

Andrew C Ward & Associates
architects - planners

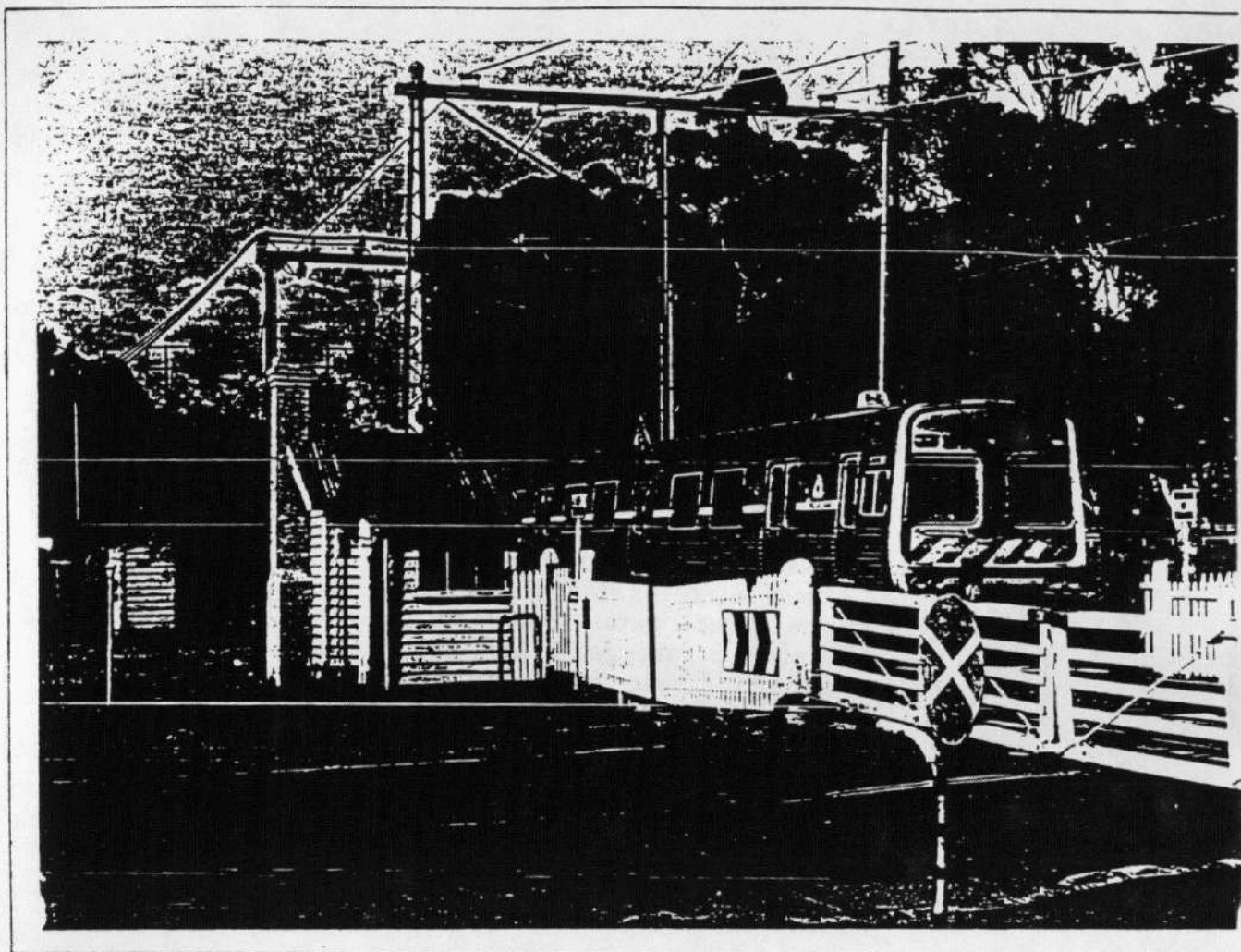


UPFIELD RAILWAY HERITAGE STUDY

(Park Street, Brunswick
- Bell Street, Coburg)

FINAL DRAFT

May 1990



The Park Street gates. Over one hundred years separates the
iron and timber from the stainless steel suburban train.
February, 1990.

