*, 3 June 1910, p 11.

⁸⁹ *The Age*, 18 September 1924, p 11.

⁹⁰ *Bendigonian*, 7 July 1914, p 21.

⁹¹ *The Argus*, 26 July 1938, p 16.

⁹² Victorian Railways Annual Report, 1972, p 10.

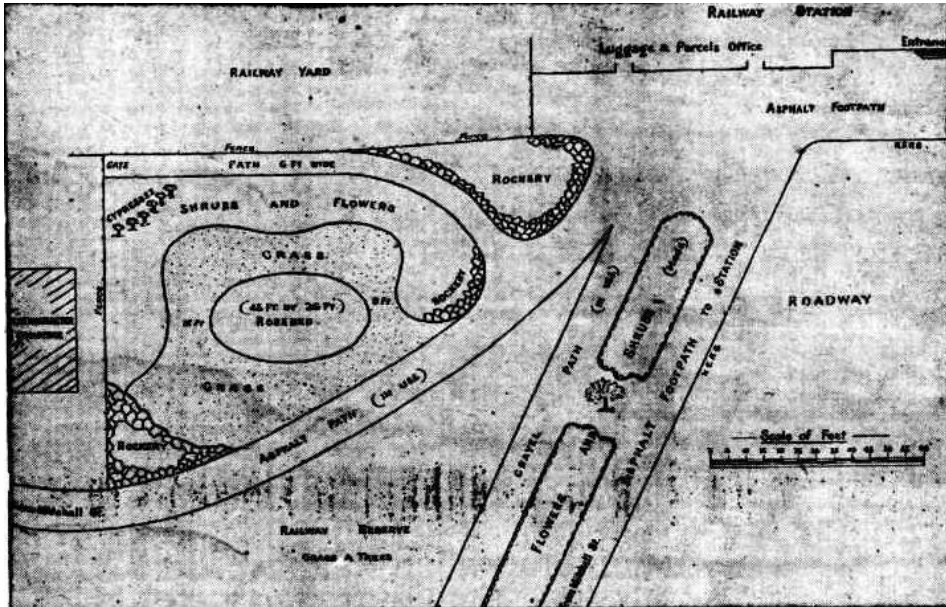


Figure 69 Design for railway grounds north of the railway station, Bendigo, 1914
(Source: *Bendigonian*, 7 July 1914:21)

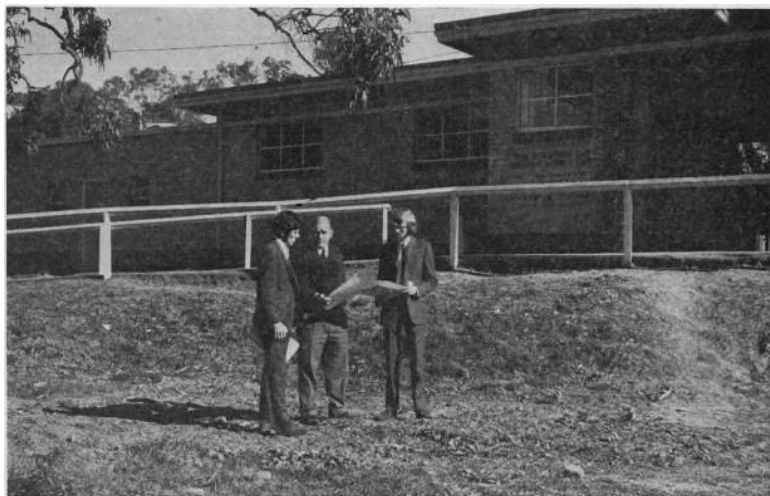


Figure 70 Discussing beautification plans at Macleod Railway Station, 1972
(Source: *Victorian Railways Annual Report 1972:14*)

3.3.2 Public Art Works and Advertising

In the late twentieth century art works were commissioned at public facilities to provide interest for the passenger and improve their user experience. Examples of these include:

History of Transport Mural, Spencer Street Station

The large *History of Transport Mural*, depicting the first century of transport in Victoria, was commissioned by the State Government in 1973, and installed across the main concourse of the Spencer Street Railway Station. Painted by Harold Freedman as a five-panel mural, the work was completed in 1978. After redevelopment of Spencer Street Station in the early twenty-first century, the mural was re-erected at a different location in 2007.



Figure 71 History of Transport Mural at Spencer Street station, 2008
(Source: VHD).

Mural by Geoff Hogg, Museum (Melbourne Central) Station

In collaboration with Ilma Jasper and Kay Douglas, artist Geoff Hogg created a large mural in 1983 and 1984 for the Museum (Melbourne Central) Station thoroughfare.

Hogg described his work in *Repeatable Shape* (2010) as follows:

The composition was created over months of onsite drawing and photography at workplaces around Melbourne. In my studio at Trades Hall I combined these images into a narrow composition reminiscent of a film strip. I composed the work so it would be viewed from many angles making use of columns, furniture, and other architectural features on site. The viewer seldom experienced the complete painting so the individual parts formed elements in themselves.⁹³



Figure 72 Geoff Hogg Mural at Museum Station, 2012
(Source: VHD)

⁹³ Geoff Hogg, 'Melbourne Central Station, Melbourne (1984)', <https://geoffhogg.wordpress.com/selected-wall-paintings/melbourne-central-station-melbourne-1994>, accessed March 2023.



Figure 73 Geoff Hogg Mural at Museum Station, 2012
(Source: VHD)

Mural by Mirka Mora, Flinders Street Station

Melbourne artist Mirka Mora was commissioned to undertake a large mural, five metres high and ten metres long on the southern wall of the Swanston Street concourse of the Flinders Street Station in 1985-1986.⁹⁴ Depicting her view of Melbourne's contemporary life, Mora's highly colourful mural was designed to give a visual experience to adults and children.

The mural originally comprised three distinct parts – a painted frieze, a large mosaic central section made of Venetian glass tiles, and a bas-relief at the bottom. Mora's mural was filled with faces, places, birds, animals, mythical beings and creatures⁹⁵:

...fantastic figures. There are animals, fish with legs, a bunyip, a train...oh yes there has to be a lovely train...There are faces taken live out of the street. BLF [Builders Labourers Federation] workers in their yellow helmets, a pink punk with her hair standing on end.⁹⁶

Sculpted pictures at the base enabled children to feel the mural.

This mural was altered as a result of works within the concourse.



Figure 74 Mural at Flinders Street Station, 2015
(Source: VHD)

⁹⁴ *Canberra Times*, 6 October 1985, p 74.

⁹⁵ T E Yates, *What a Journey: life in the Victorian railways 1948-1987*, p 199.

⁹⁶ *Canberra Times*, 6 October 1985, p 74.



Figure 75 Detail of mural at Flinders Street Station, 2012 (Source: Melbourne Australia Photos, 'Mirka Mora's Flinders St Station Mural' <http://melbournedaily.blogspot.com/2012/02/mirka-moras-flinders-st-station-mural.html>, dated 6 February 2012, accessed March 2023)

Advertising Signs

Railway stations, rail yards and rail bridges provided an ideal location for the public display of advertising material and advertisements were designed for display at railway property throughout the State. Many of these artistic posters provided visual interest for the waiting traveller. The strategic placement of advertising boards enabled viewing by large numbers of the general public, whilst either waiting for, or travelling on, trains or by pedestrians and car travellers. Additional advertising was placed in train carriages, drawing the attention of those travelling on trains.



Figure 76 Porter's Cabin at Flinders Street station, undated (Source: PROV, VPRS12800/P0003, ADV 1523)



Figure 77 Advertising sign, Spencer Street end of No 8 Platform, undated (Source: PROV, VPRS 12800/P0003, ADV 0532)



Figure 78 Advertising sign, Princes Bridge, undated (Source: PROV, VPRS 12800/P0003, ADV 1684)



Figure 79 Advertising at Showgrounds Station, c.1950 (Source: PROV, VPRS 12800/P0003, ADV 1986)



Figure 80 Advertising signs at Railway Bridge, Punt Road, Richmond, undated (Source: PROV, VPRS 12800/P0003, ADV 0996)



Figure 81 First class carriage and advertising signs, undated (Source: PROV, VPRS 12800/P0003, ADV 1648)



*Figure 82 Princes Bridge Station kiosk with posters advertising excursions by train and Sydney Daylight Express service, undated
(Source: PROV, VPRS 12800/P0003, ADV 1445)*

3.3.3 Upgrading of Station Facilities

The inadequacy of existing passenger facilities at railway stations, and requests for their improvement, was frequently noted in Melbourne and Victorian newspapers throughout the nineteenth and twentieth centuries. Subsequently, in the early twentieth century, a program of station upgrades was undertaken with a particularly large group of stations constructed to meet the urgent need for improved standards of accommodation where existing facilities were inadequate. Over forty stations were constructed on both metropolitan and country lines in the first decades of the twentieth century (predominantly from 1911 to 1915) using variations of a standard design developed by the Victorian Railways. Buildings within this group shared the same general plan and construction techniques and drew from a common pool of decorative details from the Federation style, resulting in large numbers of similarly-styled railway stations.



*Figure 83 Spotswood Railway Station, 2006
(Source: VHD)*



Figure 84 Caulfield Railway Station, 2008
(Source: VHD)



Figure 85 Thornbury Railway Station, 2020
(Source: GJM Heritage, 2020)



Figure 86 Lilydale Railway Station, 2021
(Source: Hin Lim Photography, <https://www.hinlimphotography.com>, accessed March 2023)

From 1919, electrification of the metropolitan railway network, along with railway line duplications, increased the complexity of the network and required changes to existing structures and infrastructure. These types of changes continued through the twentieth century, resulting in the construction of new modern stations.



*Figure 87 New Richmond Station building on Swan Street frontage, 1959
(Source: Victorian Railways Annual Report 1959: 7)*



*Figure 88 General view of reconstruction work at Richmond station, 1959
(Source: Victorian Railways Annual Report 1959: 21)*



*Figure 89 Widening a cutting at Jordanville for the duplication of the Glen Waverley line, 1963
(Source: Victorian Railways Annual Report 1963: 15)*



Figure 90 Construction of retaining wall to provide for extra tracks between East Richmond and Burnley, 1964
(Source: Victorian Railways Annual Report 1964: 18)



Figure 91 New station at Bendigo, 1967
(Source: Victorian Railways Annual Report 1967: 8)

3.3.4 Refreshment Rooms and Buffet Cars

Refreshment rooms were a necessary part of all major railway stations, most junction stations, and other stations where long stops were necessary for train-operation purposes.⁹⁷ These were provided from the commencement of the railway network in the 1850s and continued to provide refreshment to passengers into the twentieth century.

Melbourne's first stations at Sandridge (Port Melbourne), St Kilda and Geelong incorporated refreshment rooms and they were also an important component of the main stations on the trunk lines in the 1860s, with tenders invited for leasing at Werribee, Geelong, Ballarat West, Melbourne, Footscray, Williamstown, Sunbury, Woodend, Kyneton, Castlemaine, Sandhurst (Bendigo) and Echuca in 1869.⁹⁸

Refreshment services were commonly opened at railway stations as part of the opening of lines, variously offering 'Set Table' meals or 'Counter Meals'. These generally changed to a 'Light Refreshment' service in the twentieth century. Stations at popular tourist destinations and interchange stations were provided with refreshment rooms as part of station upgrades to accommodate the growing tourist trade (for example, at Lilydale in the 1910s).⁹⁹

After receiving complaints about the service provided by lessees, the Railways Department decided to establish a Refreshment Services Branch in 1920 to manage

⁹⁷ A Ward et al., *Railway Refreshment in Victoria*, 1992, p 4.

⁹⁸ *The Argus*, 28 May 1869, p 7.

⁹⁹ A Ward et al. *Railway Refreshment in Victoria*, 1992, p 10.



these station facilities¹⁰⁰ and by 1925 the branch employed approximately 500 staff.¹⁰¹ Services ranged from elaborate dining rooms to catering carts.

Progressive closure of refreshment facilities occurred in the twentieth century, with a number closing in the 1920s and 1930s (for example, at Kilmore, Kyneton and many smaller stations) and a larger number closing from the 1950s-1980s (for example at Echuca, Shepparton, Maryborough, Horsham, Ararat, Hamilton, Lilydale, Sale, Wangaratta and Woodend).

On-train refreshment services were introduced on a limited number of services in the early twentieth century with buffet cars becoming a common part of rail travel from the late 1930s. Services were offered on the Mildura line and on the Albury express and the first modern steel buffet car commenced running on the Melbourne to Bendigo line in 1937, described as 'air conditioned and providing a diversity of meals and refreshments' and noted as 'remarkably popular'.¹⁰² This on-train service rendered refreshment stops unnecessary and enabled the overall time between terminals to be reduced by approximately 20 minutes per stop.¹⁰³



Figure 92 Maryborough Refreshment Rooms, undated (Source: PROV, VPRS 12800/P0001, H2239)

¹⁰⁰ *The Age*, 18 September 1920, p 15.

¹⁰¹ Museum Victoria Collections, <https://collections.museumsvictoria.com.au/articles/11470>, accessed March 2023.

¹⁰² Victorian Railways Newsletter, 1938.

¹⁰³ Victorian Railways Annual Report, 1938, p 11.



Figure 93 Spencer Street Refreshment Rooms, undated
(Source: PROV, VPRS 12800/P0001, H2178)



Figure 94 Victorian Railways Refreshment Rooms Services staff, Bendigo Station
[photograph dated c1929, likely earlier]
(Source: Museums Victoria, Item No. MM 4048)



Figure 95 Victorian Railways Refreshment Services poster advertising use of pasteurised milk, 1926
(Source: NLA, Bib ID: 8042321)



Figure 96 Dining car interior, Sydney Express, c1905-c1928 (Source: SLV, Record ID: 9917113283607636)



Figure 97 Spirit of Progress dining car, c1937 (Source: PROV, VPRS12903/P00001, 354/05)



Figure 98 Preparing roast turkeys in a dining carriage depot at Spencer Street Station, undated (Source: PROV, VPRS 12800/P0004, RS 0445)



Figure 99 Laundry at Spencer Street Station Passenger Depot, undated
(Source: PROV, VPRS 12800/P0004, RS 0448)

Types of places and objects which demonstrate the sub-theme 'Improving Passenger Facilities' include:

VHR / HO (if relevant)	Name	Image
VHR H1083 / HO649 (Melbourne City)	Mirka Mora Mural, [part of] Flinders Street Railway Station Complex, 207-361 Flinders Street, Melbourne	
VHR H1936 / HO906 (Melbourne City)	History of Transport Mural, northern wall Direct Factory Outlet, Southern Cross Railway Station, Spencer Street, Docklands	

VHR / HO (if relevant)	Name	Image
VHR H2099 / HO106 (Kingston City)	Mentone Railway Station and Gardens, Balcombe Road, Mentone	
HO295 (Darebin City)	Merri Station, 'Whittlesea Railway Precinct', Darebin	
VHR H1665 / HO78 (Glen Eira)	Caulfield Railway Station Complex, 1 Sir Monash Drive, Caulfield East	
VHR H2044 / HO399 (Yarra Ranges Shire)	Lilydale Railway Station Refreshment Rooms, 99 Main Street, Lilydale	

VHR / HO (if relevant)	Name	Image
VHR H1591 / HO150 (Mitchell Shire)	Former Refreshment Rooms, [part of] Seymour Railway Station, Station Street, Seymour	
VHR H1597 / HO139 (Wangaratta Rural City)	Former Refreshment Rooms, [part of] Wangaratta Railway Station Complex, 37 Norton Street, Wangaratta	

3.4 Improvements to Rolling Stock

3.4.1 Locomotives

Steam locomotives served the Victorian Railways well into the twentieth century. An initial five engines (one passenger and four goods) worked the Williamstown line in 1859, and in 1860 an additional ten engines went into service (five passenger and five goods). The first engines were built in England with local production commenced by the Victorian Railways Workshops, Williamstown and the private contractor, Phoenix Foundry Co, Ballarat, in the 1870s.¹⁰⁴

Over 1000 engines had been built in Victoria by 1962, either by the Victorian Railways (588 engines) or private contractors (including 352 by the Phoenix Foundry Co. by 1904 and smaller numbers by companies such as Robinson Bros. and David Munro & Co. both in South Melbourne). A further 400 engines were built overseas and were put into operation on the Victorian railway network. The majority of the latter were built in Great Britain with smaller numbers produced in the United States or Belgium.¹⁰⁵ Engines were solely powered by steam until the introduction of electric powered engines with the electrification of the suburban network in the twentieth century and the introduction of diesel-powered engines to the country network in 1951. The L-Class fully electric passenger and freight locomotive was also introduced to service the Gippsland line to Traralgon in the 1950s.¹⁰⁶

A variety of locomotive types were needed across the network as the railway system in Victoria expanded, with different engines required for passengers and goods, and

¹⁰⁴ L J Harrigan, *Victorian Railways to '62*, 1962, pp 213, 233.

¹⁰⁵ L J Harrigan, *Victorian Railways to '62*, 1962, p 235.

¹⁰⁶ L J Harrigan, *Victorian Railways to '62*, 1962, p 261.

for varying rail gauges, including the light lines of the 1870s and the narrow-gauge system of the 1890s.

The last steam locomotives were withdrawn from service in the 1970s.¹⁰⁷ Steam trains in the North-Eastern and Gippsland districts were withdrawn in 1965 and in the Western district they ceased operation beyond Hamilton in June 1967.¹⁰⁸ The few steam engines that remained were confined to goods trains and yard duties at larger rail centres.

Diesel-Electric Locomotives

In the 1950s, 'Operation Phoenix' provided an expenditure of £80,000,000 over 10 years to upgrade Victoria's rail network. Under difficult circumstances, orders for rolling stock were placed with private contractors, and the first identifiable improvement was the introduction of diesel rail cars on country lines, enabling a speedier and more comfortable service.¹⁰⁹

In 1959/60, the annual report of the Victorian Railways summarised the progression and 'modernisation' of the network following World War II:

As each year passes, the effect of improvements, that started as a trickle, following the launching in the post-war years of the great modernization plan "Operation Phoenix," becomes more apparent. The progressive elimination of steam by diesel electric locomotives, introduction of improved operating methods generally, extension of automatic signalling, duplication of sections of line, are all contributing to utilization of railway resources to the best possible advantage, and wise pruning of insufficiently used branch lines has brought appreciable benefits. As a result the railway network has become more efficient in operation and more flexible in meeting the needs of traders and travellers alike.

Rail Motor Cars

A number of rail motor cars comprising combined engine and passenger cabins were imported from the United Kingdom and United States from the 1880s onwards. These rail motor cars were modified for use on the Victorian Railways at the Newport Workshops and provided shuttle services on smaller branch lines and those with light traffic. Rail motor cars were used throughout the twentieth century, initially powered by petrol-electric motors prior to conversion to diesel electric operation. By the 1960s some 37 percent of country passenger services were provided using these units.¹¹⁰

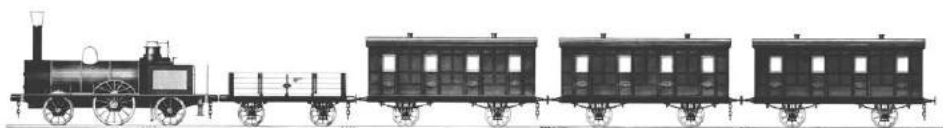


Figure 100 Illustration of 'first train Melbourne-Sandridge', undated
(Source: PROV, VPRS 12800/P0001, H2971 B/W)

¹⁰⁷ J Dare, *A Changing Decade*, 1986, pp 2 & 9.

¹⁰⁸ M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 120.

¹⁰⁹ L J Harrigan, *Victorian Railways to '62*, 1962, p 136-137.

¹¹⁰ L J Harrigan, *Victorian Railways to '62*, 1962, pp 240, 242.

