

## FORMER COBURG RAILWAY LINE



UPFIELD RAILWAY LINE  
PRECINCT SOHE 2008



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1 upfield railway line precinct  
parkville brunswick road  
brunswick platform



Brunswick Road Level  
Crossing Gates



Upfield Railway Line Precinct  
Park Street Brunswick May  
2006



Upfield Railway Line Precinct  
Park Street Brunswick May  
2006



Park Street.jpg



Coburg.jpg



Victoria St signal box.jpg



remnant interlocking equip  
signal box.jpg



Tinning St gates.jpg



Industrial sidings Colebrook  
Street.jpg



Colebrook Street.jpg



Brunswick Street  
Gatekeepers cabin.jpg



Park St gatekeepers  
cabin.jpg



Gatekeepers cabin levers.jpg



Gatekeepers cabin levers  
(2).jpg



Signal 28.jpg



Signal 44.jpg



1980s Park Street gatekeepers cabin.jpg



Bell St coburg.jpg



Phoenix Street.jpg



1906 Brunswick Railway Station.jpg



Moreland Railway Station.jpg



Relocated Signal 42



Relocated Signal 35

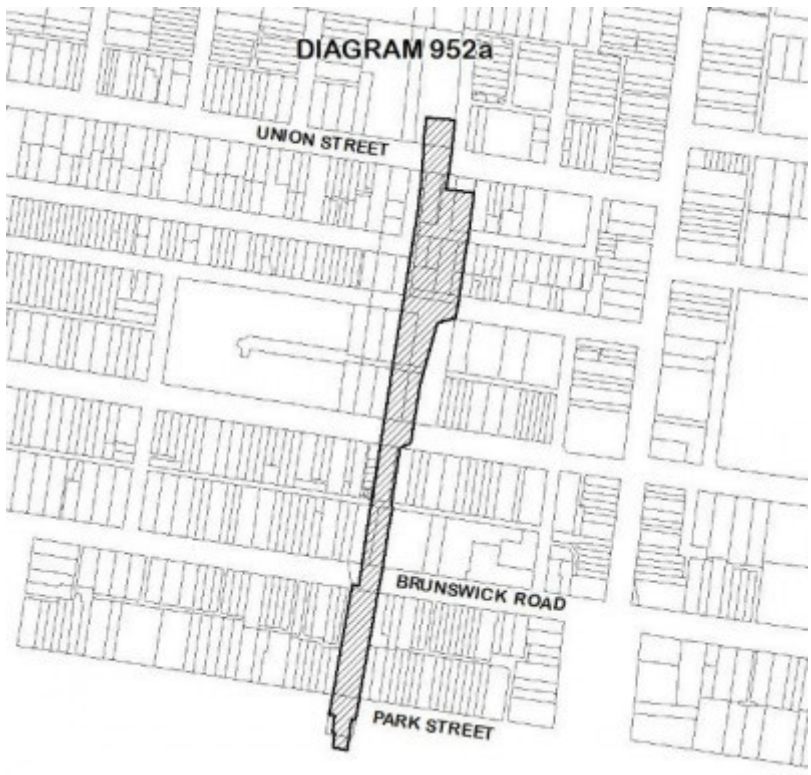


Diagram 952a



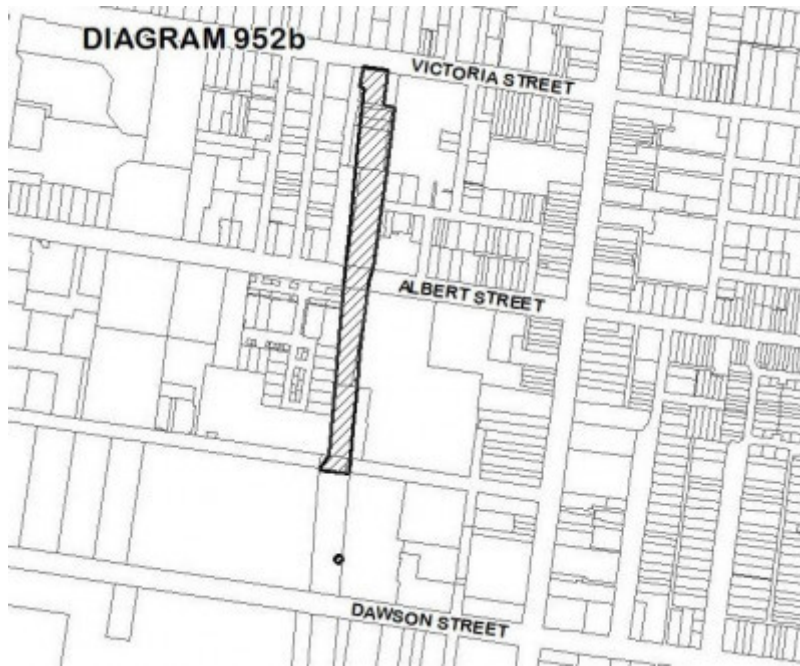


Diagram 952b



Diagram 952c

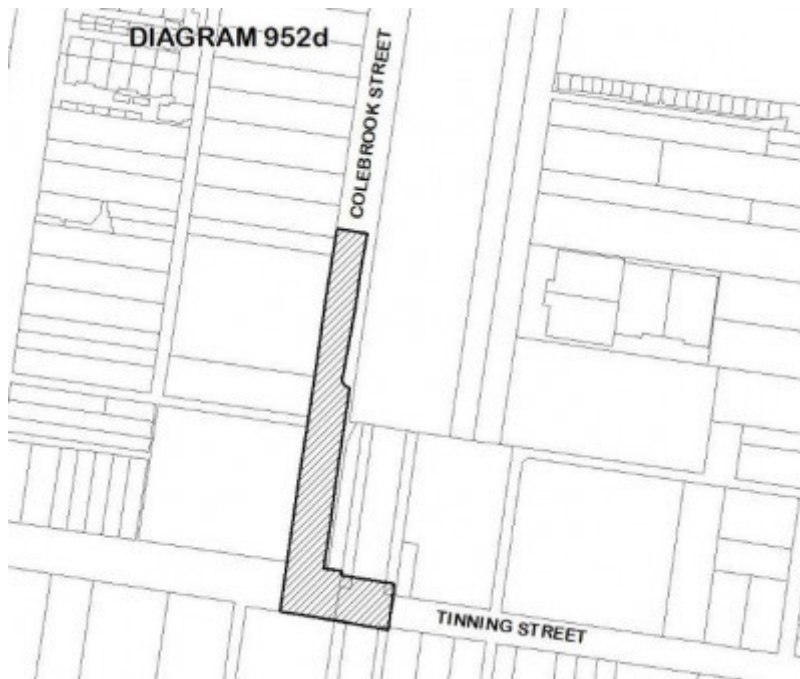


Diagram 952d



DIAGRAM 952e V2

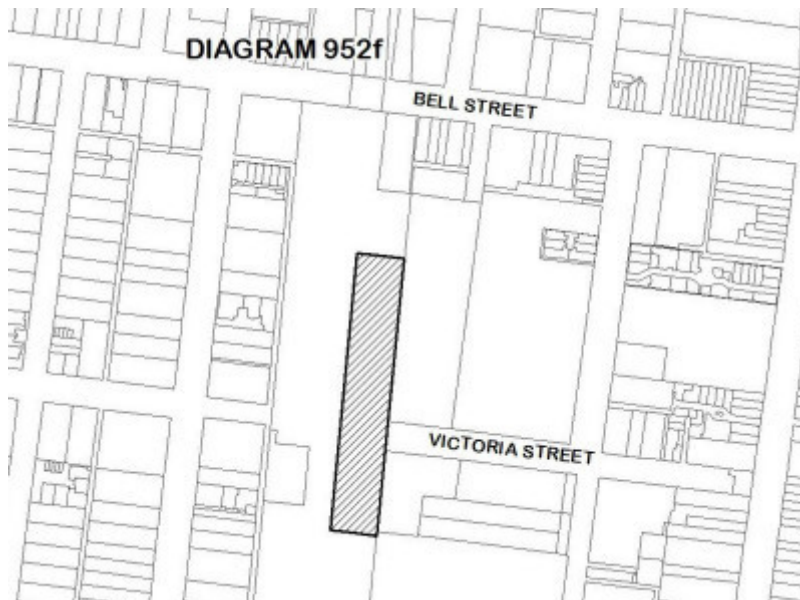


Diagram 952f

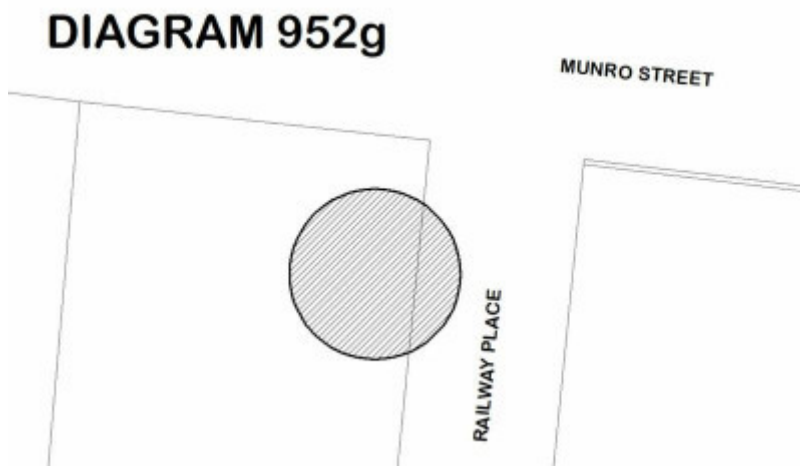


DIAGRAM 952g V2

## Location

WILSON AVENUE AND VICTORIA STREET BRUNSWICK AND CAMERON STREET AND VICTORIA STREET  
COBURG AND PARK STREET PARKVILLE, MORELAND CITY, MELBOURNE CITY