CONTENTS

INTRODUCTION AND SUMMARY

1. HISTORICAL BACKGROUND

2. ASSESSMENTS OF SIGNIFICANCE

2.1 The Upfield railway (Park Street to Bell Street): Statement of Significance

2.2 Station Buildings

2.3 Individual buildings and structures

- Jewell Station Building
- Brunswick Station Building
- Anstey Station Building and gates
- Moreland Station Building
- Coburg Station Building
- Jewell signal box and gates
- Brunswick signal box and gates
- Moreland signal box
- Coburg signal box
- Park Street gates and cabin
- Brunswick Road gates and cabin
- Barkly Street gates and cabin
- Dawson Street gates and cabin
- Albert Street gates and cabin
- Hope Street gates and cabin
- Tinning Street gates and cabin
- Reynard Street gates and cabin
- Gatekeepers House No. 75
- Stationmasters House No. 85
- Subway, Victoria Street
- Footbridge, Moreland Station
- Goods shed, Jewell Station
- Coburg Sub-Station No. 33
- Other Items of Local Heritage Interest
- Later Structures

3. CONSERVATION POLICY

3.1 Preamble

3.2 The Park Street/Victoria Street area of primary significance

3.3 Individual Buildings and Structures

3.3.1 Station Buildings

3.3.2 Signal Boxes and Gates

3.3.3 Gatekeeper Cabins and Gates

3.3.4 Departmental Residences

3.3.5 Other items of significance.

INTRODUCTION AND SUMMARY

This Study was commissioned in February, 1990 by the Public Transport Corporation and arises from its proposal to replace existing heavy rail services along the Upfield railway with a combination of Light Rail and bus services. The Study area was limited to the section of the line classified by the National Trust in 1989 and running north from Park Street, Brunswick to Bell Street, Coburg. It was supervised by a Steering Committee chaired by Ms G. Moody, project manager, Upfield Light Rail, and having the following agencies represented:

- Public Transport Corporation
- City of Brunswick
- City of Coburg
- Ministry for Planning and Urban Growth
- National Trust.

The study shows that this section of the Upfield railway presents a unique opportunity and certainly the last opportunity for an entire installation representative of nineteenth century railway operational practices to be preserved.

It was also found that although the whole of the study area is significant as a demonstration of late nineteenth century railway practices, the greatest concentration of significant structures is situated between Park Street and Victoria Street, Brunswick. It is recommended that this section form an Urban Conservation Area within the City of Brunswick Planning Scheme and be placed on the National Estate Register as a Conservation Area. It is also recommended that the Moreland station ground form part of an Urban Conservation Area within the City of Coburg Planning Scheme and that the Coburg station building and platform be afforded Planning Scheme protection. It is recommended that the signal boxes at Union Street and Victoria Street, Brunswick, and the gatekeeper's cabin and gates at Park Street, Brunswick, be included on the Historic Buildings Council Register.

A Policy for the conservation of buildings and structures no longer required for transport purposes is presented in Section 3. The following policy recommendations are made to the Corporation.

1. Arrangements should be made now to ensure that all structures to be retained are managed effectively following redundancy.
2. Mechanical equipment and gates should not be removed from buildings to be protected.
3. The Councils of the Cities of Melbourne, Brunswick and Coburg should be encouraged to adopt a pro-active role in caring for redundant structures. They should facilitate public support for them and assist in identifying suitable funding sources for maintenance works such as the Ministry for Planning and Urban Growth's Northern Area Improvement Program.

4. Dialogue should be encouraged with the participating Councils.

The following additional recommendations are made to the Corporation concerning groups of similar buildings.

1. Station buildings and residences: a schedule of works and conditions ensuring the enhancement of significant station buildings and residences should be prepared. Compliance by vendors should be a condition of sale.
2. Signal Boxes and Gates: arrangements should be made to facilitate the preservation of the Union Street (Jewell) and Victoria Street (Brunswick) signal boxes by the Signal Record Society (Victoria).
3. Gatekeepers Cabins and Gates: Significant installations at Park Street, Brunswick Road, Barkly Street and Albert Street should be retained with Council and popular support.