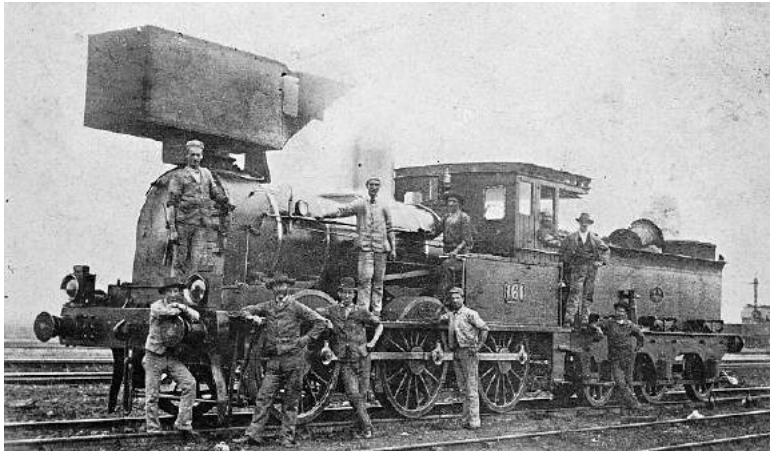


Figure 101 R-Class steam locomotive, c1870. The R-Class were goods locomotives built by the Phoenix Foundry Co, Ballarat
(Source: Museums Victoria, Item No: MM 2145)

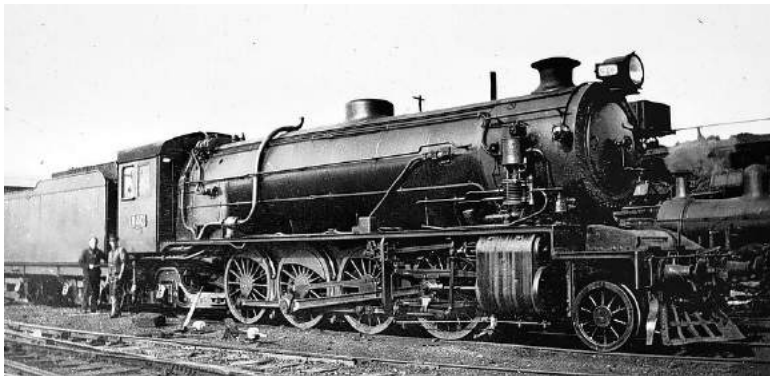


Figure 102 2c-class goods locomotive, Bendigo, c1929. The X-Class 2-8-2 type 'Mikado' steam locomotive No.30 would have been built at the Newport Railway Workshops
(Source: Museums Victoria, Item No: MM 8747)



Figure 103 Petrol Rail Motor Car, c1905-c1928
(Source: SLV, Record ID: 9917147693607636)



Figure 104 Two Walker Diesel Rail Motors 153 HP at Lilydale Station, 1964
(Source: PROV, VPRS 12800/P0001, H 4893)

3.4.2 Carriages and Wagons

Private companies built the majority of railway carriages and wagons in the nineteenth century as their construction was not dependent on heavy machinery,¹¹¹ with the balance being constructed in Victorian Railways workshops. In the nineteenth century, carriages were often of swing door construction and made up with compartments without a corridor to enable communication between carriages.

Named after Thomas Tait, the Chief Commissioner of Railways from 1903, the wooden-bodied 'Tait' carriages, with sliding doors instead of swing doors, were introduced to the suburban railway network in 1910 as steam locomotive hauled cars. By 1918, 366 Tait trains – built at the Newport Workshops – were in service, and these were then converted for electric traction.¹¹² The last Tait train entered service in 1952. For some seven decades these trains were a common feature of Melbourne's railway network, becoming known as the 'red rattlers'.¹¹³

A steel train was introduced to the suburban system in 1956, named 'Harris' trains after Norman Harris, Chairman of Commissioners from 1940 to 1950. Coloured blue and gold, and with comfortable interiors, they were a vast improvement on the Tait carriage and by 1967 at least 60 Harris trains were in operation. In 1972, silver Hitachi trains were introduced to the suburban network finally replacing the remaining swing door trains.¹¹⁴

In 1980 the suburban fleet consisted of 43 Hitachi trains, 58 Harris trains and 37 Tait trains¹¹⁵ and in 1981 the renewal programme for suburban trains was completed with the introduction of air-conditioned and carpeted 'Comeng' cars.¹¹⁶

The Tait trains were withdrawn from regular service in 1984 and some carriages were sold at public auction.¹¹⁷

In 1991 the 'Four-D' (Double Deck Development and Demonstration Train) was manufactured by A Goninan & Co Ltd in Newcastle, NSW, for the Victorian network. The four-car train entered service on the Lilydale and Belgrave lines in 1992, with a view to roll out double deck trains on other suburban lines, subject to works to accommodate the taller trains. The trial was unsuccessful, with the train often out of service due to breakdowns, and the train was withdrawn from service in 2002.¹¹⁸

In the late 1990s the Melbourne suburban railways were split into two operating groups – Hillside Trains and Bayside Trains – prior to privatisation. The two operating companies, Connex and M>Train, introduced new rolling stock following privatisation.¹¹⁹ M>Train, operating what was the Bayside Trains grouping, oversaw the introduction of the Siemens trains, built in Austria and commissioned at Newport, from 2002. Connex, operating what was the Hillside Trains grouping, introduced the X'Trapolis trains, built in France and assembled in Ballarat, also from

¹¹¹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 109.

¹¹² R Lee, *The Railways of Victoria 1854-2004*, 2007, p 175.

¹¹³ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 180.

¹¹⁴ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 186.

¹¹⁵ M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 133.

¹¹⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 186.

¹¹⁷ M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 140.

¹¹⁸ Vicsig, <https://vicsig.net>, accessed March 2023.

¹¹⁹ Vicsig, <https://vicsig.net>, accessed March 2023.



2002. From 2000 to 2003 the Comeng units were refurbished and livery to reflect the two operating companies was added. These trains are widely in use across the suburban system, with the X'Trapolis trains the single largest type of train in use on the Victorian railways. In late 2020, the seven-car HCMT (High-Capacity Metro Trains) began service on the Pakenham Line and will provide services through to Sunbury once the Metro Tunnel is completed.¹²⁰



Figure 105 Standard Suburban Trains – Tait cars with sliding doors and central passage way, 1910

(Source: Victorian Railways Annual Report 1910:89)



Figure 106 First electric 4-car Tait Train, first trial on Flemington Racecourse Line, October 1918

(Source: SLV, Record ID: 9917122793607636)



Figure 107 Interior of a second-class suburban railway [Tait] carriage, Williamstown, 1951

(Source: Museums Victoria, Item MM 8698)

¹²⁰ Vicsig, <https://vicsig.net>, accessed March 2023.

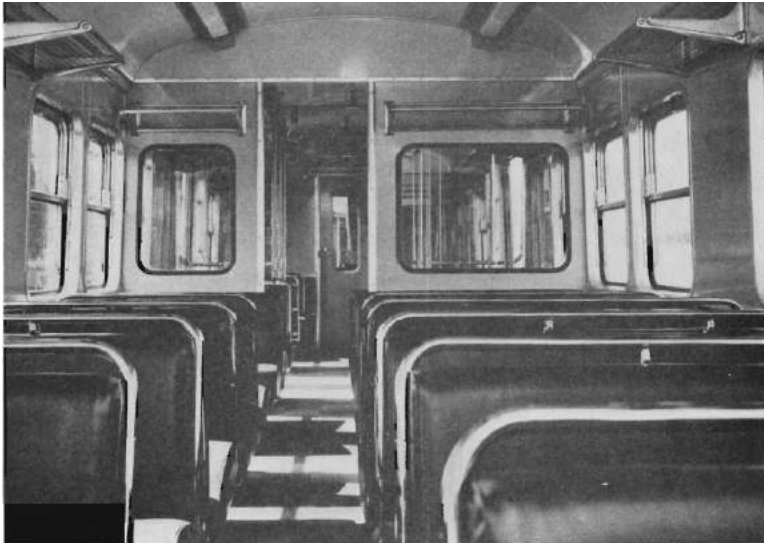


Figure 108 Interior of the 'latest type "Harris" suburban carriage, showing communication door at end', 1967
 (Source: Victorian Railways Annual Report 1967, p 15).



Figure 109 Comeng train at Richmond, undated
 (Source: PROV, VPRS 12800/P0001, H4839)



Figure 110 Advertisement for Comsteel stainless steel showing Hitachi Train set, undated
 (Source: Dave Murchie, Flickr, <https://www.flickr.com/photos/56133443@N00/3294696670>, accessed March 2023)





Figure 111 Four-D train at Croydon Station, March 1992 (Source: Vicsig, '4D', <https://vicsig.net/suburban/train/4D>, accessed March 2023)



Figure 112 X'Trapolis train in Connex livery on test run at Camberwell, June 2022 (Source: Vicsig, 'X'Trapolis' <https://vicsig.net/suburban/train/X'Trapolis>, accessed March 2023)

3.4.3 Long-Haul Rolling Stock

In the 1930s an all-steel, streamlined, air-conditioned train, named the 'Spirit of Progress', was manufactured at the Newport Workshops and began operation between Melbourne and Albury in 1937. After standardisation of the railway gauge in 1962, its run was extended to Sydney.¹²¹

Additional trains commenced operation between Melbourne and Sydney after gauge standardisation. These included the 'day sitting' train known as the 'Intercapital Daylight'¹²² and the luxury night sleeping train known as the 'Southern Aurora'.¹²³

The express service between Melbourne and Adelaide commenced in 1887 and was renamed 'The Overland' in 1926. New lighter cars were manufactured following the new cars that had been introduced on the Melbourne to Sydney route. The new cars entered service in December 1949 and featured air-conditioned 'roomettes' — individual sleeping compartments — based on American streamliners.¹²⁴

Other long-haul services included the Vineland service, which operated between Melbourne and Mildura between 1972 and 1993.

¹²¹ L J Harrigan, *Victorian Railways to '62*, 1962, p 260.

¹²² L J Harrigan, *Victorian Railways to '62*, 1962, p 261.

¹²³ L J Harrigan, *Victorian Railways to '62*, 1962, p 262.

¹²⁴ R Lee, *The Railways of Victoria 1854-2004*, 2007, pp 156, 215.



Figure 113 Spirit of Progress, undated
(Source: PROV, VPRS 12800/P0001, H1711: GLSB/W)

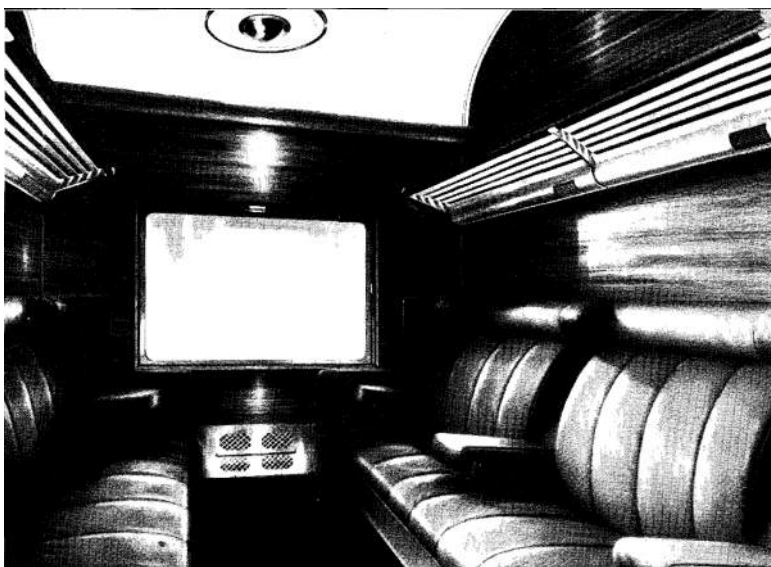


Figure 114 Spirit of Progress, 1938
(Source: Victorian Railways Annual Report 1938:130-132)

AIR-CONDITIONED SITTING and SLEEPING CARS on MILDURA LINE

Attached to the 7.20 p.m. train from Melbourne to Mildura on Mondays, Wednesdays and Fridays; and to the evening train from Mildura to Melbourne on Tuesdays, Thursdays and Sundays . . .

Experience the Unrivalled Comfort of AIR-CONDITIONED Travel!

Notable for their almost complete freedom from train noises, these air-conditioned cars also provide a flow of dustless, purified air which is maintained at a constant, agreeable temperature REGARDLESS OF OUTSIDE WEATHER CONDITIONS . . .

"Sunshine" Return Fares from Melbourne to Mildura

1st CLASS, £3/8/-	2nd CLASS, £2/15/-
--------------------------	---------------------------

On issue until September 30, 1937, these tickets are available for return for **Three Months from Date of Forward Journey . . .**

For bookings and further details, consult the Victorian Government Tourist Bureau, Queen's Walk, Melbourne (Branch Office, Spencer Street Station). Telephone, Central 2042.

Figure 115 Victorian Railways poster advertising air-conditioned and sleeping cars on the Mildura Line, 1935
(Source: SLV, Record ID: 9939653076907636)





Figure 116 Overland Express at night, 1961
(Source: PROV, VPRS 12800/P0004, RS 1525)

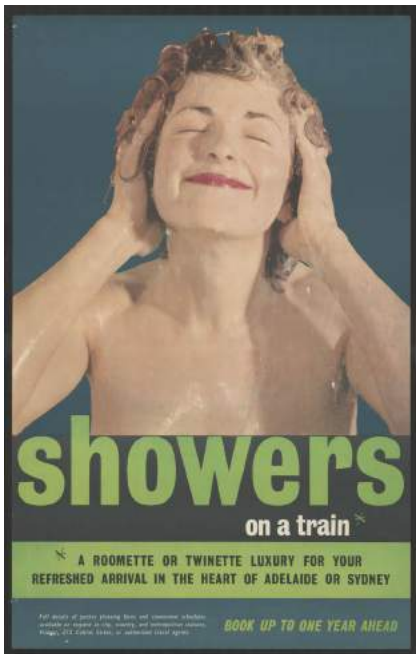



Figure 117 Victorian Railways poster advertising 'showers on a train' on services to Sydney and Adelaide, c1960
(Source: NLA, Bib ID: 5788968)

Types of places and objects which demonstrate the sub-theme 'Improvements to Rolling Stock' include:

VHR / HO (if relevant)	Name	Image
VHR H2163	Heavy Harry Locomotive, 2-78 Champion Road, Newport	

VHR / HO (if relevant)	Name	Image
VHR H2187	Puffing Billy Locomotives and Rolling Stock, 1 old Monbulk Road, Belgrave	
VHR H2408	Diesel Locomotive A60, Victoria Street, Seymour	
VHR H2318	Taggerty Buffet Car, 30-40 Hammill Street, Donald	

3.5 Standardisation of Railway Gauge

Variations of railway gauge across the Australian states presented many problems, particularly once lines reached state borders. The use of standard gauge in NSW (1435 mm) and broad gauge in Victoria (1600 mm) led to a “break of gauge” problem once the Victorian line reached Albury in 1883.

In 1956 the Australian Government formed Wentworth Committee to address rail standardisation. Their first priority was to build a standard-gauge line from Wodonga to Melbourne by constructing a new line beside the existing broad-gauge rail. Construction commenced in late 1958 and the line opened in January 1962, for both freight and passenger use.¹²⁵

¹²⁵ R Lee, *The Railways of Victoria 1854-2004*, 2007, pp 222-223.



The second interstate link from Victoria to Adelaide was converted from broad gauge to standard gauge in 1995.¹²⁶

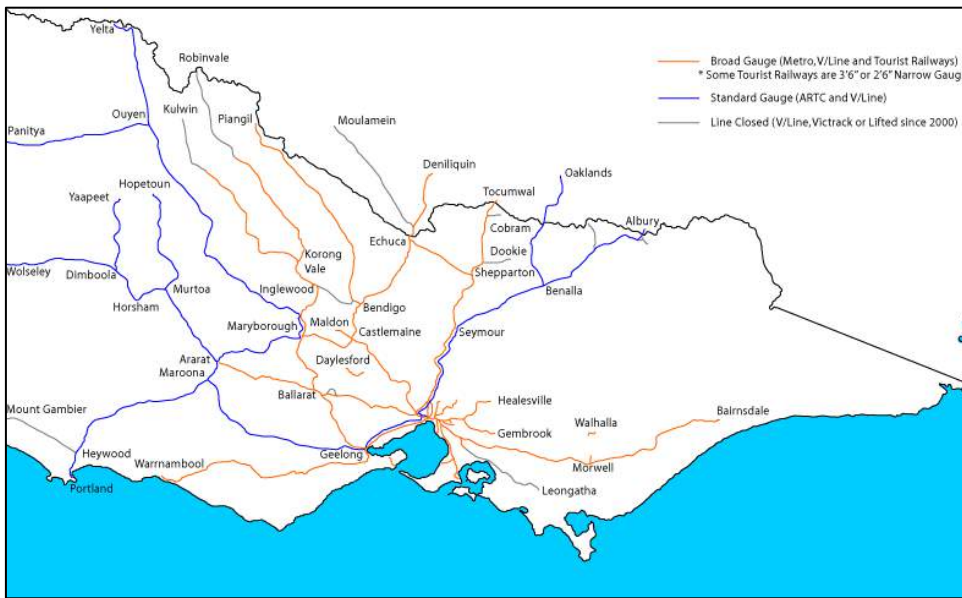


Figure 118 Map showing Victorian railway lines converted to standard gauge (indicated in blue) and lines that remain as broad gauge (indicated in orange) (Source: Vicsig, 'Lines Guides – Victoria District', <https://vicsig.net/>, accessed March 2023)

3.6 Establishing a Central Metropolitan Passenger Station at Flinders Street

[The following historical information is drawn from Lovell Chen, *Flinders Street Station, Flinders Street, Melbourne: Conservation Management Plan, 2012*, supplemented by additional research]

As the suburban railway system expanded from the 1880s, Flinders Street Railway Station was ideally situated to become the main station for the metropolitan passenger service in Melbourne. The site was the Melbourne terminus for the first railway line to Port Melbourne when constructed in 1854 and was linked to the adjacent Princes Bridge station under Swanston Street in 1865 and to Spencer Street station to the west via a viaduct in 1891.

The original station building was positioned opposite Elizabeth Street and the terminus fronted Flinders Street to the east. By the 1880s the original buildings were considered inadequate and a competition was held for the redesign of the station in 1883, however plans for beginning the new station lapsed and over the following years a series of plans were produced, each one larger, grander and more elaborate, partly in response to the increasing demands of the expanding suburban rail network. Another competition was finally launched in 1899 with the winning entry submitted by Railways Department architect James Fawcett and engineer H P C Ashworth. Major changes were made to the 1900 design, including the addition of an extra storey and the deletion of a roof over the platforms, however the essence of the design – with its architectural eclecticism, remained.

Construction of the new station was a long and disjointed process and took almost ten years to complete in a form substantially different to that originally approved

¹²⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 224.



(CMP:24). Demolition of existing buildings, including the 1865 fish market building at the corner of Flinders and Swanston Streets, commenced in 1900, construction started in 1905 and the building was finally completed in 1910. Last to be constructed was the third floor accommodating the Victorian Railways Institute, the only example in the world of a station building providing specifically designed accommodation for a Railways Institute.

3.6.1 Key Changes to Flinders Street Station

A subway from Flinders Street Station, under Flinders Street, to Degraes Street was opened in 1955 with the intention to relieve peak hour traffic congestion. With some 50,000 persons expected to use the subway daily, 11 shops and 2 kiosks were included in the subway development.¹²⁷ It was subsequently named Campbell Arcade after Councillor R Burns Campbell, who played a major role in its construction as former Chairman of the Public Works Committee.¹²⁸

Despite a tunnel connection in the 1860s and the extension of Platform 1 underneath Princes Bridge in 1909,¹²⁹ Flinders Street Station and Princes Bridge Station retained separate identities for over a century. Princes Bridge Station was finally incorporated into the larger city station in 1980 with the three Princes Bridge Station platforms renumbered 14, 15 and 16 as part of the Flinders Street platform series.

A major reconstruction of Flinders Street Station began in 1983 to upgrade the concourse and its shops, to reseal the roof of the main station building, to update platform facilities and to erect a roof across all the tracks and platforms. The latter was abandoned due to cost, and the planned roof has never been constructed. A walkway abutting the station along the Yarra River from Princes Bridge to Queens Bridge, and a complete makeover of Banana Alley vaults (beneath the Flinders Street-Spencer Street viaduct) facing Flinders Street and backing onto the river, were incorporated into the plans.¹³⁰

Changes included the removal of ramps from the concourse to the platforms and the installation of escalators and lifts, demolition of original toilets and newspaper stalls on the concourse and the replacement of booking hall tiles etc.

In 1987, Port Melbourne and St Kilda Railway platforms at Flinders Street Station were closed due to the conversion of the Melbourne and Hobson's Bay Railway Company's first two lines to Port Melbourne and St Kilda from broad-gauge railways to standard gauge tramways.¹³¹ Known as light rails, these carried trams from Spencer Street onto the former railways rather than connecting with Flinders Street Station via the century-old Sandridge Rail Bridge. The latter was closed and retained as a pedestrian bridge.