## Municipality

MERRI-BEK CITY

MELBOURNE CITY

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H0952

## **Heritage Overlay Numbers**

HO180

## **VHR Registration**

October 23, 1997

## **Amendment to Registration**

June 23, 2022

## **Heritage Listing**

Victorian Heritage Register

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## **Statement of Significance**

Last updated on - June 7, 2022

### **What is significant?**

The place known as the Former Coburg Railway Line including nineteenth century station buildings and platforms, substations, signal boxes, gatekeepers cabins, remnant interlocking and safeworking equipment, levers and rodding, signals, gates and industrial sidings.

### **How is it significant?**

The Former Coburg Railway Line is of historical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

#### **Criterion A**

Importance to the course, or pattern, of Victoria's cultural history.

#### **Criterion B**

Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

#### **Criterion D**

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

### **Why is it significant?**

The Former Coburg Railway Line is significant at the State level for the following reasons:

The Former Coburg Railway Line is historically significant as one of the most intact surviving examples of a nineteenth century railway line in Victoria. Its collection of nineteenth century buildings and infrastructure contributes to the understanding of Victoria's nineteenth century railway network and particularly its growth in the 1880s and 1890s. [Criterion A]

The nineteenth century structures associated with the Former Coburg Railway Line such as gates, gatekeepers cabins, signals and signal boxes are now rare in Victoria and are evidence of activities and functions which are no longer common in Victoria. [Criterion B]

The collection of buildings and other elements associated with the Former Coburg Railway Line are a notable example of nineteenth century railway infrastructure. The collection comprises a large range of buildings and structures developed for railway purposes which individually and collectively demonstrate comparative integrity. The surviving structures are typical of a nineteenth century railway line and remain largely unchanged since their construction. [Criterion D]

## Permit Exemptions

### General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

**Places of worship:** In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must **notify** the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

**Subdivision/consolidation:** Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

### Specific Exemptions:

## Explanatory note

The permit exemptions for the Former Coburg Railway Line were substantially revised as part of the 2019 amendment. It is proposed that all the existing permit exemptions remain in place, but a number of additional permit exemptions are added to account for recent change to the place.