4. Other items of significance

Although of lesser significance than the abovementioned items, preservation is recommended with Council and popular support.

1. HISTORICAL BACKGROUND

L
L

By the early 1880's, the route of the proposed Coburg railway was densely populated in the vicinity of the South Brunswick (Jewell) Brunswick, and Coburg railway station sites. In between South Brunswick and Brunswick, Michael and Mrs Dawson owned large parcels of vacant land now bisected by Dawson Street whilst immediately to the north (between Phoenix Street and the planned Brunswick Station) there were clay pits occupied by Edward and S. Harding and George Burton, Alfred Cornwall and M.A. Martin. 1.

Cornwell's company, called the Brunswick Potteries and Brickworks, had been launched in 1861 on the Phoenix Street site and reached its production peak in the field of drain pipes soon after the opening of the railway, around 1889. It was eventually closed in 1959. 2.

Further to the west of Cornwall's, between Gardiner and Pearson Streets, Messrs Collier and Barry acquired land for the Hoffman Patent Brick and Tile Company as early as 1863. In 1883 it became a public company and expanded into the western portion of the Dawsons' land to become the largest brickworks in the State. 3.

The Dawson's land was first subdivided in February, 1882, two years prior to the opening of the railway under the title of "Phoenix Park". 4. Both Cornwells and the Hoffman Brickworks were to become important customers of the Coburg railway whilst the "Phoenix Park" estate was one of the first major land subdivisions associated with the construction of the new line.

North of the Brunswick station site, it was planned to cross Victoria Street, which was also densely settled, thence through C. Sydenham's empty paddock and the new houses erected in Hope, Duckett (Bryant) and Edward (West) Streets before plunging into substantially open fields en route to Bell Street, Coburg.

By the early 1880's, the land facing Albion and Tinning Streets had been subdivided, but only a handful of cottages was erected thereon. Elsewhere in the vicinity of the proposed line, there was a more or less continuous ribbon of development along Sydney Road and a scatter of quarries along its route, principally to the immediate west. The Melbourne Omnibus Company maintained a service along Sydney Road as far as Brunswick and it was clear enough that the suburban lands sales through which the railway would pass were beginning to boom. The "Evans" estate was released in 1882 and Messrs. Crook and Swinburn opened their timber yard in present Tripovitch Street the following year coinciding also with D. Trough's house agency business. 5.

When Sir James Patterson, MLA (Castlemaine), Railways Commissioner and Vice President of the Board of Land and Works placed his Railway Construction Bill of 1880 before the house, he must have been confident of the success of the suburban lines proposed within it and in particular with the North Melbourne to Coburg line. His optimism is best described in his own words: "I say it is the duty of the State to consider the reasonable requirements, with regard to railway accommodation in Melbourne and its suburbs."

Moreover, it should be recollected that suburban railways pay directly, while country lines do not pay directly, though they pay in the indirect advantage which they confer upon the country". 6. The levels of industrial, residential and commercial development both in place and immediately pending along the Sydney Road corridor would have presented a most tempting prospect to the Railways Department. During the debate, the only matters discussed in the Legislative Assembly concerned themselves with the junction of the planned line with the Essendon railway in the vicinity of North Melbourne and the option of an extension north of Coburg.

The Bill was passed and Act No. 682 authorising the construction of 23 new lines was gazetted on 31st December, 1880. On 28th April, 1881, Robert Thornton was engaged under the terms of contract no. 1455 to construct the whole of the Coburg railway for the sum of £52,682.16.0 over a distance of 4 miles, 65 chains and 69 links. Representing a construction cost of £10,952 per mile, this rate placed the railway in Patterson's category of "medium lines", which had at that time already been built between Sandhurst and Echuca and Essendon and Wodonga. "Medium" lines had an average cost of £9,244 per mile, comparing with £41,917 for "heavy" lines, such as the Sandhurst railway, and £6,473 for the "light" lines, such as those in the vicinity of Maryborough. 7. By 1880, the construction of "heavy" lines was definitely a thing of the past but where levels of traffic and topography permitted, "medium" lines were a suitable option. On the Coburg line the burgeoning traffic could be clearly foreseen and the maximum gradient of 1 in 50 was limited to the section through Royal Park and would generally be ascended by empty goods trains travelling to the brick and pottery works.