¹²⁷ *The Age*, 30 August 1955, p 3.

¹²⁸ *The Age*, 27 September 1955, p 3.

¹²⁹ Lovell Chen, *Flinders Street Station, Melbourne: CMP*, 2012, p 99.

¹³⁰ T E Yates, *What a Journey: life in the Victorian railways 1948-1987*, 2004, p 199.

¹³¹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 195.



Figure 119 Corner of Flinders and Swanston streets, c1893-c1901. Curved roof of Flinders Street Station to left of image (Source: SLV, Record ID: 9934901583607636)



Figure 120 Princes Bridge Station, 1886 (Source: SLV, Record ID 9932508733607636)



Figure 121 Viaduct construction from Flinders Street to Spencer Street stations, viewed from Victorian Railways Head Office, 1890 (Source: PROV, VPRS 12800/P0001, H 1624)



Figure 122 Proposed new station at Flinders Street, Melbourne, 1905 (Source Victorian Railways Annual Report 1905:70)



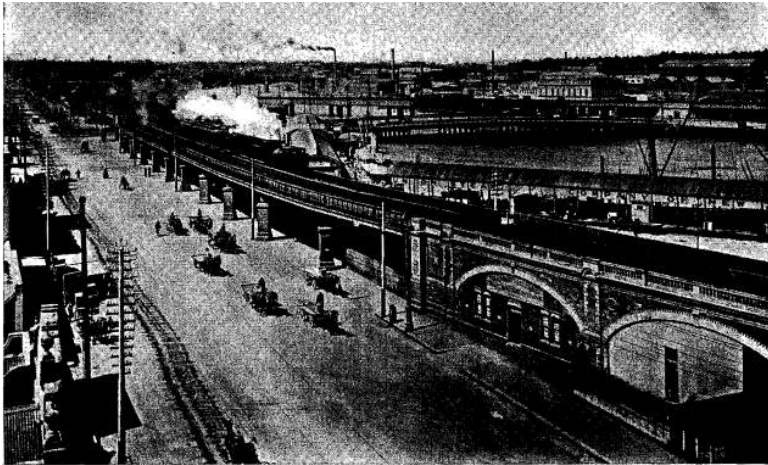


Figure 123 Flinders Street Viaduct, Melbourne, 1905
(Source: Victorian Railways Annual Report 1905:77)

VICTORIAN RAILWAYS.
FLINDERS-STREET VIADUCT, MELBOURNE.



Figure 124 Flinders Street Station platform showing entrance to 'Flinders Street Station New Station Works' office and cloak room, 1906
(Source: SLV, Record ID: 9917124053607636)



Figure 125 Flinders Street Station under construction, looking south along Elizabeth Street the partially completed clock tower, c1900-1910
(Source: PROV, VPRS 12800/P0001, H2569)



CENTRAL SUBURBAN STATION, FLINDERS STREET.

Figure 126 Central Suburban Station, 1910
(Source: Victorian Railways Annual Report 1910:83)



Figure 127 View of Flinders Street Station looking towards the Domain, 1916
(Source: SLV, Record ID: 9916975143607636)

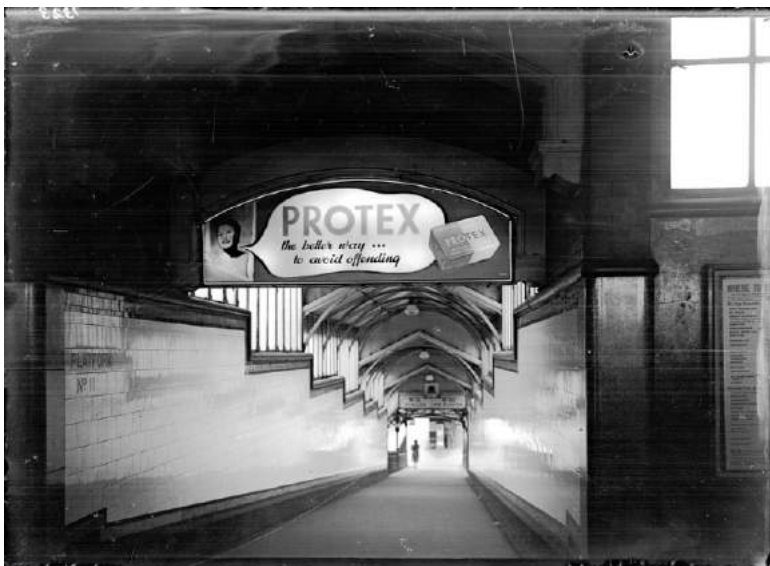


Figure 128 Down ramp to Platforms 10 and 11 at Flinders Street Station, undated
(Source: PROV, VPRS 12800/P3, ADV 1323)



Figure 129 News stand on station concourse, 1925
(Source: PROV, VPRS 12800/P0003, ADV098)



Figure 130 Princes Bridge Station (at front) and Flinders Street Station (at rear), February 1926
(Source: SLV, Record ID: 9917103613607636)




Figure 131 Marking 100 years of Victorian Railways Service and the Royal visit of 1954
(Source: Victoria Railways Annual Report 1955:4)



Figure 132 Campbell Arcade subway from Flinders Street Railway Station to Degraives Street, undated
(Source: SLV, Record ID: 9917729653607636)

Types of places and objects which demonstrate the sub-theme ‘Establishing a Central Metropolitan Passenger Station at Flinders Street’ include:

VHR / HO (if relevant)	Name	Image
VHR H1083 / HO649 (Melbourne City)	Flinders Street Railway Station Complex, 207-361 Flinders Street, Melbourne	

3.7 Establishing a Victorian Country Terminal at Spencer Street

Located at the western boundary of the original town centre of Melbourne, Batman’s Hill (Spencer Street) was ideally located to provide the Melbourne terminal for Victorian country railway lines. Opened for service in 1859,¹³² it initially provided the terminus for lines from Williamstown, Geelong, Ballarat, Woodend and Kyneton, and the main Mt Alexander and Murray River trunk line after completion.

Despite numerous proposals to construct a substantial station building at Spencer Street, it continued to operate as a haphazard collection of railway buildings well into the twentieth century. As the arrival point for both country and interstate trains, Spencer Street station was the gateway to Melbourne, but in the early twentieth century was described as ‘... a conglomeration of cheap and nasty structures.’¹³³ Various changes were made to the platforms, including the addition of two island platforms and pedestrian subway in 1924, after electrification of the suburban rail

¹³² *The Argus*, 8 January 1859, p 5.

¹³³ *The Herald*, 24 June 1913, p 8.



network, but it was not until the early 1960s that work finally commenced on a new station complex. Tenders were let for construction of a three-storey rail terminal in 1961 with the new building opened in December 1963.¹³⁴

Spencer Street Station underwent extensive redevelopment from 2002 to 2006 and was renamed Southern Cross station in 2005. The new design incorporated a vast wave-form roof, and provided a new entrance and concourse on Collins Street, bus interchange, eating facilities and shopping complex.



Figure 133 Staff group, Spencer Street, undated (Source: PROV, VPRS 12800/P0001, H 2434)



Figure 134 Spencer Street Station, c1885 (NLA, Bib ID: 783258)

¹³⁴ Victorian Railways Annual Report, 1964, p 17.

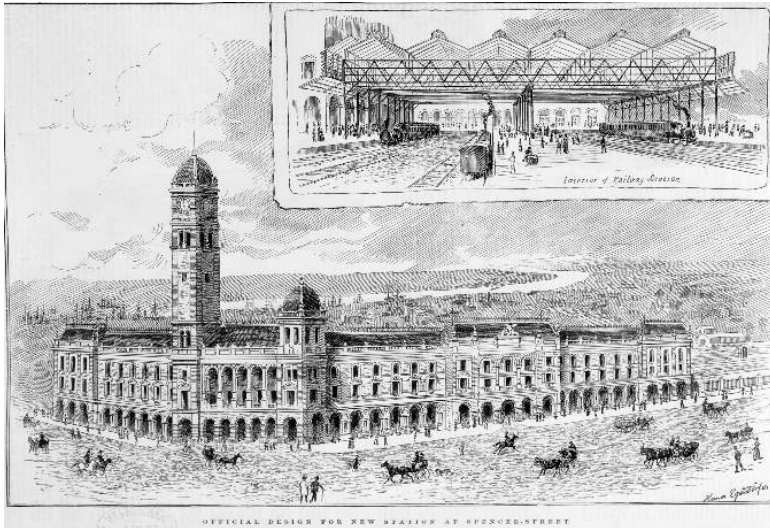


Figure 135 Official design for new station at Spencer Street, 1892
 (Source: SLV, Record ID: 9917737803607636)



Figure 136 Spencer Street Station, undated [pre-1910]
 (Source: PROV, VPRS 12800/P0001, H2255)



Figure 137 Spencer Street Station concourse and footbridge to old suburban platform, c1924
 (Source: PROV, VPRS 12800/P0001, H1498)



Figure 138 Spencer Street Station concourse with refreshment room (right), newsagent (left) and cloak room, undated
(Source: PROV, VPRS 12800/P0003, ADV 0517)



Figure 139 Old suburban island platforms 7 & 8 at Spencer Street Station, undated
(Source: PROV, VPRS 12800/P0001, H 1501)





Figure 140 Spencer Street Railway Station, 1967
(Source: SLV, Record ID: 9918734683607636, K J Halla photographer)



Figure 141 Main concourse of Spencer Street Station from south, 1964
(Source: Victorian Railways Annual Report 1964:8)

Types of places and objects which demonstrate the sub-theme 'Establishing a Victorian Country Terminal at Spencer Street' include:

VHR / HO (if relevant)	Name	Image
VHR H1936 / HO906 (Melbourne City)	History of Transport Mural, northern wall Direct Factory Outlet, Southern Cross Railway Station, Spencer Street, Docklands	
N/A	Spencer Street Station	

3.8 Melbourne Underground Loop

The *City of Melbourne Underground Railway Construction Act 1960* authorised construction of an underground system comprising four parallel tracks extending from the western-end of Latrobe Street to the Treasury Gardens and connecting with the existing suburban system to form a city 'railway loop'. Provision was also made for four underground stations – three in Latrobe Street and one in the vicinity of the Treasury Gardens.¹³⁵ The idea of an underground city railway had been proposed as early as 1929. Proposals included the addition of two new stations – one near the Queen Victoria Market and another near the intersection of Latrobe and Russell streets – and platforms at North Melbourne Station, and in 1956 a route that would have seen railway tunnels underneath Lonsdale Street.¹³⁶

The aim of the underground railway loop was to distribute passenger traffic to a number of convenient points in the city and to overcome the deficiency of the system which concentrated trains and passengers at Flinders Street Station, and to a lesser extent at Spencer Street Station.¹³⁷

¹³⁵ Victorian Railways Annual Report, 1960, pp 6-7.

¹³⁶ G A Dee, *Visions of the Victorian Railways: a photographic tribute from 1854 to 1980*, 2006, p 222.

¹³⁷ Victorian Railways Annual Report, 1960, pp 6-7.



Construction of the Melbourne Underground Loop commenced in June 1971¹³⁸ and was described at this time as ‘the greatest improvement to our metropolitan railways since they were electrified 50 years ago’.¹³⁹ It included three new underground stations – Flagstaff, Museum (now Melbourne Central) and Parliament – and connected Flinders Street and Spencer Street stations with eleven metropolitan lines running through the loop. A new viaduct between Flinders Street and Spencer Street stations to increase capacity allowing for trains to run via the loop was constructed as part of the works programme.¹⁴⁰ Operation commenced with the opening of Museum Station in 1981, with Parliament and Flagstaff stations opening in 1983 and 1985 respectively.¹⁴¹



Figure 142 Proposed underground rail loop, 1970 (Source: Victorian Railways Annual Report 1970:4)

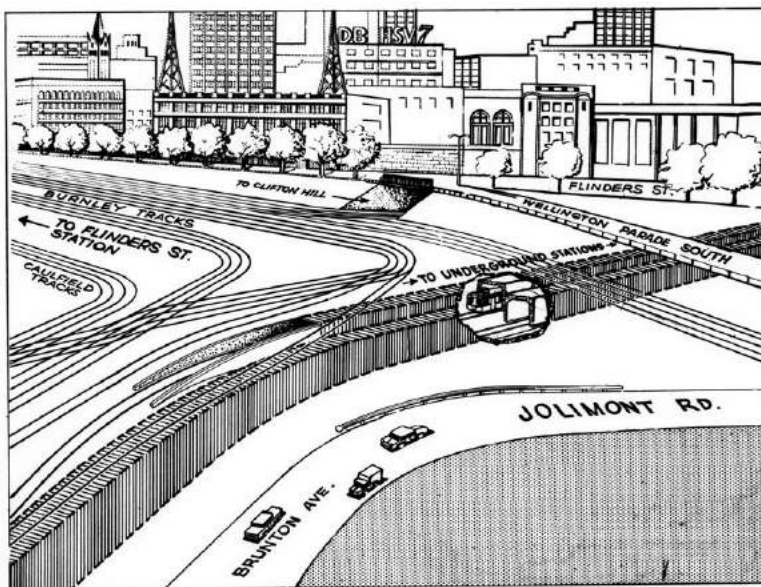


Figure 143 Diagram illustrating the Melbourne Underground Loop, 1971 (Source: PROV, VPRS 12903/P0001, 694/04)

¹³⁸ Victorian Railways, <http://www.victorianrailways.net/vr%20history/history.html>, accessed March 2023.

¹³⁹ Victorian Railways Annual Report, 1970, p 4.

¹⁴⁰ G A Dee, *Visions of the Victorian Railways: a photographic tribute from 1854 to 1980*, 2006, p 222.

¹⁴¹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 193.





*Figure 144 Construction of City Loop tunnel, 1975
(Source: Museum Victoria;
Item No: MM 112402)*



*Figure 145 Parliament Station escalator site, 1977
(Source: NLA, Bib ID: 2524839,
photographer Wolfgang Sievers)*



*Figure 146 Construction of Museum (Melbourne Central) Station using cut and cover method showing Latrobe Street diversion, 1976
(Source: PROV, VPRS 8357/P0001/59, Photograph [110])*





Figure 147 Construction of southern booking hall, Parliament Station opposite the Hotel Windsor, 1980
(Source: PROV, VPRS 8357/P0001/59, Photograph [111])



Figure 148 Museum Station and Comeng train, 1981
(Source: PROV, VPRS 12800/P0001, H5422)

Types of places and objects which demonstrate the sub-theme ‘Melbourne Underground Loop’ include:

VHR / HO (if relevant)	Name	Image
Spring Street, Melbourne	Parliament Station	<p>Source: GJM Heritage, 2023</p>



William Street, Melbourne

Flagstaff Station



Source: GJM Heritage, 2023

3.9 Recent Upgrades

A number of substantial rail upgrade programs commenced throughout Victoria in the early 2000s which are again changing the rail landscape. These include (among others):

Regional Rail Link – commencing in 2009 and completed in 2015, the Regional Rail Link Project involved the building of 47.5 kilometres of railway through the western suburbs of Melbourne from Southern Cross Station to Sunshine in Melbourne’s west to separate regional rail services from metropolitan services.

Level Crossing Removal Project – commenced in 2014, the Level Crossing Removal Project seeks to remove 110 of the 170 (as at 2014) level crossings in metropolitan Melbourne through a variety of rail-under or rail-over solutions. The project involves the rebuilding of 51 railway stations and the creation of extensive bike and pedestrian pathways and public spaces for the community.

Murray Basin Rail Project – commenced in 2015, the Murray Basin Rail Project seeks to convert much of the broad-gauge freight rail network to standard gauge.

Metro Tunnel – commenced in 2017, the Metro Tunnel project involves the construction of twin nine-kilometre tunnels from Kensington to South Yarra, with below-ground stations at Arden (North Melbourne), Parkville, State Library, Town Hall and Anzac (Domain). The tunnel connects the Pakenham and Cranbourne lines with the Sunbury Line, allowing Flinders Street Station to be by-passed.

Port Rail – commencing in 2019, the Port Rail Transformation Project involves a program of rail upgrades around the Port of Melbourne to facilitate the increased movement of freight to and from the port by rail.¹⁴²

Inland Rail – commenced in Victoria in 2020, the Inland Rail Project is a 1727 kilometre railway construction project to link the ports of Melbourne and Brisbane, with a connection to the Perth-Sydney rail route. In Victoria the project will involve replacing or modifying 12 railway bridges between Beveridge and Albury and changes to Wangaratta Station.

¹⁴² Port of Melbourne, <https://www.portofmelbourne.com>, accessed March 2023.



Figure 149 Bell-Moreland Level Crossing Removal Project (Source: Victoria’s Big Build, ‘Bell Street, Coburg’, <https://bigbuild.vic.gov.au/projects/level-crossing-removal-project/projects/bell-street-coburg>, accessed March 2023)



Figure 150 Balcombe Road, Mentone Level Crossing Removal Project (Source: Victoria’s Big Build, ‘Balcombe Road, Mentone’, <https://bigbuild.vic.gov.au/projects/level-crossing-removal-project/projects/balcombe-road-mentone>, accessed March 2023)



Figure 151 Metro Tunnel Project – State Library Station under construction (Source: Victoria’s Big Build, ‘State Library Station’, <https://bigbuild.vic.gov.au/projects/metro-tunnel/stations/state-library>, accessed March 2023)

4 HISTORIC THEME 3: ADMINISTERING & SERVICING THE RAILWAY NETWORK

4.1 Victorian Railways Administration

4.1.1 Victorian Railways Department

Initially part of the Surveyor General’s Department, management of the railways in Victoria was transferred to the Commissioner of Public Works in 1856.¹⁴³ In 1860 the Victorian Railways Department was located at the Crown Lands Office in Latrobe Street west. By 1870 the department had moved to offices at the west side of

¹⁴³ L J Harrigan, *Victorian Railways to ’62*, 1962, p 13.



Spencer Street at Batman's Hill near Flinders Street,¹⁴⁴ possibly the MMA&MRR Co's original office buildings.

A large headquarters building, designed by railway architects, was constructed in Spencer Street at Flinders Street for the Victorian Railways Department to enable administration of the operation of the greatly expanded Victorian railway network. During construction it was noted that 'when completed the building will probably be the most conspicuous in that portion of the city, and will certainly be the most imposing'.¹⁴⁵

The large and imposing building was completed in 1893 at an approximate cost of £132,000¹⁴⁶ with its size and grand appearance reflecting the importance and expansion of the railways in the 1880s. To alleviate the pressures of increased administrative staff numbers, an additional floor was added to the building in 1912¹⁴⁷ and another in 1921.¹⁴⁸

The building was vacated in the 1980s and reopened in 1993 as Grand Central, a residential apartment complex.¹⁴⁹



Figure 152 Architect's design for the Victorian Railways Department Headquarters, 1893
(Source: Victorian Railways Magazine, July 1955:6)



Figure 153 The new Railway Offices, Spencer Street, as originally built, c1889-1891
(Source: SLV, Record ID: 9916957763607636)

¹⁴⁴ Sands and McDougall Victorian Directory, 1870.

¹⁴⁵ *Australasian Sketcher with Pen and Pencil*, 24 January 1889, p 3.

¹⁴⁶ Victorian Railways Magazine, 1955, p 6.

¹⁴⁷ *The Age*, 10 July 1912, p 15.

¹⁴⁸ *The Herald*, 28 March 1921, p 7.

¹⁴⁹ *The Age*, 24 August 1993, p 8.



Figure 154 Railway Offices, after addition of the fourth floor and towers in 1912 (Source: SLV, Record ID: 9925652793607636)



Figure 155 Railway Offices, c1920, showing addition of extra floor at roof level (Source: SLV, Record ID: 9917099923607636)




Figure 156 Main Dispatch Room, Victorian Railways Head Office on Spencer Street, 1927 (Source: NLA, Bib ID: 5126007)

On 1 July 1983 the Victorian Railways were split into two new organisations. The State Transport Authority – using the business name V/Line – had oversight for country passenger and goods railway services, and country bus services that were under contract to the railways. The Metropolitan Transit Authority – known as Metrail – had responsibility for suburban rail services, and the bus and tram services

that had been managed by the Melbourne and Metropolitan Tramways Board.¹⁵⁰ For metropolitan passengers this saw the introduction of multi-modal timed fares based on geographical zones and standardised corporate livery across rolling stock and staff uniforms.