## Introduction

The purpose of this information is to assist owners and other interested parties when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

It is acknowledged that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future. However, under the Act a person must not knowingly, recklessly or negligently remove, relocate or demolish, damage or despoil, develop or alter or excavate all or any part of any part of a registered place without approval. It should be noted that the definition of 'develop' in the Act includes any works on, over or under the place.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.



Permits are required for anything which alters the place or object, unless a permit exemption is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under section 38 of the Act) or after registration (under section 92 of the Act). It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings requires a permit, unless a specific permit exemption is granted.

## **Disrepair of registered place or registered object**

Under section 152 of the Act, the owner of a registered place or registered object must not allow that place or object to fall into disrepair.

## **Failure to maintain registered place or registered object**

Under section 153 of the Act, the owner of a registered place or registered object must not fail to maintain that place or object to the extent that its conservation is threatened.

## **Conservation management plans**

It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects its cultural heritage significance.

## **Archaeology**

There is no archaeology of State-level significance at the place. However, ground disturbance may affect the archaeological significance of the place and, subject to the exemptions stated in this document, requires a permit.

## **Aboriginal cultural heritage**

To establish whether this place is registered under the *Aboriginal Heritage Act 2006* please contact First Peoples – State Relations in the Department of Premier and Cabinet. The *Heritage Act 2017* and the *Aboriginal Heritage Act 2006* are separate pieces of legislation. Please be aware that both Acts are required to be satisfied and satisfying the requirements of one Act may not satisfy the requirements of the other.

If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact First Peoples – State Relations in the Department of Premier and Cabinet to ascertain requirements under the *Aboriginal Heritage Act 2006*. If works are proposed which have the potential to disturb or have an impact on Aboriginal cultural heritage it is necessary to contact First Peoples – State Relations in the Department of Premier and Cabinet to ascertain any requirements under the *Aboriginal Heritage Act 2006*.

## **Other approvals**

Please be aware that approval from other authorities (such as local government) may be required to undertake works.

## **Notes**

- All works should ideally be informed by a Conservation Management Plan prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.
- Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.
- Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits where applicable.

## General Conditions

- All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place.
- Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place are revealed which relate to the significance of the place, then the exemption covering such works must cease and Heritage Victoria must be notified as soon as possible.

## Permit Exemptions

The following permit exemptions are not considered to cause harm to the cultural heritage significance of the Former Coburg Railway Line.

### Specific Permit Exemptions

The proposed extent of registration creates a number of discrete areas along the railway line which include multiple or singular elements of cultural heritage significance. Some of these areas include the railway corridor, including land beneath the elevated section of railway between Moreland and Coburg stations, and land on either side. The cultural heritage significance of the Former Coburg Railway Line lies in the collection of individual nineteenth century elements located along the railway line. It is the intent of the registration to allow for the protection of the cultural heritage significance of these elements. It is not the intent of the registration to manage the land within the railway corridor or interfere with the day-to-day functions and operations of the railway.

### General

- All works associated with operating and maintaining the existing road and public transport infrastructure including all railways, roadways, footpaths, kerbs and channels, boom gates, traffic lights, railings, car parks, signs, fire hydrants, parking meters, street lighting, seating and shelters.
- All works associated with operating and maintaining the elevated section of railway line between Moreland and Coburg stations, including U-troughs, supporting columns, lighting, and associated rail infrastructure.
- The installation of standard street furniture within the road and park reserves, including rubbish and recycling bins, park seats, drinking fountains, pathway lights, fencing and safety barriers.
- Repair and maintenance of twentieth century directional signage, road signs, and speed signs.
- Resurfacing of existing asphalt paths and driveways.
- Maintenance and repair of existing ticketing machines, directional signage, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like.
- Replacement of existing ticketing machines, directional signage, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like provided they are located in the same position and are of the same size.
- Maintenance and repairs to passenger control gates, safety barriers, rubbish bins, seating and bicycle racks.
- Replacement of passenger control gates, safety barriers, rubbish bins, seating and bicycle racks provided they are located in the same position and are of the same size.
- Painting of previously painted surfaces provided that preparation or painting does not remove all evidence of earlier paint schemes. This does not include surfaces which are finished with varnishes or decorative finishes such as graining.
- Removal, repair or replacement of existing security lighting and fire safety equipment.
- Replacement of non-original wiring, lighting, speakers, monitor cameras, monitor screens using existing penetrations.
- Resurfacing of the existing asphalt surface to platforms.