Robert Thornton & Co. was formed in the same year as Thornton was awarded this railway contract. Prior to 1881 W. Thornton and Sons, contractors, had been in business for some time since the arrival of William Thornton in Victoria in 1858. The firm had built wharfage works for the Harbour Trust, steam ferries at Spencer Street, erected the South Channel fort, portion of the Warrnambool breakwater, and several jetties. R. Thornton & Co.'s railway contracts included the Heyfield and Bairnsdale line (opened 1887-88), and Thornton was involved as a partner with J. Kenny and M. Gardner in the construction of Melbourne's first cable tramway from Melbourne to Richmond in 1885 for the sum of £120,000. 8. His company's contract for the Coburg railway would appear to have led him into the other railway/tramway projects noted, both of which have been since closed to traffic.

The new line left North Melbourne at the down end of the station area and swung around over the Moonee Ponds Creek, Mt Alexander Road and Manningham Street on iron viaducts typical of the Wodonga railway (1873) before heading north at Park Street, Brunswick, in a direct line for Coburg. Whereas the later railway running through Collingwood to Clifton Hill

avoided the many level crossings in its path by the construction of a viaduct with steel girder bridges spanning the streets below, this was not the case with the Coburg line. Here, level crossings occurred at unusually frequent intervals and were equipped from the outset with sets of four 13'6" gates. ⁹.

Cornwell and Martins' clay pits were at one stage to be skirted by running through the clay pits of an adjoining brick yard in Albert Street but this option was not pursued. Instead, the earlier alignment was followed on a 6 metre high trestle bridge consisting of 6 spans each of 4.5 metres.

The line was opened on 9th September, 1884 and contracts were let on 16th July, 1888 for the construction of the present brick station buildings at South Brunswick, Brunswick and Moreland by Messrs McConnell and McIntosh, the building at Coburg having been erected independently a year earlier. Decorative timber shelters followed at South Brunswick, Brunswick and Moreland in 1891-92.

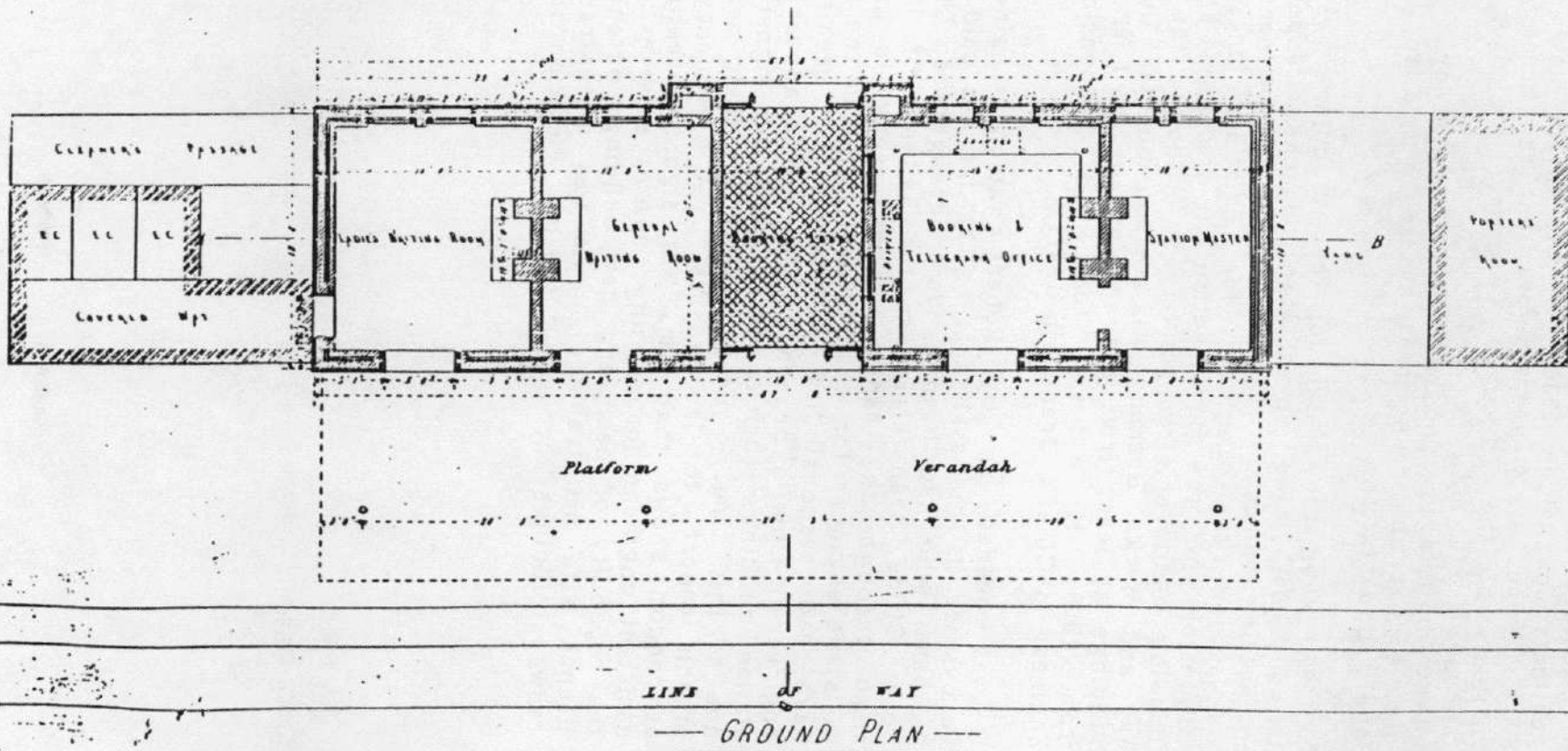
As early as October, 1883, the Railway Department had been carrying trials with Winters Block Telegraph system of train safeworking. ¹⁰. It was first installed about 15th October of that year on the Fishmarket/Princes Bridge - Balaclava section of the Brighton Beach railway and was followed by Warrenheip - Ballarat East on 24th April 1884 and Spencer Street No. 1 Box - Franklin Street Box pre 3rd April 1885.