Types of places and objects which demonstrate the sub-theme ‘Victorian Railways Administration’ include:

VHR / HO (if relevant)	Name	Image
VHR H0699 / HO498 (Melbourne City)	Former Victorian Railway Headquarters, 33-67 Spencer Street, Docklands	

4.2 Railway Workshops

To maintain an efficient operating service as the railway network expanded throughout the State, the Victorian Railways Department established several large workshops to service locomotives, rolling stock, tracks and safe-working appliances, to construct engines, carriages and wagons and to manufacture a variety of necessary components.¹⁵¹

Victoria’s first railway workshops were a collection of sheds erected at both Williamstown and Batman’s Hill in 1858, and by 1875 the former had developed into a large complex of sheds. From 1871 to 1879 seven locomotive engines were supplied by the Williamstown Workshops,¹⁵² however, due to the increasing inadequacy of this facility, construction of a large workshop complex commenced on land between the Geelong and Williamstown Railway at Newport in the 1880s. Consisting of a towered central office block flanked by workshops, this facility was in full operation by 1889 and the Williamstown Workshops were closed.¹⁵³

Initially manufacturing and repairing carriages and wagons, engine manufacture was eventually undertaken at the Newport Workshops with this facility supplying 560 locomotive engines from 1893 to 1962.¹⁵⁴

By the early twentieth century the 130-acre (52 hectare) site contained an array of railway lines, workshops, offices and stores, with various extensions made to the complex as necessary in the years to follow. By the 1960s at least 3,000 employees

¹⁵⁰ T E Yates, *What a Journey: life in the Victorian railways 1948-1987*, 2004, p 198.

¹⁵¹ L J Harrigan, *Victorian Railways to ‘62*, 1962, p 204.

¹⁵² L J Harrigan, *Victorian Railways to ‘62*, 1962, pp 204-205, 233.

¹⁵³ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 84.

¹⁵⁴ L J Harrigan, *Victorian Railways to ‘62*, 1962, p 234.



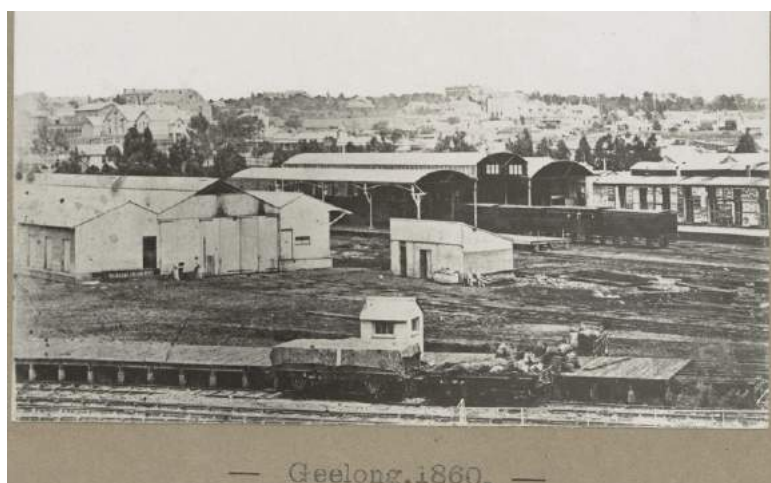
worked at the workshops, representing an extensive range of trades and occupations.¹⁵⁵

The Newport Workshops played an important role during World War II, producing shells, mine casings, machine gun carriers, forgings for military hardware, tugboat hulls and components for Beaufort bombers and Beaufighters.¹⁵⁶

The Newport Workshops closed in 1992 and some of the early workshop buildings have been retained for use by railway preservation groups and for the storage and display of railway rolling stock.

The Way and Works Workshops were constructed in Spotswood from 1927 to replace congested branch depots at Spencer Street, North Melbourne and North Williamstown.¹⁵⁷ The 30-acre (12 hectare) site had direct access by sidings to the Newport-Sunshine railway line and to the Melbourne Road. The building also housed the Signal and Telegraph section for the manufacture and repair of signalling apparatus.¹⁵⁸

Additional workshops were opened in 1917 at the Jolimont Yards in Melbourne and at country locations at Ballarat North and Bendigo North, constructed as part of the department's decentralisation policy for both manufacture and repair of railway infrastructure.¹⁵⁹



*Figure 157 Geelong Workshops, 1860
(Source: SLV, Record ID: 9917136333607636)*

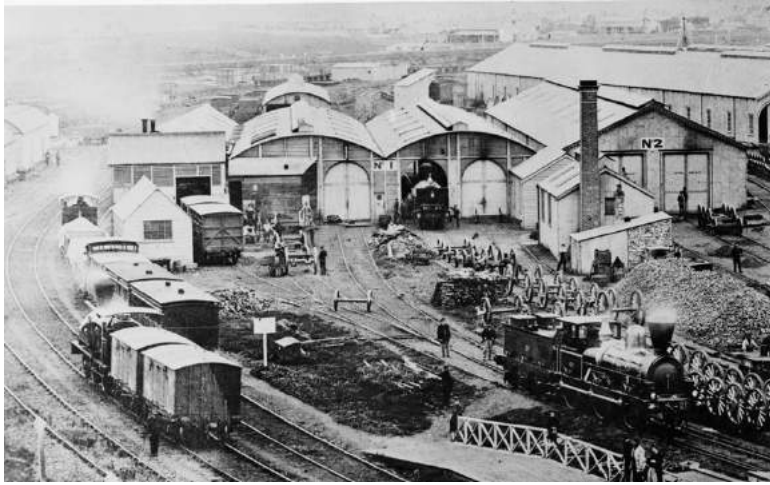
¹⁵⁵ L J Harrigan, *Victorian Railways to '62*, 1962, p 207.

¹⁵⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 206.

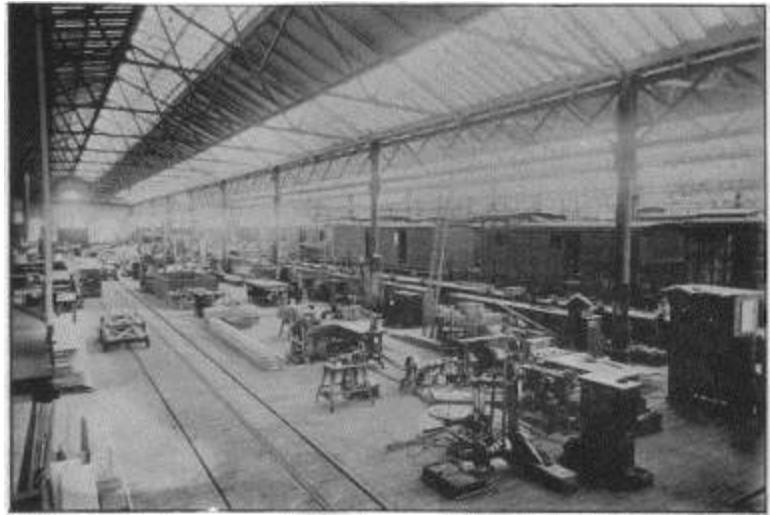
¹⁵⁷ *The Age*, 22 October 1924, p 15.

¹⁵⁸ L J Harrigan, *Victorian Railways to '62*, 1962, p 208.

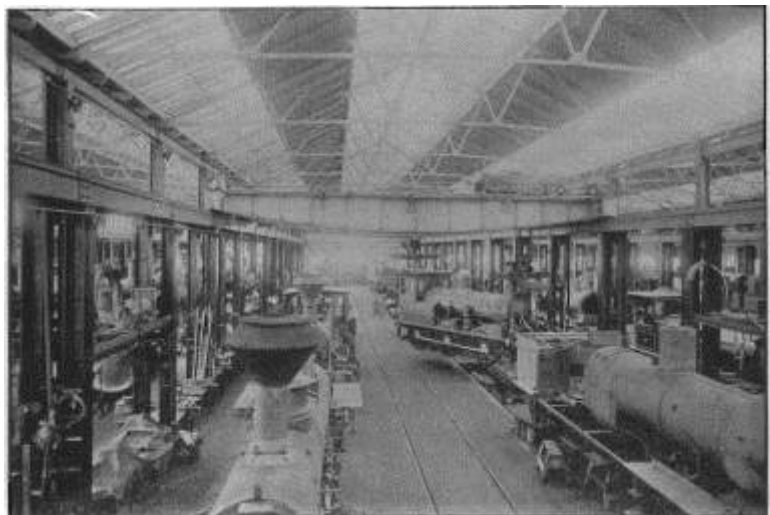
¹⁵⁹ L J Harrigan, *Victorian Railways to '62*, 1962, p 208.



*Figure 158 Williamstown Workshops, c1872
(Source: PROV, VPRS 12800/P0001, H1652)*



*Figure 159 View of Interior of the Wood Machine Shop, Newport Workshops, 1895
(Source: Victorian Railways Annual Report 1895:68)*



*Figure 160 View of Interior of the Erecting Shop, Newport Workshops, 1895
(Source: Victorian Railways Annual Report 1895:69)*



Figure 161 Bird's eye view of Newport Rail Yards and Buildings, c1905 - c1928 (Source: SLV, Record ID: 9917112873607636)



Figure 162 Tool Shop, Newport, 1927 (Source: SLV, Record ID: 9917136953607636)



Figure 163 Newport Shops Dining Room, c1905-c1928 (Source: SLV, Record ID: 9917147703607636)

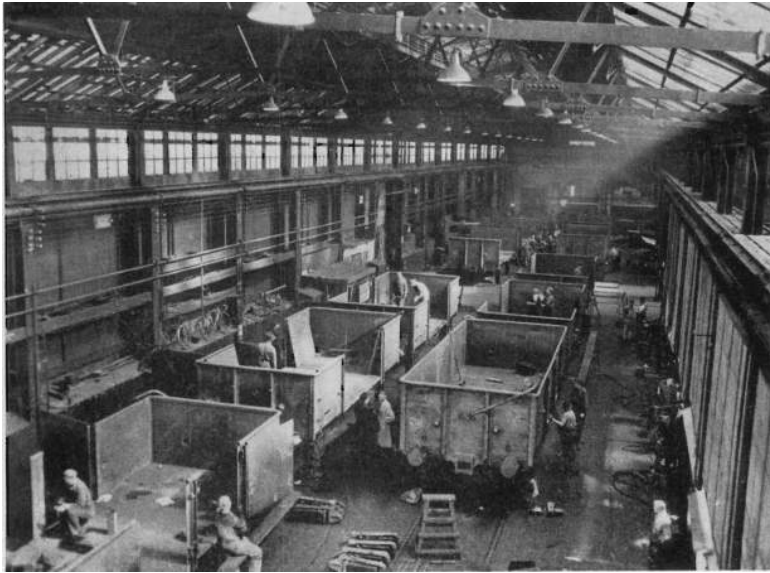


Figure 164 Trucks under construction at Newport Workshops, 1951
(Source: Victorian Railways Annual Report 1951:18)

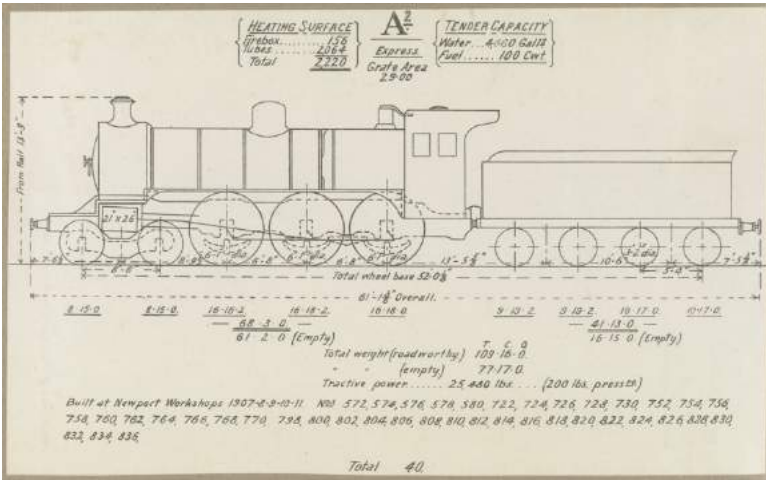





Figure 165 Blueprint for A2 Express Locomotive built at Newport Workshops, c1905-1928
(Source: SLV, Record ID: 9917106843607636)

Types of places and objects which demonstrate the sub-theme 'Railway Workshops' include:

VHR / HO (if relevant)	Name	Image
VHR H1000 / HO65 (Hobsons Bay City)	Former Newport Railway Workshops, 2-78 Champion Road, Newport	

VHR / HO (if relevant)	Name	Image
HO200 (Hobsons Bay City)	Spotswood Railway Workshops Complex (former), [part of] Hobsons Bay Railways Heritage Precinct, 561-569 Melbourne Road, Spotswood	
HO185 (Hobsons Bay City)	Victorian Railways Spotswood Stores Branch Complex, [part of] Hobsons Bay Railways Heritage Precinct, McLister Street, Spotswood	

4.3 Train Stabling and Maintenance

4.3.1 Princes Bridge/Jolimont Rail Yards

[The following historical information is largely drawn from Mike Williams 'Jolimont Railway Yards', *Encyclopedia of Melbourne*, supplemented by additional research].

Following the construction of a locomotive depot in the 1880s, the area between Princes Bridge and Richmond railway stations developed into a major railyard for the stabling of suburban trains and the servicing of steam locomotives in the early twentieth century.

The Victorian Railways Department commenced preparation for the electrification of the Melbourne metropolitan railway system in the 1910s and two substantial buildings were constructed for this purpose at the eastern end of the renamed Jolimont Railway Yards in c1917. The existing locomotive depot was demolished and replaced by a car shed and workshops, built for the conversion of suburban trains for electric operation and for the ongoing maintenance and repair of the electric fleet. The Jolimont Substation – the largest of the seven substations built to distribute power to the railway network – was built further to the east.

Changes to Jolimont Rail Yards

Throughout the twentieth century the Jolimont Rail Yards were considered an unsightly and divisive expanse which separated the city from the Yarra River and the public reserves to the south. From as early as the 1920s development proposals

suggested roofing the yards to enable utilisation of the air space above,¹⁶⁰ however it was not until the 1960s that the Princes Bridge station buildings were demolished and the Princes Gate development constructed. This private development constructed a roof over a portion of the Jolimont Rail Yards to accommodate a shopping arcade, car park and open plaza, with a new station below ground-level to replace the existing and two multi-storey office buildings on the Flinders Street frontage above.¹⁶¹

Major changes were again made in the 1970s and 1990s. Construction of the Melbourne Underground Loop in the 1970s resulted in the demolition of the Jolimont Substation and the replacement of a number of signal boxes with a single Metro train control facility in Batman Avenue.¹⁶² In the 1990s much of the western and southern portions of the Jolimont Rail Yards were altered due to the expansion of the Melbourne Park tennis centre, the diversion of Batman Avenue over the Jolimont Rail Yards to connect to Exhibition Street, the closure of the western end of Batman Avenue and the creation of an extensive public recreation reserve along the Yarra River. As a result, many buildings were demolished including the Jolimont car shed and workshops, the majority of buildings in Batman Avenue (including the recently constructed Metro train control facility) and the 1960s Princes Gate development. A large public space, Federation Square, was constructed above the western portion of the former railway yards and the land between the Yarra River and the Batman Avenue diversion was developed into the public recreation reserve, Birrarung Marr. The Princes Bridge Lecture Room is the only building from the Jolimont Rail Yards to remain after extensive redevelopment in the 1990s.

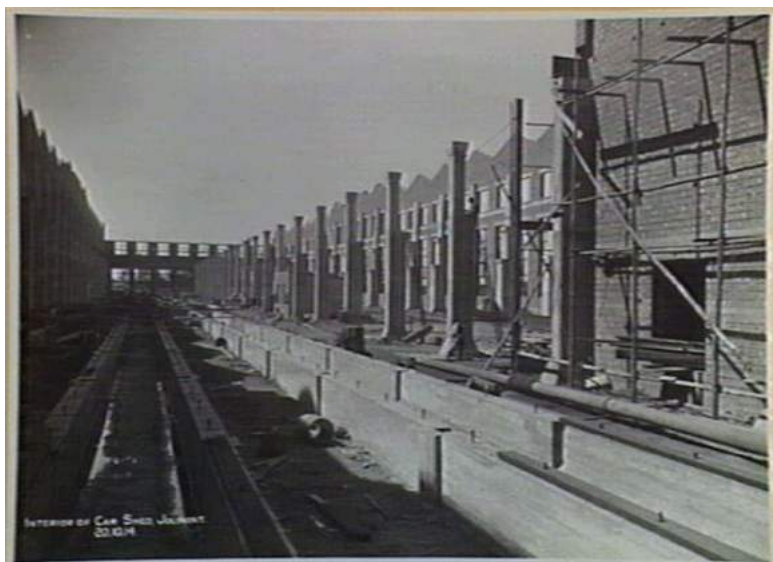


Figure 166 Interior of Jolimont Car Shed under construction, 1914

(Source: SLV, Record ID: 9917150023607636)

¹⁶⁰ *Weekly Times*, 18 February 1928, p 5.

¹⁶¹ Victorian Railways Annual Report, 1964, p 19.

¹⁶² Dornan & Henderson, *The Electric Railways of Victoria*, 1979, p 94.



Figure 167 Jolimont Workshops, general view of fitting and assembly bays, c1919

(Source: PROV, VPRS 12397/P0001, c.1919, p 44)



Figure 168 Jolimont Yard, c1920-c1940

(Source: SLV, Record ID: 9920683743607636)



Figure 169 View of preliminary work on Princes Gate Development Scheme, showing partial demolition of Princes Bridge Station, 1964

(Source: Victorian Railways Annual Report 1964:20)



*Figure 170 Princes Gate Development with plaza in the foreground, 1966
(Source: Victorian Railways Annual Report 1966:16)*



*Figure 171 Platform 1 at Flinders Street Station under Princes Gate Development, 1969
(Source: Museums Victoria, Item No: MM 110776)*



*Figure 172 Aerial view of Jolimont Yard, 1968
(Source: Victorian Railways Annual Report 1968:23)*

4.3.2 North Melbourne Rail Yard

In the 1880s a locomotive depot was built at North Melbourne to replace the depot at the Melbourne (Spencer Street) Yard. Proximity to shipping docks was importantly maintained as locomotive fuel at the time was imported and shipped from NSW ports. The new facility featured three turntables within a very large brick and iron structure.¹⁶³

Originally contained by railway lines heading to the north of the State, the Moonee Ponds Creek and Laurens Street to the east, progressive reclamation of the West Melbourne Swamp in the 1880s enabled expansion of the North Melbourne Rail Yard for sidings and marshalling.

By c1913 the Railways Electrification Branch depot and the Railway and Works Workshop and Office occupied the site. Ten years later the Victorian Railways Carpenters Shop was erected in the Railway Reserve, off Laurens Street. This large, corrugated iron workshop building with sawtooth roof, was later converted into the Victorian Railways Printing Works and continued to be used for this purpose for much of the twentieth century. Responsibilities included the printing of railway tickets and timetables, brochures, flyers, booklets and reports.

Grain sheds were also accommodated within the yards.