### Rail Tracks and Overhead Wiring

- Removal, re-ballasting, re-levelling, renewal or replacement of rail tracks and replacement of railway tracks and sleepers.
- Removal, rewiring and restructuring of the overhead collection wires and other wiring including overhead power lines.
- Modifications and repairs to, and replacement of any modern electric or electronic signalling equipment.

### **Public Safety and Security**

- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or to secure public safety which will not cause physical damage to any building or element of cultural heritage significance including archaeological features.
- Emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public.

### **Station buildings, timber gates, gate keepers cabins and signal boxes**

- Minor patching, repair and maintenance which replaces like with like. Repairs must maximise protection and retention of significant fabric and include the conservation of existing details or elements. Any new materials used for repair must not exacerbate the decay of significant fabric due to chemical incompatibility, obscure significant fabric or limit access to significant fabric for future maintenance.
- Painting of previously painted surfaces provided that preparation or painting does not remove earlier paint schemes. This does not include surfaces which are finished with varnishes or decorative finishes such as graining.
- The temporary removal of broken clear glass and the temporary shuttering of windows and covering of holes as long as this work is reversible and does not further damage the original fabric.
- All works associated with operating and maintaining the interiors of the elevated stations at Moreland and Coburg at ground level within the extent of registration, including ticketing areas and access stairs.
- All works associated with operating and maintaining the exteriors of the elevated stations, platforms, and shelters at Moreland and Coburg within the extent of registration where such works constitute general maintenance and do not damage or impact the fabric of the registered place.

### **Landscape**

- The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead shrubs and replanting, disease and weed control, and maintenance to care for existing plants.
- The removal or pruning of dead or dangerous trees to maintain safety. The Executive Director must be notified of these works within seven days of the works being undertaken.
- Repair and maintenance to roadways, curbs, paths, paving, lighting, street furniture, playground equipment and the like.
- The repair and maintenance of all hard and soft landscaping between Moreland and Coburg stations, including all flood mitigation structures and associated drainage systems.
- Replanting of removed or dead trees with the same plant species.
- Removal or replacement of existing watering and drainage systems or services outside the canopy edge of mature trees and on the condition that works do not impact on archaeological features or deposits.

### **Theme**

#### **3. Connecting Victorians by transport and communications**

Construction dates	1884,
Heritage Act Categories	Registered place,
Other Names	MORELAND RAILWAY STATION, JEWELL RAILWAY STATION, UPFIELD RAILWAY LINE PRECINCT, COBURG RAILWAY STATION, BRUNSWICK RAILWAY STATION,
Hermes Number	2135
Property Number	