The Coburg single line followed along with 4 other portions of line pre 3rd December, 1885. A total of 33 portions of line were fitted with Winters Block Telegraph up to 1900 and another 5 to 1912. The last installations were effected in the period up to 1959. Today, only portions are protected by block telegraph in the metropolitan area and in country areas. The earliest remaining is on the short Warrenheip-Ballararat East section but in the metropolitan area, the oldest installation is on the Coburg line.

Station yards were interlocked as follows:

South Brunswick	-	1889
Brunswick	-	1890
Moreland	-	1892
Coburg	-	1892.

Patronage levels were encouraging from the start with the following figures being recorded in the ten month period to 30th June, 1885. ¹¹



Typical station building plan (Jewell).
 1/111 litho 35.

It seems that the Education Department's work may have been influential in the design of the Gothic station buildings of which the Coburg line contains the greatest surviving concentration. In an article entitled "Architecture in Brickwork" published in the Royal Victorian Institute of Architects Journal in 1936-7¹, the author notes that it was during the 1870's ("about sixty years ago") that "an arrangement was made for the architects of the Education Department to prepare designs for several stations". It led, he wrote, to the use of polychrome brickwork railway buildings, popular with the Railways in the 1870's. It is possible that an arrangement similar to this applied in the design of the Coburg line stations.

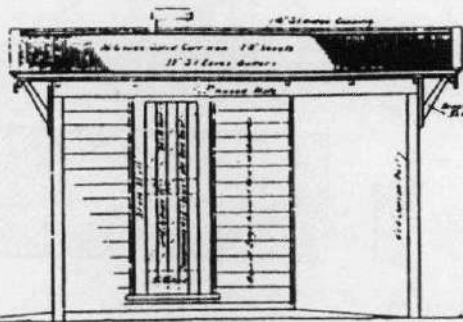
In 1887, when the design for these buildings was prepared, the Victorian Railways was made up of two branches responsible for building and engineering works. The first was the Engineer-in-Chief's Branch, and the second the Engineer for Existing Lines Branch. They were responsible for the construction of new lines and for their maintenance following handover, respectively. Although the latter branch (later the Way and Works Branch) was responsible for the design of new station buildings at least from the appointment of J.W. Hardy as chief architect from 1908, it appears that this responsibility rested with the Engineer-in-Chief's Branch in 1887.