The locomotive depot was demolished in 1965 due to the rearrangement of the Melbourne Yard, and this heralded the end of regular steam locomotive operations in Gippsland and the North-Eastern district that year. The depot was replaced by a diesel electric locomotive depot at South Dynon, which was opened for operation in 1962.¹⁶⁴

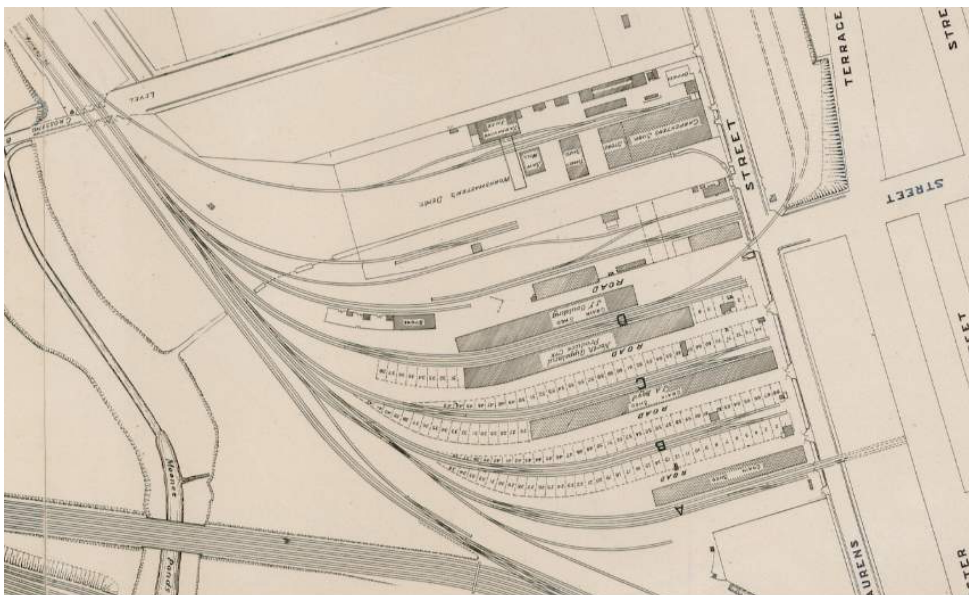


Figure 173 Detail of North Melbourne Yard, 1924
(Source: SLV, Record ID: 9911102523607636)

¹⁶³ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 85.

¹⁶⁴ G A Dee, *Visions of the Victorian Railways: a photographic tribute from 1854 to 1980*, 2006, p 205.




Figure 174 North Melbourne Locomotive Depot, c1905
(Source: PROV, VPRS 12800/P0001, H 1176)



Figure 175 Arden Street, North Melbourne printing works, undated
(Source: PROV, VPRS 12903/P0001, 020/13)

Types of places and objects which demonstrate the sub-theme 'Train Stabling and Maintenance' include:

VHR / HO (if relevant)	Name	Image
HO1379 (Melbourne)	Former Princes Bridge Lecture Room	 <p>Source: City of Melbourne, 'Artplay', https://whatson.melbourne.vic.gov.au/things-to-do/artplay, accessed August 2023.</p>

4.4 Freight Trains and the Melbourne Goods Yard

Located between Batman Hill Station and Victoria Dock, on progressively reclaimed swamp land, the Melbourne Yard was the original freight terminal for the Victorian Railways. Various goods sheds were constructed on this land in the 1870s and 1880s with a particularly large brick goods shed with offices constructed in 1889 at the south-east corner of the yard, to the west of the passenger terminal.¹⁶⁵

With direct access to the docks, the Melbourne Yard became an essential part of the movement of goods by sea and by 1908 Victoria Dock was handling 90% of Victoria's imports, much of which was forwarded by rail. Rail to sea interchanges at both Port Melbourne and Williamstown gradually declined as a result of rise in prominence of Victoria Dock.¹⁶⁶

Congestion at Melbourne Yard was a continual problem and this was somewhat relieved by the opening of various additional yards including:

- The Gravitational Shunting Yards north of Dynon Road, between North Melbourne and South Kensington, constructed from 1911¹⁶⁷ and
- The Tottenham Yards, between West Footscray and Sunshine, constructed in the 1920s to sort trains that were not bound for Melbourne or eastern Victoria.

Between 1965 and 1970 the Melbourne Yard itself was rearranged and an automated hump yard was introduced to assist with the marshalling of wagons, thereby increase the efficiency of freight services. This hump yard was last used in the 1980s and all freight operations were transferred to the Tottenham Yards in 1987.¹⁶⁸

The Melbourne Yards were closed in 1998¹⁶⁹ and the site developed into Melbourne Docklands and Stadium. The majority of sidings and goods sheds to the west of Spencer Street (Southern Cross) station were removed during this development, with remnants including the No 2 Goods Shed (1889) and the West Tower signal box, north of Dudley Street (1968).

¹⁶⁵ *Mercury and Weekly Courier*, 22 August 1889, p 3.

¹⁶⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 85.

¹⁶⁷ *The Argus*, 18 July 1912, p 5.

¹⁶⁸ R Lee, *The Railways of Victoria 1854-2004*, 2007, pp 226, 230.

¹⁶⁹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 230.



Figure 176 Detail of De Gruchy and Co New Borough Map of the Melbourne District, 1869
(Source: SLV, Record ID 997876653607636)



Figure 177 Excavation of Kensington Hill to fill Melbourne freight yard, c1880s
(Source: PROV, VPRS 12800/P0001, H 1125)



Figure 178 Spencer Street Station, c1885, showing early goods sheds, engines and carriages
(Source: SLV, Record ID: 9918008143607636)





Figure 179 Victorian Railways goods shed at Spencer Street railway yard, [1900?]
(Source: SLV, Record ID: 9934420833607636)



Figure 180 Interior of No. 2 Shed at Spencer Street Station, undated
(Source: PROV, VPRS 12800/P0001, H4837)





Figure 181 Melbourne Yard near Victoria Dock, c1920s
(Source: SLV, Record ID: 9911100133607636)



Figure 182 Aerial photograph looking south over North Melbourne Railway Station, showing goods yard, Spencer Street station. Evident are Melbourne Goods Yard alterations, c.1962
 (Source: SLV, Record ID: 9923973633607636)

Types of places and objects which demonstrate the sub-theme ‘Freight Trains and the Melbourne Goods Yards’ include:

VHR / HO (if relevant)	Name	Image
VHR H0933 / HO914 (Melbourne City)	No. 2 Goods Shed	
VHR H0932 / HO651 (Melbourne City)	Retaining Wall, 614-666 Flinders Street, Docklands	

4.5 Providing for Railway Staff

4.5.1 Housing Railway Workers

Nineteenth century railway station complexes on the early country lines to the west, north and north-west of the State, commonly provided accommodation for Station Masters in quarters attached to the station building itself. Alternatively, the Station Master was accommodated in a nearby house, either built or acquired by the Railways Department for this use.

The Department also provided housing for gatekeepers and other railway employees at certain locations across the Victorian railway network. These were generally let to the occupants, and some were rent-free.¹⁷⁰



*Figure 183 Gatekeeper and family in front of their home, Mentone, c1905
(Source: Museum Victoria, Item ID: MM 6829)*



*Figure 184 Moorabool Railway Station with two-storey station master's residence, 2008
(Source: VHD)*

¹⁷⁰ L J Harrigan, *Victorian Railways to '62*, 1962, p 148.



Figure 185 Carlsruhe Railway Station with two-storey station master's residence, 2008
(Source: VHD)

DEPARTMENTAL RESIDENCE CONSTRUCTED IN PRE-CAST CONCRETE.



Figure 186 Precast concrete departmental residence, 1923
(Source: Victorian Railways Annual Report 1923:104)



To entice railway workers to the State after World War II, the Victorian Railways placed orders in 1949-1951 for 1500 pre-cut house sets from England to accommodate railway staff. By the end of this period over 392 houses had been completed and occupied – 321 occupied by British railway migrants and 71 by members of the existing railway staff – and a further 319 were under construction.¹⁷¹

¹⁷¹ Victorian Railways Annual Report, 1951, pp 21-22.



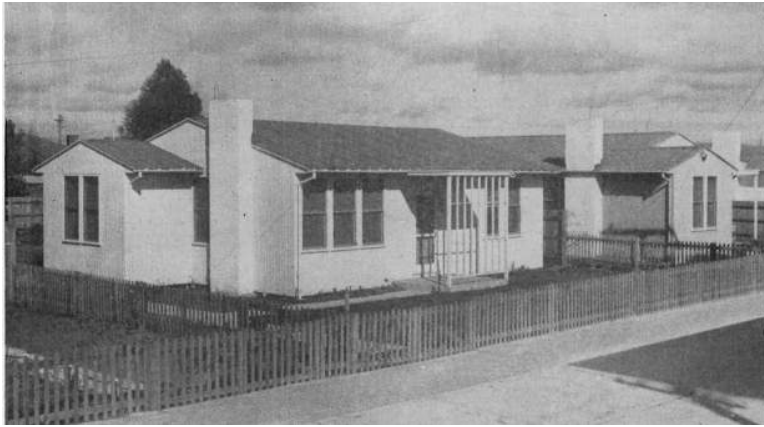


Figure 187 Pre-cut houses at Albion, 1951
(Source: Victorian Railways Annual Report 1951:22)

4.5.2 Providing Education and Social Opportunities

Victorian Railways Institute

Bringing together social and education bodies that were established in the late nineteenth century, the Victorian Railways Institute was formed in 1909 to provide railway staff with technical education and cultural and social activities. Officially opened at Flinders Street Station in January 1910, initial membership was 4500 railway staff.¹⁷² Over a dozen rooms were provided including a large concert hall, billiard room, gymnasium, dressing and bathrooms, games room, reference and lending library, reading and smoking rooms, and classrooms for a range of instruction including shorthand, typing, accountancy, railway construction and applied mechanics.¹⁷³

Twenty-three country railway institutes were subsequently established; the first at Ballarat in 1916 and at other regional centres in the following years including Seymour (1917), Geelong (1919), Ararat (1922), Benalla (1924), Bendigo (1924), Maryborough (by 1922).¹⁷⁴

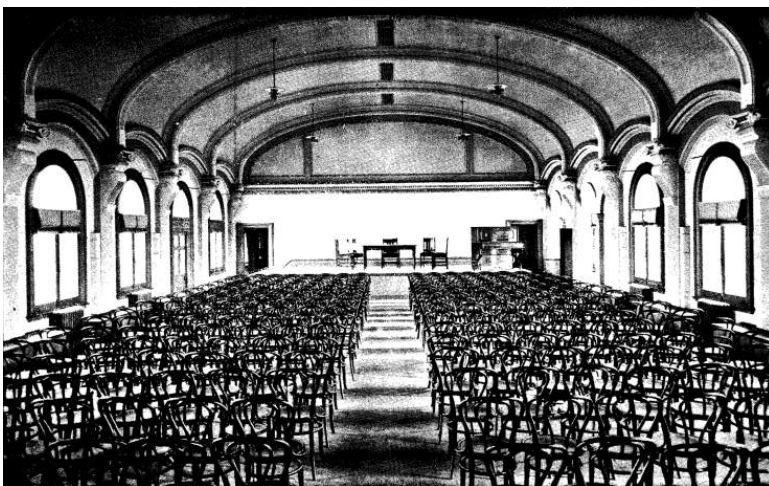
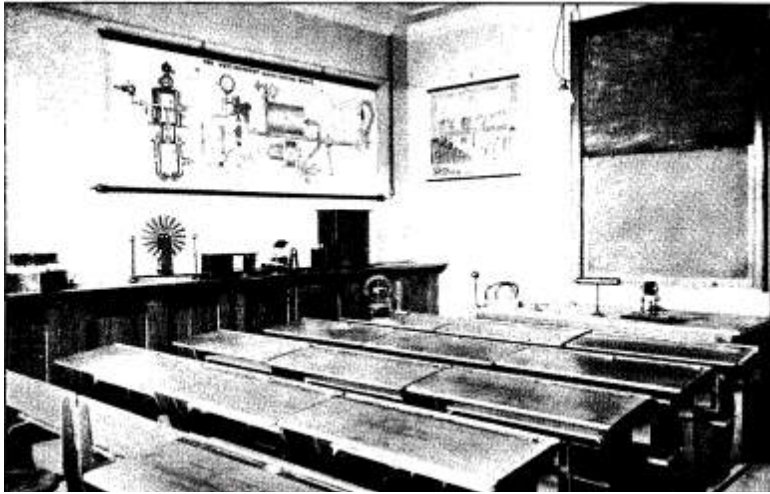


Figure 188 Lecture and Concert Hall, Victorian Railway Institute, 1910
(Source: Victorian Railways Annual Report 1910:85)

¹⁷² *Table Talk*, 27 January 1910, p 10.

¹⁷³ *Table Talk*, 27 January 1910, p 10.

¹⁷⁴ L J Harrigan, *Victorian Railways to '62*, 1962, p 154; & various newspapers.



*Figure 189 Class Room,
Victorian Railway Institute,
1910
(Source: Victorian Railways
Annual Report 1910: 86)*



*Figure 190 Victorian Railways
Institute building, Seymour,
1919
(Source: Museums Victoria,
Item No. MM 5443)*



*Figure 191 Victorian Railways
Institute Building, Bendigo,
1924
(Source: Victorian Railways
Annual Report 1924:112)*

Lecture Room

As part of the electrification of the Melbourne suburban railway network, a lecture room was constructed in 1915-1917 at Batman Avenue, south of Flinders Street Station and within the Princes Bridge/Jolimont Railway Yard. This building had the capacity to install large pieces of demonstration equipment to provide technical instruction to motormen, guards and shunters.



The lecture room remained as a training facility until at least the late 1970s with instruction coaches installed along the northern length of the building. Transformed



into a cultural centre in 2002, the building remains on the north bank of the Yarra River, to the east of Federation Square.

Types of places and objects which demonstrate the sub-theme ‘Providing for Railway Staff’ include:

VHR / HO (if relevant)	Name	Image
VHR H1574 / HO191 (Macedon Ranges Shire)	Two-storey residence and timber additions [part of] Malmsbury Railway Station, Malmsbury-Daylesford Road, Malmsbury	
VHR H1840 / HO68 (Hobsons Bay City)	Former Manager’s Residence, Newport Railway Workshops, 59 Champion Road and 1C Park Crescent, Williamstown North	
HO169 (Ararat Rural City)	Former Maroona Railway Station Masters' House, 7344 Mortlake-Ararat Rd, Maroona	
HO640 (Greater Bendigo City)	Former Railway Gatekeeper’s House, 9 Inglewood Street, Raywood	

VHR / HO (if relevant)	Name	Image
VHR H1602	Kyneton Railway Station Complex	
VHR H1083 / HO649 (Melbourne City)	Victorian Railways Institute rooms on the third floor, [part of] Flinders Street Railway Station Complex, 207-361 Flinders Street, Melbourne	
HO1379 (Melbourne City)	Former Princes Bridge Lecture Room, Princes Walk, Birrarung Marr, Melbourne	 <p data-bbox="788 1536 1466 1621"><i>Source: City of Melbourne, 'Artplay', https://whatson.melbourne.vic.gov.au/things-to-do/artplay, accessed August 2023.</i></p>
HO197 (Greater Bendigo City)	Victorian Railways Institute (VRI) & Bowling Club, 126-130 Mitchell Street, 2 & 2A Railway Place, Bendigo	

VHR / HO (if relevant)	Name	Image
HO158 (Mitchell Shire)	Victorian Railways Institute, [part of] Seymour Railway Precinct, 14 Railway Reserve, Anzac Avenue, Seymour	
HO362 (Greater Shepparton City)	VRI Building, 2 Purcell Street, Shepparton	
HO129 (Latrobe City)	Victorian Railways Institute, [part of] Traralgon Railway Station Complex, 14-16 Queens Parade, Traralgon	

5 HISTORIC THEME 4: USING & REUSING THE RAIL NETWORK

5.1 Victorian Railways and Industry

5.1.1 Freight Use

Dedicated freight or 'goods' lines were constructed to link the outer suburbs of Melbourne with various freight terminals in the inner suburbs. These included:

- Newport to Sunshine (1887) to permit freight trains from the western and northern areas of Victoria to access the port at Williamstown.
- Albion to Jacana (1929) to allow freight trains to avoid the steeper grades and busy suburban traffic on the Broadmeadows line via Essendon.
- South Kensington to West Footscray (1928) to permit freight trains to avoid Footscray station.

Numerous goods sheds were constructed within station precincts along freight lines to facilitate the storage and movement of freight.

The Victorian Railways provided a fast and reliable mail and parcel delivery service in the nineteenth and twentieth centuries with rail links across the State. Once the Victorian railways reached Albury in 1883, rail connection between Melbourne and Sydney enabled interstate delivery between Melbourne and Sydney in a day.

Within the suburban network, electrification of the railways enabled separation of passenger trains and parcel and goods delivery with six electric parcel vans entering service between 1921 and 1932 and this service continued to thrive until the 1970s and 1980s.¹⁷⁵ Parcel docks were established at major railway stations for the delivery and distribution of goods.

A growing preference for road transport resulted in a phasing out of both the suburban and the country rail freight service. For this purpose, regional freight centres were established at major country centres.¹⁷⁶

Block trains, carrying only one commodity, became an important part of many operations from the 1970s; grain had been transported in this manner for some time.¹⁷⁷

¹⁷⁵ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 180.

¹⁷⁶ *The Age*, 16 December 1976, p 3.

¹⁷⁷ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 228.





Figure 192 Bendigo Goods Sheds, 1873
(Source: SLV, Record ID: 9917126243607636)



Figure 193 Sailing ships and steam train at Sandridge (Station) Pier, Port Melbourne c1880
(Source: Museums Victoria, Item No: MM 1140)



Figure 194 'A Busy Scene' at Deep-Water Pier, Portland, c1905-c1928
(Source: SLV, Record ID: 9917136773607636)



Figure 195 Parcels Office at Flinders Street Station, c1905-c1928
(Source: SLV, Record ID: 9917134663607636)



Figure 196 Lost Property & Parcels Office at Spencer Street Station, c1905-c1928
(Source: SLV, Record ID: 9917134703607636)



Figure 197 Electric train serving as a Parcels Coach, c1920-c1940
(Source: SLV, Record ID: 9920682493607636)



Figure 198 Excavation for Albion-Jacana goods rail line, c1925
(Source: Museums Victoria, Item No: MM 6461)



Figure 199 Maribyrnong River Bridge under construction, 1928. Part of the Albion-Jacana goods rail line
(Source: SLV, Record ID: 9917145093607636)



Figure 200 Excavating under the Williamstown Line at Footscray Station to provide a link for goods trains between South Kensington and Tottenham, c1928
(Source: Museums Victoria, Item ID: MM 5374)



Figure 201 Construction of the South Kensington to Tottenham goods line at Footscray, 1926
(Source: SLV, Record ID: 9939649847207636, photographer W D Chapman)



Figure 202 New cars on their way to Adelaide, 1971
 (Source: Victorian Railways Annual Report 1971:8)



Figure 203 Victorian Railways newspaper advertisement, pre-1968
 (Source: PROV, VPRS 12903/P0001, 689/10)

5.1.2 Agricultural Use

The establishment of the railway network in Victoria supported two important agricultural industries – wheat and wool.

Wheat

The wheat industry in Victoria was enabled by the development of the railway network from the 1870s, allowing the State to go from an importer of wheat to an exporter during that decade. Provision of rail transport to the interior of the State, and later into the Mallee, enabled access to vast expanses of arable land and the industry continues to require rail transport today.¹⁷⁸

Seasonal supplies of wheat from country Victoria placed increasing demand on the Victorian railway system in the nineteenth and early twentieth centuries. The grain continued to be loaded manually from truck or dray to train and ship, with Geelong the State's main grain export centre. Established in 1934, the Victorian Grain Elevators Board introduced bulk grain handling to Victoria resulting in the construction of silos at 138 Victorian railway stations, the abandonment of Williamstown as a grain port, and the working of the entire harvest through the Geelong port.¹⁷⁹



*Figure 204 Bulk wheat train, 1950
(Source: Victorian Railways Annual Report 1950:19)*



*Figure 205 Wheat stacks and mixed passenger/goods train at Kyabram Station, c1915
(Source: Museums Victoria, Item ID: MM 89)*

¹⁷⁸ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 110.

¹⁷⁹ R Lee, *The Railways of Victoria 1854-2004*, 2007, pp 139-140.

Wool

One of the key reasons for constructing a main railway line north from Melbourne to the Murray River at Echuca in the 1850s was to enable connection between the NSW Riverina wool trade and Melbourne markets. The wool industry became firmly established as a primary industry in Victoria, enabled by the extension of the railway network into wool growing areas including the western district, and direct access to a number of Victorian ports. The port of Geelong became an important location for shipping Victorian wool worldwide and, as the industry boomed, large wool stores were built for the storage, assessment, sale and transport of wool bales from throughout Victoria.

The quantity of wool for rail transportation was highly dependent on seasonal conditions and record hauls were regularly recorded in newspapers in the twentieth century until the 1950s.¹⁸⁰ A decline in the industry occurred in the latter part of the twentieth century.



*Figure 206 Wool bales on goods trucks, Penshurst rail yards, c1922
(Source: Museums Victoria, Item ID: MM 2013)*

Other Agricultural Uses

Beginning operation in 1859, the Newmarket Saleyards became the centre for livestock sales in Melbourne and by the 1930s was Australia's premier livestock centre.¹⁸¹ The following year the yards were serviced by a railway line which commenced operation from Spencer Street to Newmarket, and reopened in 1867 after temporary closure in 1864.