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## History

The following history summary is primarily based on the Upfield Railway Heritage Study (1990) by Andrew Ward. In the 1860s, the area through which the Former Coburg Railway Line now runs comprised brickworks, potteries and their associated clay pits in Brunswick, with farm land, paddocks and sparsely scattered residences to the north and south. The gazettal of the Railway Construction Bill on 31 December 1880 allowed for the construction of 475 miles (764 kilometres) of new suburban and country railway lines including a line from North Melbourne station to Coburg. The new line was constructed between 1881 and 1884 and left North Melbourne at the down end of the station and swung over Moonee Ponds Creek, Mt Alexander Road and Manningham Street on iron viaducts before heading north at Park Street in a direct line to Coburg. It ran through vacant land then through the Brunswick clay pits owned by Brunswick Potteries and Brickworks and Hoffman Brickworks, through residential areas in North Brunswick, then through paddocks and open fields to Coburg. The Coburg Line was constructed by Robert Thornton and Company. While other lines such as the Collingwood to Clifton Hill Line incorporated bridges which spanned the streets below, the Coburg Line included an unusual amount of level crossings, particularly at its southern end between Park Street and Hope Street. The crossings were each equipped with four wooden gates and associated signals. The gates were mostly hand operated by gatekeepers who occupied the adjacent gatekeepers cabins and signal boxes. The signals were operated using the various lever systems housed within these buildings. The Coburg Line officially opened on 9 September 1884, with the Coburg station building constructed in 1887, followed by the construction of stations of the same design at South Brunswick (renamed Jewell Station in 1954), Brunswick and Moreland in 1888. The brickworks and potteries prospered with the increased transportation of their goods to the booming building industry, and firewood allotments were built along the line to provide fuel stores for their furnaces. Sidings were constructed operating from Jewell Station for Hoffman Brickworks and Cornwell Potteries in 1886, and from Moreland Station for Thomas Warr and Company's grain and wool stores in 1887 and 1889. Another siding was built operating out of Moreland Station in 1894 for the Moreland Timber Company. In 1889, the line was extended beyond Coburg to Somerton and duplicated between Royal Park and Jewell Stations. The Brunswick to Coburg section was duplicated in 1891 with the Jewell to Brunswick section duplicated across the claypits in 1892. During the financial depression of the 1890s, the needs of the brickworks and potteries industries began to decline, resulting in a decrease in the use of the railway line for the transportation of goods and materials. However it grew as a passenger service in this period, servicing the fast growing population of the northern suburbs. In order to attract more patrons, three cheaper worker services were made available each day. In 1920, one year after electrification of the first line in Victoria (the Sandringham to Essendon line), the Coburg Line was electrified. The brickworks were increasing their production again, textile and other manufacturing industries were opening in Brunswick and Coburg and new residential subdivisions were also taking place. The tramway which ran along Sydney Road parallel to the railway line provided some competition for the railway line, but it remained viable for its ability to provide quicker travel time for city workers and to satisfy the heavy cartage needs of the industries. A new station on the Coburg Line between Brunswick and Moreland Stations opened in 1926. Initially known as North Brunswick Station, it was renamed Anstey Station in 1942 after former State and Federal Member of Parliament, Frank Anstey. The existing Coburg signal box located on the western side of the railway line on Munro Street opened on 30 September 1928, replacing the original Coburg signal box which had opened in 1892. Substation No. 33 was constructed opposite the signal box in 1933 to reduce voltage drop on the outer portion of the railway line. During the 1930s the reliance on the railway declined. Car ownership grew and while passenger train use continued, there were dramatic changes in the transportation of goods. The brickworks, potteries and other industries began to close in the 1950s and their respective sidings were dismantled during the 1960s and 1970s. The line was extended to Upfield to service the new Ford assembly plant in the 1950s, but this only somewhat offset the loss of heavy cartage from the brickworks and potteries industries. The State Electricity Commission (SEC) fuel store (which had been located in the former Thomas Warr and Co. storehouse on Colebrook Street since 1936) closed in 1960. Its associated siding closed in 1967 and was dismantled in 1989, leaving only the surviving sections of track. In 1988, the parcels delivery service ceased and the line became a passenger service only. In the following decades, boom gates replaced some of the manually operated timber level crossing gates and signal boxes became electronically operated. In 1997, the Former Coburg Line was included in the VHR and some level crossings were closed. Gates, and gatekeepers cabins or signal boxes survive at some crossings, although their positions have been modified to allow for the installation of boom gates. Most of the signals also survive, although they have been either rotated or relocated for safety reasons.

## Level Crossing Removal

An elevated railway between Moreland and Coburg stations was constructed in 2020 to remove level crossings at Reynard Street, Munro Street and Bell Street in Coburg, and Moreland Road in Brunswick. As a result of these works, new elevated stations were constructed to replace those at Coburg and Moreland. Although the existing station buildings were retained and conserved, the majority of the platform structures were removed. The construction also necessitated the relocation of a number of individual structures associated with the original signalling system used along this section of the line. This included the signal box and associated signal at Moreland Road, and the signal at Munro Street.

