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# GLENROY STATION ARCHAEOLOGICAL PRECINCT

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## Location

1 POST OFFICE PLACE, GLENROY VIC 3046

## Municipality

MERRI-BEK CITY

## Level of significance

Heritage Inventory Site

## Heritage Inventory (HI) Number

H7822-2400

## Heritage Listing

Victorian Heritage Inventory

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## Statement of Significance

Last updated on - November 9, 2021

The Glenroy Station Archaeological precinct is associated with the Cragieburn railway line and the early 20th century electrification of the suburban railway system. The precinct is important for its association with these developments to the rail industry, particularly its connection to the Hartington Street electricity sub station, one of the few surviving examples of these early 20th century sub stations.

The Glenroy Station Archaeological Precinct is of historic and social significance due to its association with the construction (ca. 1870s) and early developments to the Cragieburn railway line. As well as providing a direct connection for the residents of Glenroy between their homes and the Melbourne CBD since 1876. The Glenroy Station Archaeological Precinct is of low-moderate scientific (archaeological) significance. Excavation of the site, particularly the timber feature may provide further information regarding its function and the manner in which it was constructed.

## Interpretation of Site

The railway line was constructed in the 1870s, with Glenroy station opening in 1887. The area has functioned as a rail reserve ever since. The timber feature potentially forms part of a box culvert (similar to that at VHI H7922-0505) that extended under the rail siding depicted in Figure 1 which lead to the Hartington Street sub station. Alternatively it may be related to other infrastructure related to the siding. The siding (and this associated feature) are presumed to have been constructed at approximately the same time as the sub station (mid 1910s). At the earliest the feature may date to the construction of the railway line itself in the 1870s. If the feature is part of a box culvert, and it has not been truncated by the concrete pylon, it may have continued to function into the mid 20th Century. The station was rebuilt in 1975-1976 and then upgraded again in 1999. The area continues to function as a railway station and rail reserve in the present day.

Hermes  
Number

206994

Property  
Number

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## History

Mid 19th century occupation of Glenroy was predominantly of a pastoral nature with limited residential development. Construction of the Craigieburn Railway line in the 1870s was a major development in the region. Glenroy Station opened in 1887. However, residential development in Glenroy remained sparse through to the mid-20th century. In the 1910s a program to electrify Melbourne's suburban railway network began. This involved the construction of a series of sub stations which converted and supplied electricity to the overhead distribution system. One such sub station was located at Glenroy Station on Hartington Street. The Hartington Street sub station is believed to have been built between 1914-1916 and had a siding connecting it to the main rail track (Figure 1).

The identified timber feature is in the vicinity of the point at which the siding connected to the main railway track. The feature is partially covered by a concrete pylon forming part of Structure No. B515 +35. Metro Trains Melbourne (MTM) documentation includes a section drawing of Structure No. B515 +35 which was originally drawn in 1920, it is presumed the structure was installed approximately around this time.

It is unclear whether the construction of the concrete pylon in approximately 1920 ended the functional life of the timber feature. It is suspected that the timber feature is a box culvert, if this is the case and it has not been truncated by the concrete, then it may have continued to function into the mid 20th century.

A residence is depicted alongside the Craigieburn Railway line on Glenroy Road on a 1916 military survey plan (Figure 2). This residence is believed to be the Glenroy Station Gatehouse, which is evident in a 1931 aerial image (Figure 3). The plan does not depict the area in great detail and it is possible this residence is not the same as that evident in the 1931 aerial image. However, given the sparsity of residences in Glenroy at the time, it seems quite likely that the residence depicted corresponds with the Gatehouse. Glenroy Station is known to have had a gatehouse as a 1938 article in the *Herald* (19 December, p3) refers to a John Grogan who resided at the railway gatehouse at Glenroy. This residence is the closest in proximity to the railway, being adjacent to the level crossing suggesting that it functioned as the gatehouse. Figure 6 depicts the former Gatehouse and the Glenroy Road level crossing in the 1940s. In addition, the residence is depicted in sewerage and infrastructure plans of Glenroy Station, suggesting that the residence was related to the station (Figure 7, Figure 8). The 1957 plan demonstrating the Gatehouse (Figure 7) indicates two outbuildings associated with the property, a "sleepout" to the west of the main residence and a "wash house" to the north.

The first evidence for the location of the Glenroy Station buildings and a number of other small buildings within the rail reserve is in a 1931 aerial photo (Figure 3). The station buildings, assorted structures, the gatehouse and the sub station rail siding are more visible in 1945 aerial imagery (Figure 4) and depicted on the 1948 MMBW Plans No. 447 and 461 (Figure 5, Figure 6). The 1963 aerial image only partially depicts Glenroy Station, however the Up-side station buildings and the gatehouse appear consistently in this image (Figure 9). Aerial imagery from 1975 (Figure 10) demonstrates that by this time the siding has been removed and the area of the

rail reserve south of the station is functioning as a carpark. It is presumed the timber feature was no longer serving its function by this point. Around the station and to the north it is clear that construction activities for the new station (opened in 1976) are well under way. The unknown structures were demolished by 1975, as was the Glenroy Station gatehouse.

In the 1980s Glenroy Road was widened (Figure 11), it is anticipated that this may have caused some disturbance to the southern edge of the VHI site extent, which underlies the current footpath.

The station was later upgraded to a premium station in 1999. The upgrade resulted in extensive construction and likely ground disturbance to the Up-side station buildings, it is believed these works likely caused significant disturbances to any evidence of the original Up-side station buildings. However, the Down-side station buildings were only renovated therefore it is possible that evidence of the original Down-side station buildings is preserved below the 1970s station.

*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*