Large numbers of livestock passed annually through the markets with the majority transported via rail sidings until the mid-twentieth century when road transport began to overtake rail transport. Competition from regional saleyards eventually forced closure of the Newmarket facilities.¹⁸²

¹⁸⁰ *Argus*, 22 November 1906, p 10; 17 September 1913, p 14; 8 July 1955, p 14.

¹⁸¹ John Lack, 'Newmarket Saleyards', eMelbourne, <https://www.emelbourne.net.au/biogs/EM01056b.htm>, accessed March 2023.

¹⁸² John Lack, 'Newmarket Saleyards', eMelbourne, <https://www.emelbourne.net.au/biogs/EM01056b.htm>, accessed March 2023..

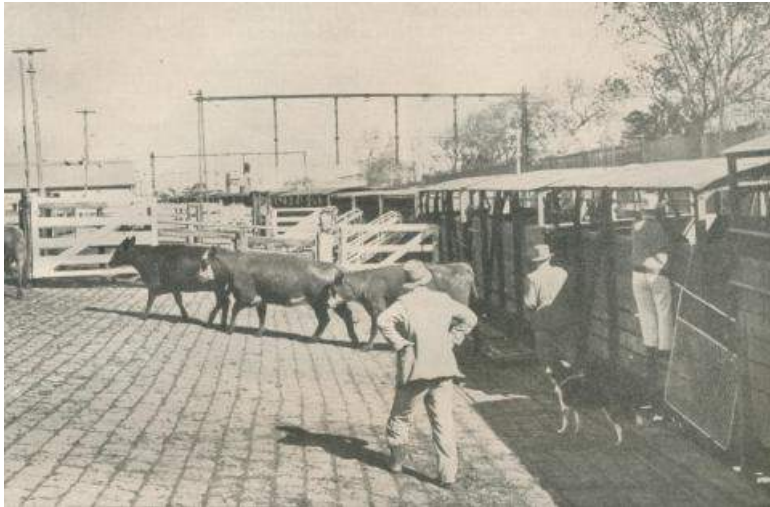


Figure 207 Unloading cattle at Newmarket Livestock siding, 1950

(Source: Victorian Places, John Young Collection, <https://www.victorianplaces.com.au/node/64360>, accessed March 2023)

By 1920 the majority of Melbourne's milk supply came from dairies situated more than 60 kilometres away, with country stations forwarding milk to the metropolitan area along multiple lines – Gippsland, South Gippsland, Mornington, Western District, Bacchus Marsh, Whittlesea, Healesville, Main and North Eastern. Large deliveries were received daily by rail at stations including Flinders Street, Caulfield, Toorak, Spencer Street, Camberwell and Richmond.¹⁸³

Special milk docks and lifts were installed at particular railway stations for receipt and further distribution of the milk churns.

A variety of fruit was also transported by rail, including citrus fruit, grapes and dried fruit from the Sunraysia district in the north-west of the State, and stone fruits and pears from the Shepparton region of northern Victoria. Due to the perishable nature of these fresh products, it was important that transportation was quick and efficient and in the 1920s and 1930s special fruit trains carrying large quantities of produce ran regularly in the summer months to Melbourne and other locations in the State,¹⁸⁴ and interstate to Sydney.¹⁸⁵

In 1958 the fast overnight 'Fruit Flyer' freight train first ran to bring fruit produce direct from the Sunraysia District to the Melbourne Markets.¹⁸⁶ Ice vans were subsequently added, with the service increasing to six trains a week.¹⁸⁷ The 'Fruit Flyer' remained in service in the 1970s.¹⁸⁸

¹⁸³ J Penney & A Brown-May, 'Dairying and Milk Supply', eMelbourne, <https://www.emelbourne.net.au/biogs/EM00436b.htm>, accessed March 2023.

¹⁸⁴ Various newspapers including *Portland Guardian*, 26 March 1923, p 3; *Sunraysia Daily*, 19 May 1927, p 2 and *Argus*, 28 January 1938, p 12.

¹⁸⁵ *Shepparton Advertiser*, 10 February 1930, p 8.

¹⁸⁶ *Railway Gazette*, 14 November 1958, p 592.

¹⁸⁷ J Harrigan, *Victorian Railways to '62*, 1962, p 262

¹⁸⁸ *The Age*, 27 December 1972, p 2.



Figure 208 Flinders Street Station milk dock, undated
(Source: PROV, VPRS 12800/P0003, ADV 0602)



Figure 209 Milk lift at Toorak Station, 2023
(Source: GJM Heritage, February 2023)

FRUIT GROWERS
Here's Great News...!
FASTER TRAINS FOR FRUIT NEXT SEASON

Shepparton, Mooroopna, Kyabram, Merrigum, Tatura
to **MELBOURNE** and **SYDNEY**
Later Loading Times and Early Arrivals in Melbourne.

FAST GOODS TRAIN TIME-TABLES							
		ARRIVE	DEPART		ARRIVE	DEPART	
SHEPPARTON	dep.	6 10	8 0	MERRIGUM	dep.	6 5	7 0
MOOROOPNA	"	5 40	8 45	TATURA	"	6 55	7 55
KYABRAM	"	5 20	6 0	MELBOURNE	arr.	2 30	4 20

The trains leaving Kyabram at 5.20 p.m., Mooroopna at 5.40 p.m. and Shepparton at 6.10 p.m., will connect same day at Mangalore with a fast service for Albury and Sydney.

Watch for Further Announcements!

Figure 210 Advertisement for goods trains for fruit growers in the Goulburn Valley region, 1935
(Source: SLV, Record ID: 9939659302607636)

5.1.3 Timber Industry Use

The logging industry in Victoria came to rely on the railway and it is with the growth of the railways, particularly during the period from the 1880s to the 1920s, that the logging industry throughout the State was able to grow. The two industries became mutually dependent, timber was required for railway construction and the logging industry relied on the railways to transport timber. Logging communities formed around timber mills and the need for timber throughout this period ensured their survival, even through the economic depression of the 1890s.¹⁸⁹

The railways that serviced the timber mills made use of narrow gauge 'light' railways, the busiest of the narrow gauge railways was the Colac to Beech Forest Railway that opened in 1902 and was extended to Crowes in 1911. These railways would provide passenger services, however their primary use was for timber traffic.¹⁹⁰ Timber railways were constructed for timber mills in south east Gippsland, the Otways and high country in the northeast region of the State.¹⁹¹

Other smaller railways (also referred to as 'timber tramways') were privately owned, often relied on horsepower and provided access to the Victorian Railways network. One such example, the 'Powelltown Tramway' branch line, was one of many in the Yarra Valley; it was constructed in 1902 for the Victorian Hardwood Company and connected to the Warburton Line at Yarra Junction.¹⁹²



Figure 211 Map indicating areas of Victoria where timber railways have operated, 1945 (Source: Argus, 27 October 1945:14)

¹⁸⁹ Economic History Society, 'Trains and timber: what we can learn from Victoria, 1880–1930', <https://economichistorysociety.wordpress.com/2019/11/28/trains-and-timber-what-we-can-learn-from-victoria-1880-1930>, accessed March 2023.

¹⁹⁰ Museums Victoria, 'Making tracks', <https://museums victoria.com.au/scienceworks/resources/victorian-railways/making-tracks>, accessed March 2023.

¹⁹¹ *The Argus*, 27 October 1945, p 14.

¹⁹² *The Argus*, 27 October 1945, p 14.



Figure 212 Noojee Trestle Bridge, 1934. The railway to Noojee was constructed in stages from the late-nineteenth to early-twentieth centuries to service the logging industry

(Source: Museums Victoria, Item ID: MM 8802)

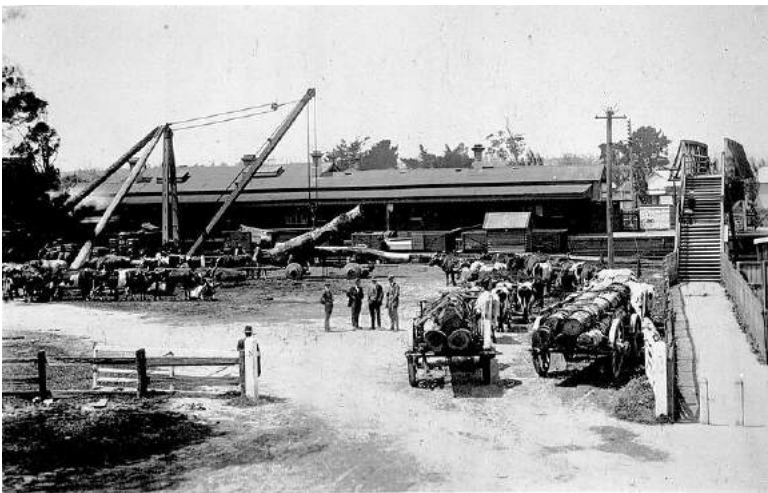


Figure 213 Loading timber onto a goods train at Traralgon Station, c1920

(Source: Museums Victoria, Item ID: MM 5791)

5.1.4 Manufacturing and Industrial Use

Suburban railway lines were developed to service growing manufacturing industries such as brickworks and potteries, which were established in the northern suburbs of Melbourne from the 1870s. The Brunswick and South Brunswick (Jewell) railway stations opened for both freight and passenger services when the line opened from North Melbourne to Coburg in 1884.¹⁹³ This railway access enabled the expansion of existing industries and factories, and warehouses were constructed near the railway line. In a similar manner, the extension of the railway line to Lilydale in 1882 enabled raw materials to be transported from David Mitchell's lime quarry which had been established in 1878.

Sidings were added to well-established manufacturing sites in the twentieth century such as:

- the Colonial Sugar Refinery (CSR) which commenced operation as the Victorian Sugar Company at Yarraville in the 1870s. The CSR siding was opened in 1943¹⁹⁴
- Esso Australia and the Bluescope Steel Company (previously trading as the Broken Hill Proprietary Company Limited [BHP] Steel Division and John

¹⁹³ Vicsig, <https://vicsig.net>, accessed March 2023.

¹⁹⁴ Vicsig, <https://vicsig.net>, accessed March 2023

Lysaght Australia) utilised the Long Island Line for their operations, which provided railway access to the Port of Hastings as a branch line from the Stony Point Line. The line opened in 1969 with the Esso siding (since closed) its terminus. Two sidings used for steel freight on the line followed, the first opened in 1972 and the second 1986, both of which are still in use by Bluescope Steel processing facility at Hastings and make use of the suburban railway network¹⁹⁵; and

- the Australian Glass Manufacturers (AGM), which was established at Newport as the Melbourne Glass Bottle Works in the late nineteenth century, with the siding branching off the line from Spotswood to the nearby pumping station. An associated AGM siding for sand trains, known as Koala siding, was opened on the South Gippsland line near Nyora in the 1960s, ceasing operation in 1998.

Other manufacturing industries responded to railway construction by establishing production facilities at strategic locations near railway lines.

After opening in 1889, the junction of the main northern line and the western line to Ballarat and Western Victoria, developed into one of Victoria's busiest railway junctions as it provided a direct route to Williamstown pier. Known as Braybrook, and later Sunshine, it began as an industrial centre in the late 1880s and was reinvigorated in the early twentieth century by H V McKay who established his Combine Harvester Factory and industrial complex on 21 acres (8.5 hectares) on the railway line at Sunshine.¹⁹⁶

The proximity of existing railway lines helped determine both the relocation and location of many large industrial complexes in Melbourne and Victorian regional centres in the nineteenth and twentieth centuries. This included the Australian Paper Mills (APM) and the Ford Motor Company and General Motors-Holden car production companies.

APM relocated from a city location to Alphington in 1888, with a complex of sidings laid from the nearby Fairfield Station on the Hurstbridge railway line to facilitate operations. Likewise, Ford selected a large site at North Geelong to establish its manufacturing premises in 1925, encouraged by its proximity to a railhead for inland rail transport and harbour facilities.

General Motors selected land at Dandenong South where sidings had been laid from the Pakenham railway line for the International Harvester Company in 1952.¹⁹⁷ By 1956, sidings for H J Heinz and General Motors and Holden Ltd had been added at this location, including a special platform and station for employees of the latter (closed 2002).¹⁹⁸

¹⁹⁵ Vicsig, <https://vicsig.net>, accessed September 2023.

¹⁹⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, pp 110-111.

¹⁹⁷ Vicsig, <https://vicsig.net>, accessed March 2023

¹⁹⁸ Vicsig, <https://vicsig.net>, accessed March 2023



Figure 214 Shipment of Sunshine Harvesters bound for Argentina, 1903
(Source: Museums Victoria, Item ID: MM 50502)



Figure 215 H.V. McKay Massey Harris, Farm Equipment Manufacture & Field Trails, Sunshine, 1936
(Source: Museums Victoria, Item ID: MM 18653)



Figure 216 Unloading steel plate from rail wagons at the International Harvester Factory, Geelong, 1940
(Source: Museums Victoria, Item ID: MM 115190)

5.1.5 Accessing Fuel Resources

Reliant on black coal from NSW for the generation of steam, the opening of the railway to Korumburra enabled access to Victoria's only significant black coal deposits in South Gippsland.¹⁹⁹ In 1909 the Victorian government opened a mine at Wonthaggi and a railway line was hastily constructed from Nyora (on the Korumburra line) to the new Wonthaggi State Coal Mine, carrying coal from 1910.

¹⁹⁹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 131.

The Victorian Railways assumed responsibility of this mine which supplied the majority of the coal it needed until its closure in 1968, by which time steam locomotives had been largely superseded.²⁰⁰

Electrification of the Gippsland line to Moe in 1955 was followed by an extension of the line to Traralgon the following year²⁰¹ to provide transport for the haulage of coal and briquettes.²⁰² A decision to exploit the district's brown coal deposits resulted in the construction of power stations and two briquette plants in the area (briquettes were made by drying and compressing brown coal to produce a convenient and alternative industrial fuel to NSW coal and was an alternative domestic fuel to firewood and Mallee roots). To receive briquettes by rail, ten suburban and three country depots were built by the State Electricity Commission, with this product accounting for 16% of all goods traffic on Victorian Railways in the peak years 1960-1961.²⁰³



Figure 217 R.303 Engine with Victoria's first load of Korumburra coal, 1892 (Source: SLV, Record ID: 9917147573607636)



Figure 218 Train load of briquettes on a newly duplicated section of the Gippsland Line, 1951 (Source: Victorian Railways Annual Report 1951:21)

²⁰⁰ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 132.

²⁰¹ Vicsig, <https://vicsig.net>, accessed March 2023.

²⁰² M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 110.

²⁰³ R Lee, *The Railways of Victoria 1854-2004*, 2007, pp 213-214.

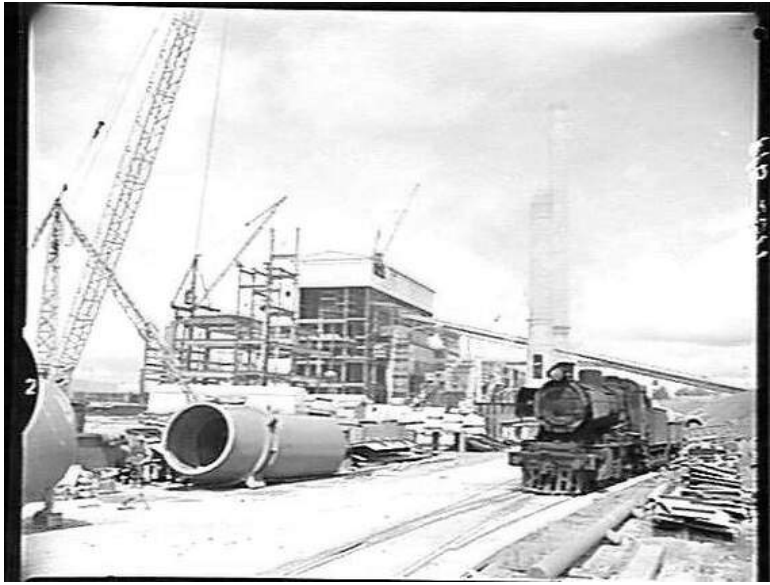


Figure 219 Construction of Hazelwood Power Station, c1920s-c1960s. Steam train to right of image
(Source: Museums Victoria, Item ID: MM 10705)











Figure 220 Coal trains at Yallourn. Photograph taken some time following the electrification of the line in the 1950s
(Source: Museums Victoria, Item ID: MM 48582)


Types of places and objects which demonstrate the sub-theme 'Victorian Railways and Industry' include:

VHR / HO (if relevant)	Name	Image
VHR H0985 / HO465 (Port Phillip City)	Station Pier, 110 Beach Street, Port Melbourne	



VHR / HO (if relevant)	Name	Image
VHR H1088 / HO4 (Hobsons Bay City)	Gellibrand Pier and Breakwater Pier, Nelson Place and Battery Road, Williamstown	
VHR H0902 / HO59 (Ballarat City)	Goods shed and sidings, [part of] Ballarat Railway Complex, 140 Lydiard Street North, Ballarat Central and 202 Lydiard Street North and Nolan Street, Soldiers Hill and Scott Parade and 60 Corbett Street, Ballarat East and 75 Humffray Street, North Bakery Hill	
HO238 (Greater Bendigo City)	Railway Goods Shed (former), now Discovery Science Centre, 7 Railway Place, Bendigo	
VHR H1574 / HO191 (Macedon Ranges Shire)	Goods sheds [part of] Malmsbury Railway Station, Malmsbury-Daylesford Road, Malmsbury	

VHR / HO (if relevant)	Name	Image
VHR H1663 / HO160 (Glenelg Shire)	Goods sheds [part of] Casterton Railway Station, McKinlay Street, Casterton	
VHR H1197 / HO5, HO107 (Brimbank City, Moonee Valley City)	Albion Viaduct, Keilor East	
HO342 (Moonee Valley City)	Railway Trestle Bridge over Moonee Ponds Creek, (rear of) Caravelle Crescent, Strathmore Heights	
VHR H1430 / HO262 (Melbourne)	Former Newmarket Saleyards and Abattoirs, Epsom Road and Smithfield Road, Kensington	

VHR / HO (if relevant)	Name	Image
VHR H0829 / HO4 (Brimbank City)	John Darling and Son Flour Mill, 74 Sydney Street, Albion	
VHR H2285 / HO273 (Cardinia Shire)	Former Nobelius Nursery, Packing Shed and Railway Siding, Emerald Lake Road and Princess Avenue, Emerald	
VHR H2366 / HO201 (Yarra Ranges Shire)	Cave Hill Limestone Quarry, Melba Avenue and 4 Melba Avenue, Lilydale	
VHR H0881 / HO554 (Melbourne City)	Former Mail Exchange, 672-696 Bourke Street, Melbourne	

VHR / HO (if relevant)	Name	Image
VHR H2025 / HO142 (Cardinia Shire)	Bunyip Railway Sub Station, Nar Nar Goon-Longwarry Road, Bunyip	

5.2 Special Trains and Services

The railways formed a key part of Victorian life from the second half of the 19th century and a number of special trains and services were developed to facilitate access to special events, to provide specialist access to important facilities, and to be special events in their own right.

5.2.1 Flemington Racecourse and Showgrounds

The private Melbourne and Essendon Railway Company was established in 1858 to build a railway line to Essendon from a point on the government line to Bendigo, north of Spencer Street (known as Essendon Junction, now North Melbourne). By November 1860 the line commenced operation and a branch line from Newmarket to Flemington Racecourse – for use on race days – was opened immediately following (Harrigan:65-66). Financially unsuccessful, the line was closed in 1864 and partially reopened as far as Newmarket after purchase by the government in 1867, enabling rail access to Flemington Racecourse.²⁰⁴ The line reopened to Essendon in 1871.²⁰⁵

In 1883 a station was opened on the Flemington Racecourse branch line to service the Melbourne Showgrounds.²⁰⁶

Regular passenger services continue to operate on this branch line during special events at the racecourse or the showgrounds.

²⁰⁴ *The Argus*, 7 October 1867, p 4.

²⁰⁵ *Weekly Times*, 14 January 1871, p 12.

²⁰⁶ Vicsig, <https://vicsig.net>, accessed March 2023.