## Extent of Registration

### NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act 2017, I give notice under section 53 that the Victorian Heritage Register is amended by modifying a place in the Heritage Register:

Number: H0952

Category: Registered Place

Place: Former Coburg Railway Line

Location: Wilson Avenue and Victoria Street, Brunswick and Cameron Street and Victoria Street, Coburg and Park Street, Parkville

Municipality: Moreland City and Melbourne City

### Area A (Park Street to Union Street)

All of the land shown hatched in Diagram 952a encompassing all of Lot 1 on Title Plan 702493, Lot 3 on Title Plan 702493, Lot 1 on Title Plan 612926, Lot 107 on Lodged Plan 284, Lot 4 on Plan of Subdivision 718817, Lot 153 on Lodged Plan 284, Lot 1 on Title Plan 954027, Lot 1 on Title Plan 955695, Lot 1 on Title Plan 949599, Lot 2 on Plan of Subdivision 718817, Lot 1 on Title Plan 955697, Lot 1 on Title Plan 956528, Lot 1 on Title Plan 957228, Lot 1 on Plan of Subdivision 718816 and all of Crown Description Portion 91 Parish of Jika Jika; and part of Lot 1 on Title Plan 865423, Lot 1 on Title Plan 547741, Lot 3 on Plan of Subdivision 718817, Lot 1 on Title Plan 949600, Lot 1 on Title Plan 949602, Lot 1 on Plan of Subdivision 718816, lot 1 on Title Plan 958812, Lot 1 on Title Plan 702764; and part of Road reserves for Park Street, Brunswick; Brunswick Road, Brunswick; Barkly Street, Brunswick; and Union Street, Brunswick. Representing the Park Street gatekeepers cabin; Park Street gates; Signal 24B; Brunswick Road gatekeepers cabin; Barkly Street gates; Barkly Street gatekeepers cabin; Jewell Station and platform; Signal 25; Union Street gate posts; Union Street signal box and Signal 40.

### Area B (Dawson Street to Victoria Street)

All of the land shown hatched on Diagram 952b encompassing all of Lot 1 on Title Plan 955676, Lot 1 on Title Plan 955699, Lot 1 on Title Plan 960535 and parts of Lot 1 on Title Plan 689994, Lot 3 on Title Plan 904749, Lot 2 on Title Plan 955676, Lot 1 on Title Plan 602011, Lot 1 on Title Plan 901787, Lot 1 on Title Plan 901856, Lot 1 on Title Plan 901858, Lot 1 on Title Plan 901843 and Lot 1 on Title Plan 920461 and part of the road reserve for Albert Street, Brunswick. Representing Signal 28; Phoenix Street gates; Signal 29; Albert Street gatekeepers cabin; Brunswick Station and platform; Victoria Street signal box and Signal 31.

### Area C (Signal 33B)

All of the land shown hatched on Diagram 952c encompassing part of Lot 2 on Plan of Subdivision 603501 representing a 1.75 m curtilage from the midpoint of Signal 33B. Representing Signal 33B.

### Area D (Colebrook Street and Tinning Street)

All of the land shown hatched on Diagram 952d encompassing part of Lot 1 on Title Plan 960539 and part of Road Reserve for Tinning Street, Brunswick. Representing the Tinning Street gates and the Colebrook Street industrial sidings.

### Area E (Moreland Station)

All of the land shown hatched on Diagram 952e encompassing parts of Lot 1 on Title Plan 942806. Representing Moreland Station and platform, Signal 35 and Moreland Road signal box.



**Area F (Coburg Station and Signal 44)**

All of the land shown hatched on Diagram 952f encompassing part of Lot 1 on Title Plan 918036. Representing Coburg Station and platform, and Signal 44.

**Area G (Signal 42)**

All of the place shown hatched on Diagram 952g encompassing part of Lot 1 on Title Plan 955686 representing a 4 m curtilage from the midpoint of Signal 42. Representing Signal 42.

Dated 23 June 2022

STEVEN AVERY

Executive Director

*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/>*