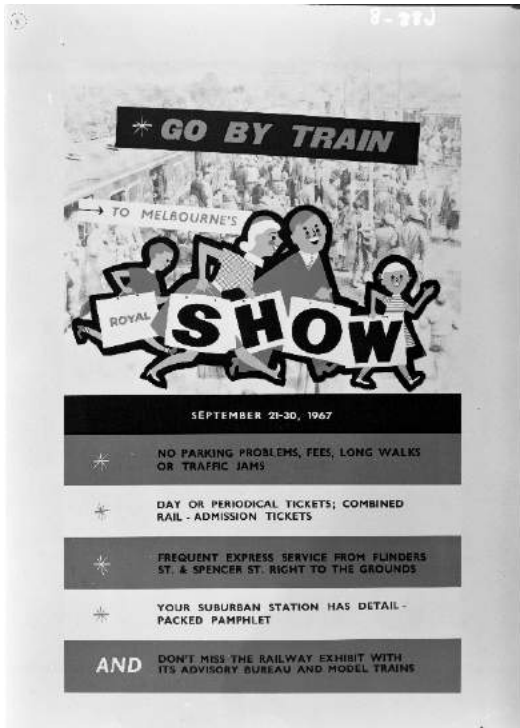


Figure 221 'Go by train to Melbourne's Royal Show' poster, 1967
(Source: PROV, VPRS 12903/P0001, 688/08)



Figure 222 Showgrounds platform, undated
(Source: PROV, VPRS 12903/P0001, 2016)

5.2.2 Mortuary Trains

Two mortuary train lines were established in Melbourne in the early twentieth century, the first a branch line from Springvale Railway Station to Springvale Cemetery in 1904²⁰⁷ and a second to Fawkner Cemetery in 1906.²⁰⁸ Mortuary services to Springvale ceased in 1943 and the line closed in 1950.²⁰⁹

Fawkner Memorial Park was established in 1906 on a 284 acre site to the north of Melbourne which included a section of the disused Coburg to Somerton railway line

²⁰⁷ *The Age*, 12 November 1903, p 4.

²⁰⁸ Vicsig, <https://vicsig.net>, accessed March 2023.

²⁰⁹ *Dandenong Journal*, 13 December 1950, p 7.

at Fawkner Railway Station.²¹⁰ Opened in 1889, the line from Coburg to Somerton was closed in 1903, and was subsequently reopened to cemetery traffic in 1906.²¹¹ At this time, Fawkner Railway Station was renamed Fawkner Cemetery Railway Station, but reverted to Fawkner when the line was reopened as a regular passenger service in 1914.²¹² Special mortuary trains ceased in 1939.

Funeral parties accessed the Fawkner Cemetery on one of six specially designed mortuary trains from Flinders Street Station, which consisted of a first-class carriage, two second class carriages, a guard's van and a 'mortuary carriage' bearing the coffin. The latter were built at the Newport railway workshops in 1902-1903.²¹³

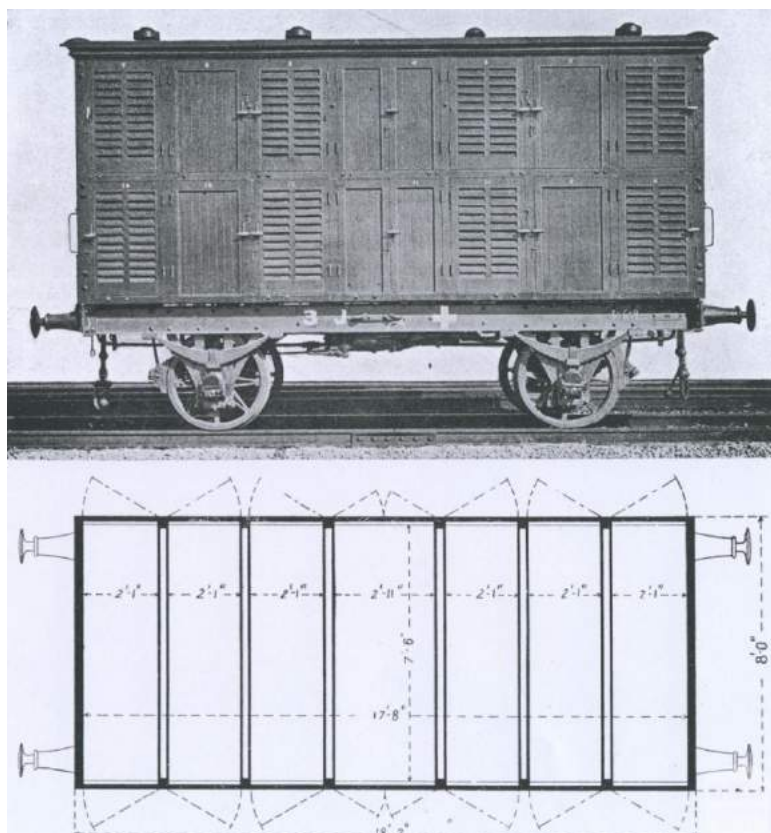


Figure 223 Hearse Carriage, Newport, 1914
(Source: Victorian Places, John Young Collection, <https://www.victorianplaces.com.au/node/64436>, accessed August 2023)

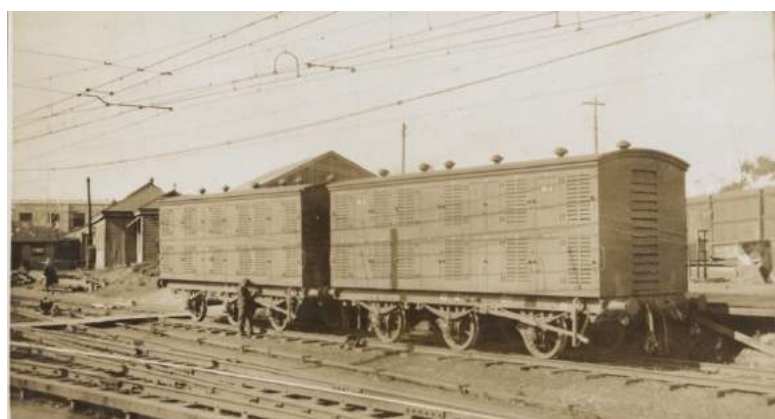


Figure 224 Hearse truck, 12 coffin capacity, c1905-c1928
(Source: SLV, Record ID: 9917100843607636)

²¹⁰ Vicsig, <https://vicsig.net>, accessed March 2023.

²¹¹ Vicsig, <https://vicsig.net>, accessed March 2023.

²¹² *The Herald*, 29 September 1914, p 1.

²¹³ Fawkner Memorial Park (VHR H2331), entry in Victorian Heritage Database.



Figure 225 Four car electric Tait train at Springvale Cemetery Platform, 1938 (Source: NLA, Bib ID: 1559677)

5.2.3 Line to Mont Park Asylum

In 1911, a branch line was opened from Macleod Railway Station on the Eltham railway line to the Mont Park Asylum complex which was under construction. The line was closed in 1964.²¹⁴

5.2.4 Royal Trains

Victoria hosted a number of members of the British Royal family in the nineteenth and twentieth centuries and trains provided special services to transport these visitors. The first visit was by the Duke of Edinburgh in 1867 and a special train was fitted out for visits to Geelong, Ballarat, Bendigo and Echuca, on the only existing country lines.

In 1901, the Duke and Duchess of Cornwall and York visited Melbourne to inaugurate the Parliament of the Commonwealth of Australia and travelled the State extensively in a luxuriously equipped special train.

Subsequent Royal visitors included the Prince of Wales in May 1920, the Duke and Duchess of York in April 1927, the Duke of Gloucester in October 1934 and Queen Elizabeth and the Duke of Edinburgh in 1954, who undertook a comprehensive rail tour of Victoria in a special train consisting of two diesel-electric locomotives and nine carriages. During his visit to open the Olympic Games in Melbourne in 1956, the Duke of Edinburgh travelled by train from Melbourne to Morwell and Maryvale. In 1958 the Queen Mother travelled to Ballarat by train and the following year Princess Alexandra travelled from Melbourne to Camperdown.²¹⁵

²¹⁴ Vicsig, <https://vicsig.net>, accessed March 2023.

²¹⁵ LJ Harrigan, *Victorian Railways to '62*, 1962, pp 269-271.



Figure 226 Royal Train 1901
(Source: SLV, Record ID:
9917106493607636)



Figure 227 Interior of dining
car, Royal Train, 1920
(Source: PROV, VPRS
12800/P0001, H1303)



Figure 228 Royal Train at
Seymour, 1927
(Source: SLV, Record ID:
9917134393607636)



Figure 229 Spencer Street Station decorated as Windsor Castle for the 1901 Royal Visit (Source: PROV, VPRS 12800/P0001, H5104)

5.2.5 Better Farming Train

Organised by the State Department of Agriculture and the Victorian Railways Commissioners in 1924, the Better Farming Train was an agricultural demonstration train which toured Victoria in the 1920s and 1930s to disseminate information on agricultural science, domestic economy and public health. Fifteen trains were originally formed from carriages and wagons which were rebuilt to suit the requirements of these trains, including facilities for staff, wagons for cattle and sheep, and carriages for various exhibits, demonstrations and lectures. Carriages were fitted out with a range of agricultural displays including livestock, dairy, crop production, pasture and farm machinery, and displays of cooking, needlecraft, infant welfare and public health.

The inaugural tour visited Gippsland in October 1924 and returned to Melbourne having visited 12 towns, attended by over 13,000 people.²¹⁶ Altogether 39 tours were made, 390 towns were visited and more than a quarter of a million people attended the lectures and demonstrations throughout South Gippsland, the Western District, Goldfields, Mallee, North East, Central Victoria, Midlands, Central West, Sunraysia and Wimmera. Until 1930, four to six trips were made a year, this was then reduced to one trip a year for the next five years, with the final trip made in the mid-1930s.²¹⁷

²¹⁶ L J Harrigan, *Victorian Railways to '62*, 1962, p 266.

²¹⁷ L J Harrigan, *Victorian Railways to '62*, 1962, p 266.

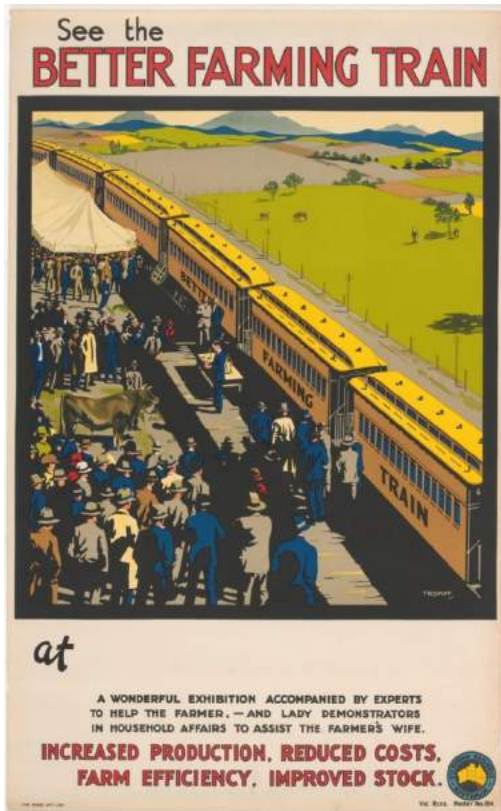


Figure 230 'See the Better Farming Train', poster by Percy Trompf, c1924-c1939 (Source: SLV, Record ID: 9918102453607636)



Figure 231 Better Farming Train, Mildura, 1926 (Source: Museums Victoria, Item No: MM 4835)



Figure 232 Better Farming Train, Cooking and Needlework Demonstration Car, c1923-1925 (Source: NLA, Bib ID: 885455)



Figure 233 Better Farming Train, Honey and Eggs Demonstration Car, c1923-1925
(Source: NLA, Bib ID: 1585680)



Figure 234 Better Farming Train, Lecture on the breeding and care of pigs, c1924-1925
(Source: SLV, Record ID: 9925449863607636)



Figure 235 Better Farming Train, the wool car, c1924-1925
(Source: SLV, Record ID: 9925450003607636)

5.2.6 Reso Train Tours

In 1922 the Victorian National Resources Development Train was established for leaders of industry in the city to meet rural leaders in order to gain a better knowledge of the prospects and problems of each. As a form of educational tourism and business promotion, trains accommodated passengers for several days,



providing opportunities for exchanging views and experiences and inspections of various country districts. The 'Reso' train made trips to various districts each year until World War II and then resumed for a period in the 1950s.²¹⁸



Figure 236 'All aboard for Melbourne', early Reso tour March 1923
(Source: SLV, Record ID: 9917161193607636)

MURRAY VALLEY RESO TOUR				
June 20 to 26, 1954				
Mon., June 21 Redcliffs Mildura	Tues., June 22 Mildura	Wed., June 23 Echuca Tongala Tatura	Thur., June 24 Wangaratta Rutherglen	Fri., June 25 Alexandra Eildon
MEMBERS OF PARTY				
ALLEN, W. W., Kerang. BAILEY, C. W., Warrnambool. BALLARD, R. E., Melbourne. BELCHER, G. F., Geelong. BRIGGS, Cr. R. J., Alexandra. BROMMEL, J. H., Cavendish. CARROLL, V. L., Corowa, N.S.W. CARTER, G., Echuca. CHEESEMAN, H. A., Melbourne. CONNOR, Dr. J. L., Melbourne. EVANS, A. T., Shearston. FLATMAN, S. N., Melbourne. GRAY, J., Melbourne. GREENAWAY, J. G., Horsham. GRIEVE, J. C., Moralla. HAVERFIELD, F. R., Melbourne. HINDHAUGH, G. W., Balmoral. HOGG, R. N., Melbourne.	HOLDSWORTH, A. J., Melbourne. HOLMES, G. A., Melbourne. JENKINS, E. H., Melbourne. KINGSTON, J. J., Stawell. LAMONT, H. J., Camperdown. LESTER-SMITH, H., Kerang. LEWIS, C., Melbourne. MILLAR, S. A., Wattle Glen. MITCHELL, R. T., Sandford. MOCK, P. H., Melbourne. MOCK, W. E., Melbourne. MORTON, J. S., Melbourne. MULHOLLAND, G., Melbourne. MULLIGAN, H., Lismore. MURPHY, Cr. J. J., Mircip. MCMURTRIE, A. H., Stawell. NELSON, J., Melbourne. NEWTON, R. J., Bingenwarri.	NILSEN, Cr. Oliver J., Melbourne. OLIVER, Cr. N. J., Bendigo. PEARSON, C. S., Melbourne. PURSER, R., Melbourne. REDWOOD, E. G., Melbourne. REVELMAN, M., Melbourne. ROBB, T. D., Alexandra. ROSS, J. H., Melbourne. SALMON, R. A., Melbourne. SHARROCK, W., Vire Vire. SHORE, W., Melbourne. SOWARD, R. S., Melbourne. TAYLOR, R. T., Melbourne. TISCHLER, T., Caramut. TRUMAN, G., Melbourne. WATSON, G., Melbourne. WOOD, R. J., B. Ec., Sydney, N.S.W.		

Figure 237 Murray Valley Reso Tour, June 1954
(Source: SLV, Record ID: 9917994163607636)



Figure 238 Official welcome at Mildura, Murray Valley Reso tour, 1954
(Source: SLV, Record ID: 9917994223607636)

²¹⁸ L J Harrigan, *Victorian Railways to '62*, 1962, pp 264-265.



5.2.7 Trains during Wartime

During war time, the Victorian Railways were required to meet the extra demands of moving troops, munitions and war materials and the railway workshops were called upon to manufacture war munitions.

During World War I, hundreds of special trains transported troops to and from camps for embarkation at Port Melbourne, while vehicles, including mobile motor workshops and army travelling kitchens, were designed and constructed at the Newport Railway Workshops.²¹⁹ Trains were used to promote recruitment and stations were often decorated to welcome home servicemen and women.

Declaration of World War II in 1939 saw the immediate protection of the indispensable railway network in Victoria with guards protecting important infrastructure including the Newport Power Station and railway bridges.²²⁰ The Commonwealth Government assumed control of the railways in Australia in 1941 and the efficient movement of troops was again of primary importance with the main country army bases in south-eastern Australia located near the railway between Melbourne and Sydney, including Puckapunyal near Seymour in Victoria.²²¹ To assist the war effort in 1942, some restrictions were placed upon rail travel and the Victorian Railways equipped two 3-car trains for RAAF recruiting.²²² Additionally, 14 railway carriages were converted into a military ambulance train within two weeks in 1942, as the first of two to be prepared by the Victorian Railways and a further eight in Australia.²²³

Much of Australia's wartime munitions production was undertaken in Victoria with the Newport Railway Workshops producing shells, mine casings, machine gun carriers, forgings for military hardware, tugboat hulls and components for Beaufort bombers and Beaufighters²²⁴ including complete fuselages for Beaufort bomber aircraft in an annex provided at the workshops.²²⁵ Considered the most secure mode of transport, the railways were used to transport bombs, shells and other ordinance to northern Queensland.²²⁶

²¹⁹ L J Harrigan, *Victorian Railways to '62*, 1962, p 156.

²²⁰ L J Harrigan, *Victorian Railways to '62*, 1962, p 159.

²²¹ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 206.

²²² L J Harrigan, *Victorian Railways to '62*, 1962, p 159.

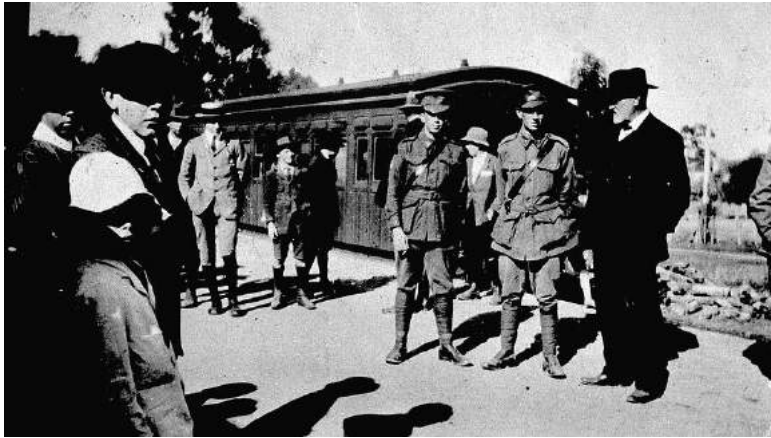
²²³ *The Argus*, 4 March 1942, p 3.

²²⁴ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 206.

²²⁵ L J Harrigan, *Victorian Railways to '62*, 1962, p 160.

²²⁶ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 206.





*Figure 239 Soldiers at Dimboola Station, 1918
(Source: Museums Victoria, Item No. MM 6855)*



*Figure 240 Welcome home decorations at Merrigum Station c1915 for World War I soldiers
(Source: Museums Victoria, Item No. MM 31020)*



*Figure 241 World War I Recruitment train at Spencer Street Station, undated
(Source: PROV, VPRS 12800/P0001, H 5530)*





*Figure 242 A troop train, carrying Victorian members of the 9th division who have just disembarked from a troopship, passing through a suburban railway station in Melbourne 25 February 1943
(Source: Australian War Memorial, Accession no. 078758)*





Figure 243 Royal Australian Air Force recruiting train, 1940
(Source: PROV, VPRS 12800/P0004, RS 0692)

Types of places and objects which demonstrate the sub-theme 'Special Trains and Services' include:

VHR / HO (if relevant)	Name	Image
HO176 (Banyule City)	Former Mont Park Railway Easement (now Harry Pottage Memorial Reserve), 128-150 Wungan Street, Macleod	
VHR H2331 /HO216 (Merri-bek City)	Fawkner Memorial Park, 1187 Sydney Road and 100 Boundary Road, Hadfield	

5.3 Railways and the Promotion of Tourism

Many popular tourist destinations were established with the extension of the Victorian railway network beyond the urban fringe, particularly from the 1880s. Day trippers and holiday makers were able to explore regions including the Macedon Ranges to the north (accessed by stations at Macedon and Woodend), the Yarra Ranges to the east (accessed by stations at Lilydale and Healesville), and the beaches along Port Phillip Bay to the south (accessed by stations at Sandringham and at various stations on the Caulfield to Frankston line). In 1893, a Sunday train service to Ferntree Gully and Healesville was described as a 'successful experiment' as two



trains were required on each line to convey the large number of excursionists, with 1,410 persons using the service.²²⁷

To coincide with the Centennial Exhibition of 1888, the Victorian Railways Department opened an office at Spencer Street station to assist travellers in visiting the Victorian countryside. This successful service was subsequently transferred to Flinders Street Station in 1895 where, as the 'Central Booking Office and Railway Inquiry Office', it sold tickets for country travel and provided information on holiday resorts.

Becoming part of the Victorian Government Tourist Bureau, the service moved to larger premises in 1908 and again in 1923 and 1939, and continued to operate at various city locations throughout much of the twentieth century. Importantly the Victorian Railways continued to produce large numbers of pamphlets, booklets and posters to promote rail travel in Victoria.²²⁸ Posters included a series of works by commercial artists in the 1930s who depicted holidaymakers at various destinations using strong colourful imagery and minimal text.

Trains remained the most popular mode of transport for touring the State until the advent of motor car travel, and the associated improvement to Victorian roads, from the mid-1920s. As part of the Railways Department tourism drive to encourage rail travel in the 1920s, the government-owned Mt Buffalo Chalet was transferred to the Railways Department in 1924 and, after extensive additions and alterations,²²⁹ the Chalet was opened for operation in 1925. A motor coach service was provided for guests at Porepunkah Station and the railways published maps of the area for visitors.²³⁰ The Chalet continued to be managed by the Railways Department until 1985.²³¹

Initiatives such as the introduction of Sunday trains to country centres such as Geelong, Ballarat and Bendigo in 1929, and combined tickets including rail and boat tickets to destinations on Port Phillip and Western Port Bays, enabled broader opportunities for leisure travel.²³²

²²⁷ *The Argus*, 4 December 1893, p 5.

²²⁸ L J Harrigan, *Victorian Railways to '62*, 1962, pp 166-167.

²²⁹ *The Age*, 28 May 1925, p 12.

²³⁰ R Lee, *The Railways of Victoria 1854-2004*, 2007, p 148.

²³¹ L J Harrigan, *Victorian Railways to '62*, 1962, p 168.

²³² R Lee, *The Railways of Victoria 1854-2004*, 2007, p 148.



Figure 244 Advertising Posters by Percy Trompf for Victorian Railways, c1930s
 (Source: PROV, Public Transport Photographic Collection, PTC-slide-box48-012, Poster Nos. 217 & 205, via 'Art Deco in the Archives' <https://prov.vic.gov.au/about-us/our-blog/art-deco-archives>, accessed March 2023)



Figure 245 Advertising posters for the Victorian Railways Commissioners, 1924
 (Source: Victorian Railways Annual Report 1924: 116-117)

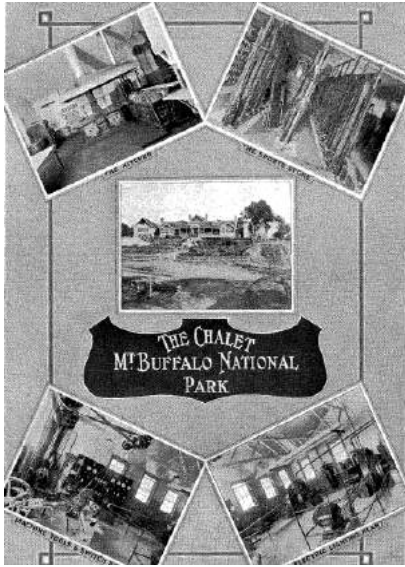


Figure 246 Advertising poster for The Chalet, Mt Buffalo National Park, 1926
(Source: Victorian Railways Annual Report 1926: 125)

J. T. CORNISH'S

LIVERY STABLES,
NICHOLSON ST., HEALESVILLE

DAILY EXCURSIONS TO
BLACKS' SPUR
MAROONDAH WEIR
CONDON'S GULLY, &c.

Waggonettes, Buggies, Horses for Hire.
16 Passenger Drag 'The Princess'
Used by H.M. The Queen.

Combined Rail and Coach Tickets in
Conjunction with the Victn. Railways.

Everything possible done for the Safety,
Comfort, and Enjoyment of our
Passengers.

Any Enquiries Answered in regard to
Accommodation.

ALL TRAINS MET.

28

Figure 247 Advertisement for daily excursions by way of combined rail and coach tickets, advertised in the 'Tourists' Guide to Picturesque Healesville and District', 1910
(Source: SLV, Record ID: 992090453607636)

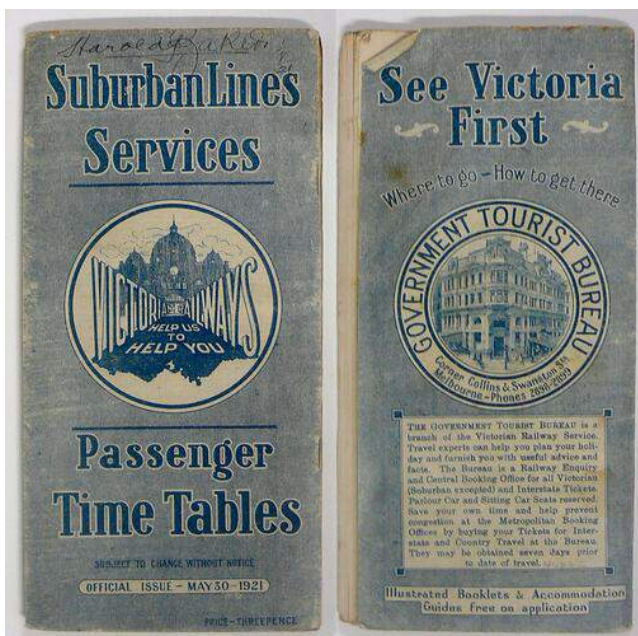




Figure 248 Suburban railway timetable dated 30 May 1921 with advertisement for the Government Tourist Bureau
(Source: Museums Victoria, Item No: ST 40832)

Types of places and objects which demonstrate the sub-theme ‘Railways and the Promotion of Tourism’ include:

VHR / HO (if relevant)	Name	Image
VHR H0901 / HO21 (Alpine Shire)	Mount Buffalo Chalet, Mount Buffalo Road, Mount Buffalo	
VHR H2337 / HO4 (Melbourne)	Royal Park Railway Station (adjacent to Melbourne Zoo)	 <i>Source: GJM Heritage, 2023</i>

5.4 Reuse of Redundant Lines, Railway Buildings and Rolling Stock

5.4.1 Redundant railway lines reused for rail purposes

Closed after a landslide in 1954, a section of the Ferntree Gully to Gembrook narrow gauge railway was reopened as Puffing Billy, a tourist railway from Belgrave, in 1962.²³³ Other tourist railways run by volunteers have since opened on other closed sections of railway, including the Bellarine Railway (between Drysdale and Queenscliff),²³⁴ the Victorian Goldfields Railway (between Castlemaine and Maldon),²³⁵ the Yarra Valley Railway (between Yarra Glen and Healesville)²³⁶ and the Mornington Tourist Railway (between Moorooduc and Mornington).²³⁷

In 1987 the suburban lines from Flinders Street to St Kilda and Port Melbourne were closed and reopened following conversion to light rail lines. Closure of the lines had been recommended in the 1980 ‘Lonie Inquiry’ due to cost and low patronage.²³⁸

²³³ L J Harrigan, *Victorian Railways to ‘62*, 1962, pp 97-98.

²³⁴ Bellarine Railway, <https://bellarinerailway.com.au>, accessed March 2023.

²³⁵ Victorian Goldfields Railway, <https://www.vgr.com.au>, accessed March 2023.

²³⁶ Yarra Valley Railway, <https://www.yvr.org.au>, accessed March 2023.

²³⁷ Mornington Railway, <https://morningtonrailway.org.au>, accessed March 2023.

²³⁸ Melbourne Tram Museum, <https://www.hawthorntramdepot.org.au/>, accessed March 2023.

This saw the railway bridges over Clarendon and Queensbridge streets demolished with the diversion of light rail vehicles onto Clarendon Street to continue north over the Yarra River to Spencer Street.²³⁹



Figure 249 Puffing Billy Railway crossing the trestle bridge at Selby
(Source: Puffing Billy Railway, 'Belgrave to Menzies Creek return', photographer Dean Gifford, <https://puffingbilly.com.au/experiences/excursion/belgrave-menzies-creek/>, accessed March 2023)



Figure 250 Bellarine Tourist Railway at Lakers Siding
(Source: Rail Trails Australia, 'Bellarine Rail Trail', <https://www.railtrails.org.au/trails/bellarine-rail-trail/>, accessed March 2023)



Figure 251 Victorian Goldfields Railway
(Source: Bendigo Region, 'Victorian Goldfields Railway', <https://www.bendigoregion.com.au/arts-culture-theatres/victorian-goldfields-railway>, accessed March 2023)

²³⁹ Museums Victoria, 'Making tracks', <https://museums victoria.com.au/scienceworks/resources/victorian-railways/making-tracks>, accessed March 2023.





Figure 252 St Kilda Light rail line and trams at Fraser Street, Middle Park, 2002
(Source: VicSig, <https://vicsig.net/photo/2475>, accessed March 2023)

5.4.2 Redundant railway lines reused for other purposes

The closure of Victorian railway lines in the twentieth century provided a network of cycling and walking trails in suburban Melbourne and country Victoria. Disused lines, including the Outer and Inner Circle railway lines in Melbourne and approximately 33 disused lines, mostly branch railways, in country Victoria, have been converted to 'rail trails' making use of the railway reservation, bridges and tunnels for shared user paths.²⁴⁰

By 1989 there were 1700 kilometres of closed railway lines in Victoria and some of this land was too valuable to remain disused. Examples include the former Inner Circle Line from Royal Park to Fitzroy which was transferred to the Federal Government for discretionary use and public housing and a portion of Jolimont Railyards was released for housing development.²⁴¹ What was to become the Inner Circle Linear Park was the focus of a protracted battle between local residents and a developer, with local residents arguing that the former railway reserve should be adapted as open space for recreation purposes. The battle became violent at times, with the site being subject to 'black bans' by 26 local unions who refused to work on the proposed development.²⁴²



Figure 253 The former North Carlton Railway Station on the former Inner Circle Railway line, 2023
(Source: GJM Heritage, August 2023).

²⁴⁰ Rail Trails Australia, <https://www.railtrails.org.au>, accessed March 2023.

²⁴¹ M Fiddian, *Trains, Tracks, Travellers, a history of the Victorian railways*, 1997, p 149.

²⁴² Carlton Community History Group Newsletter No. 22, August 2021.



Figure 254 The former North Fitzroy Substation on the Inner Circle Railway Line, 2023
(Source: GJM Heritage, August 2023).



Figure 255 Outer Circle Railway Viaduct over the Yarra River at Fairfield, converted for vehicular use as part of the Chandler Highway, 1919
(Source: Victorian Collections, <https://victoriancollections.net.au/items/5c6cbd3b21ea69134cb4003d>, accessed March 2023)



Figure 256 Rail Trail Bridge (left of image) crossing the Eildon Weir at Bonnie Doon, part of the Great Victorian Rail Trail
(Source: Rail Trails Australia, 'Great Victorian Rail Trail', <https://www.railtrails.org.au/trails/great-victorian-rail-trail/>, accessed March 2023)



Figure 257 East Gippsland Rail Trail at Orbost. The Snowy River Rail Bridge, part of the former Orbost-Bairnsdale Railway left of image
(Source: Rail Trails Australia, 'East Gippsland Rail Trail', <https://www.railtrails.org.au/trails/east-gippsland-rail-trail/>, accessed March 2023)





Figure 258 Mixed use development at 289 Wellington Parade South, East Melbourne (centre of image), and residential development (to the rear) on land formerly part of the Jolimont Railyards (Source: Real Commercial, www.realcommercial.com.au, accessed March 2023)

5.4.3 Redundant railway buildings

The ‘Community Use of Vacant Rail Buildings Program’ involves restoring former railway buildings in regional towns for use by local community groups. Between 2013 and 2019 more than 20 railway buildings were opened for community use, and it is planned that a further 10 vacant railway buildings will be restored by the end of 2023.²⁴³ New uses include art, workshop and performance spaces, offices and meeting spaces for use by community organisations, heritage, education and business hubs and tourist information centre with facilities for cyclists.²⁴⁴

The ‘Substation’ at Spotswood provides another example of a former railway building that has been converted for use as a creative arts hub, with a focus on contemporary and experimental arts.²⁴⁵

Other examples of adaptive reuse of railway buildings include ‘Art Play’ and ‘Signal’, both managed by the City of Melbourne. Art Play makes use of the Former Princes Bridge Lecture Room and was opened as Art Play in 2002, a children’s art and cultural centre. A large addition, with minimal connection to the original building, has been made at the east end and external screens have been added to the north, east (part) and west (part) elevations.²⁴⁶ Signal has seen the adaptation of the former signal box at the former junction Port Melbourne and St Kilda Lines junction with other lines at Flinders Street. It provides a studio space for art and other cultural activities for those aged 14 to 25 years.²⁴⁷

²⁴³ Victrack, <https://www.victrack.com.au>, accessed March 2023.

²⁴⁴ Victrack, <https://www.victrack.com.au>, accessed March 2023.

²⁴⁵ The Substation, <https://thesubstation.org.au>, accessed March 2023.

²⁴⁶ City of Melbourne, ‘Artplay’, <https://www.melbourne.vic.gov.au/arts-and-culture/artplay/Pages/artplay.aspx>, accessed March 2023.

²⁴⁷ City of Melbourne, ‘Signal’, <https://www.melbourne.vic.gov.au/arts-and-culture/signal/Pages/signal.aspx>, accessed March 2023.





Figure 259 Willaura Station following conversion for use as a space for the local community
(Source: Willaura Modern, via Visit Victoria, <https://www.visitvictoria.com>, accessed August 2023).



Figure 260 Interior of The Substation, Spotswood
(Source: The Substation, <https://thesubstation.org.au/venue/main-space>, accessed August 2023)



Figure 261 Interior of the Art Play space, formerly the Victorian Railways Princes Bridge Lecture Room
(Source: Artplay, City of Melbourne, <https://www.melbourne.vic.gov.au/>, accessed March 2023)



Figure 262 Interior of Signal space, the former signal box at Flinders Street Station
(Source: Signal, City of Melbourne, via <https://www.creativespaces.net.au>, accessed August 2023)

5.4.4 Redundant Rolling Stock

A vast collection of steam, diesel and electric trains and other rolling stock have been retained and are exhibited at the Newport Railway Museum, located at the former Newport Railway Workshops. The museum opened in 1962 to develop a collection of steam locomotives that were being replaced by diesel and electric locomotives. By the late 1980s the collection was expanded to include the electric locomotives.

Efforts were made from the mid-1960s onwards to keep historic locomotives and trains in operation in Victoria and the establishment of organisations such as Steamrail Victoria resulted in both the restoration and the operation of historic locomotives and carriages. Regular excursions continue to be made on the Victorian railway network, with groups such as Steamrail Victoria based at the Newport Workshops.

In 1983 the Seymour Railway Heritage Centre was established as the Seymour Loco Steam Preservation Group to restore and operate steam locomotive J515 that had been transferred from Newport. Since that time a number of diesel and electric locomotives and carriages have been restored to working order. The Seymour Railway Heritage Centre is adjacent to the former Victorian Railways Locomotive Depot at Seymour.²⁴⁸

Other locomotives and carriages are on display or have been adapted for other uses, including at the Coal Creek Museum, Mornington Peninsular Railway Society, the Ballarat East Depot and Scienceworks Museum in Spotswood.²⁴⁹



Figure 263 The 1941 H Class Locomotive H220, known as Heavy Harry, which was constructed at Newport Workshops and is now on static display, 2007 (Source: VHD)



²⁴⁸ Seymour Heritage Railway Centre, <https://srhc.org.au/about-srhc>, accessed March 2023.




²⁴⁹ Australian Steam, <http://www.australiansteam.com/vgrframe.htm>, accessed March 2023.









Figure 264 Restored Pullman car used on Victorian Goldfields Railway, c2020 (Source: Victorian Goldfields Railway Young Volunteers Group Blog, photographer Gerald Chapman, <https://vgyoungvolunteers.wordpress.com/>, accessed March 2023)




Types of places and objects which demonstrate the sub-theme ‘Reuse of Redundant Railway Lines and Buildings’ include:

VHR / HO (if relevant)	Name	Image
VHR H0933 / HO914 (Melbourne City)	No. 2 Goods Shed, 733 Bourke Street and 707 Collins Street, Docklands	
VHR H1083 / HO649 (Melbourne City)	Signal Box ‘A’, [part of] Flinders Street Railway Station Complex, 207-361 Flinders Street, Melbourne [repurposed as ‘Signal’ creative studio for young people aged 14 to 25 years]	 <p>Source: City of Melbourne, ‘Signal’, https://whatson.melbourne.vic.gov.au/things-to-do/signal, accessed March 2023.</p>

VHR / HO (if relevant)	Name	Image
VHR H1083 / HO649 (Melbourne City)	Banana Alley Vaults, [part of] Flinders Street Railway Station Complex, 207-361 Flinders Street, Melbourne	 <p data-bbox="794 719 1455 775">Source: Platform One, 'Main Room', https://platformone.com.au/, accessed August 2023.</p>
VHR H1588 / HO119 (Port Phillip City)	Albert Park Railway Station Complex, 365 Ferrars Street, South Melbourne	
VHR H1719 / HO123 (Port Phillip City)	Former St Kilda Railway Station Complex, 352 Canterbury Road and 60 Fitzroy Street, St Kilda	 <p data-bbox="794 1727 1455 1783">Source: Millar Robertson Architects, 'St Kilda Station', http://www.mrarch.com.au/, accessed March 2023.</p>

VHR / HO (if relevant)	Name	Image
HO4 (Cardinia Shire)	Upper Ferntree Gully to Gembrook [Puffing Billy Tourist Railway], Emerald and Cockatoo and Gembrook	
HO10 (Wodonga City)	Wodonga Railway Station, Elgin Boulevard, Wodonga [Former station, rail yards and goods sheds repurposed as 'Junction Place' leisure precinct]	 <p data-bbox="794 1146 1455 1205"><i>Source: Wodonga City Council via Visit Victoria, 'Junction Place', https://www.visitvictoria.com/, accessed August 2023.</i></p>
HO1379 (Melbourne City)	Former Princes Bridge Lecture Room, Princes Walk, Birrarung Marr, Melbourne [repurposed as 'ArtPlay' creative learning space for children]	 <p data-bbox="794 1621 1455 1711"><i>Source: City of Melbourne, 'Artplay', https://whatson.melbourne.vic.gov.au/things-to-do/artplay, accessed August 2023.</i></p>

VHR / HO (if relevant)	Name	Image
Contributory to HO175 – Hobsons Bay Railways Heritage Precinct (Hobsons Bay City)	Victorian Railways Type A Electricity Sub-Station (Former), 1 Market Street, Newport [repurposed as 'The Substation' Arts Centre]	 <p data-bbox="794 645 1455 761"><i>Source: The Substation, via HBCC, 'The Substation', https://www.hobsonsbay.vic.gov.au/Community/Venues-Facilities/Community-Venues-for-Hire/The-Substation, accessed August 2023.</i></p>
VHR H0994 / HO762 (Melbourne City)	Sandridge Railway Bridge, over Yarra River, Melbourne and Southbank	 <p data-bbox="794 1205 1455 1267"><i>Source: John Torcasio photographer, via Flickr, https://www.flickr.com/, accessed August 2023.</i></p>
VHR H2354 / HO67 (Yarra City, Boroondara City)	Chandler Highway Bridge, Chandler Highway, Alphington and Chandler Highway, Kew	 <p data-bbox="794 1675 1455 1760"><i>Source: Victoria's Big Build, 'Walking and cycling', https://bigbuild.vic.gov.au/projects/mrpv/chandler-highway-upgrade/pedestrians-and-cyclists, accessed August 2023.</i></p>

VHR / HO (if relevant)	Name	Image
VHR H1435 / HO35 (Baw Baw Shire)	Noojee Trestle Bridge Rail Trail, Noojee	
HO7 (Murrindindi Shire)	Tallarook Mansfield Railway, Cheviot tunnel structure and embankments [now part of the 'Great Victorian Rail Trail']	 <p data-bbox="794 1182 1465 1238"><i>Source: Victoria's High Country, 'Yea to Molesworth', https://www.victoriashighcountry.com.au, accessed August 2023.</i></p>
HO158 (Mitchell Shire)	Former signal box and signals at the Seymour Railway Heritage Centre, [part of] Seymour Railway Precinct, 14 Railway Reserve, Anzac Avenue, Seymour	

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