It was headed up by Robert Watson, engineer-in-chief with George Darbyshire as his assistant. The highest paid draughtsman was George W. Sims, who had been a junior draughtsman since 1858 with the Public Works Office, transferring to the Railways on 16th May, 1870.² Sims' climb through the ranks led eventually to his appointment as chief assistant engineer for existing lines, but in the late 1880's, he appears to have had responsibility for matters of architectural design with the Engineer-in-Chief's branch. His initials appear on working drawings for station buildings (brick and timber) and signal boxes erected along the line at this time. Responsibility for their design has been attributed, in this report, to George Sims. A preliminary examination of drawings at random shows that Sims was signing architectural drawings as chief assistant engineer for existing lines as early as 1903. It is possible that the capability of designing new buildings extended to the Existing Lines Branch with his transfer. He was a central figure in the design of railway buildings throughout the late Victorian and Edwardian period.

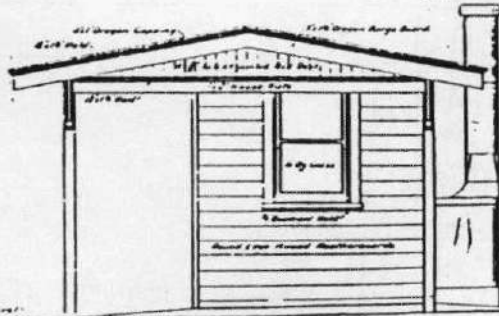
REC'D
R 2360
R.W. DENNIS
DATE

-V.R.-
STANDARD GATE KEEPER'S CABIN.

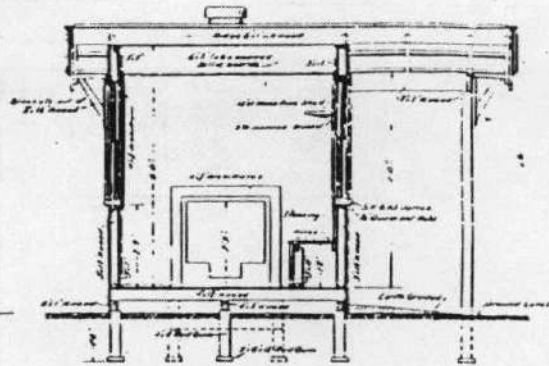
Scale 1"=10'



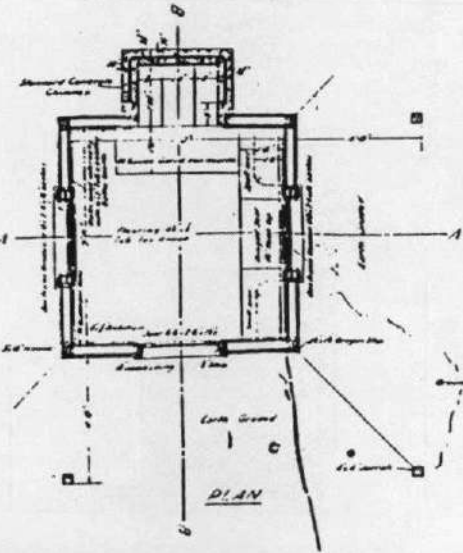
FRONT ELEVATION
TO DAILYWAY



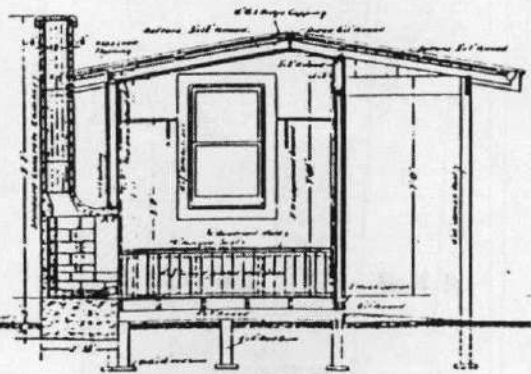
SIDE ELEVATION



SECTION A-A



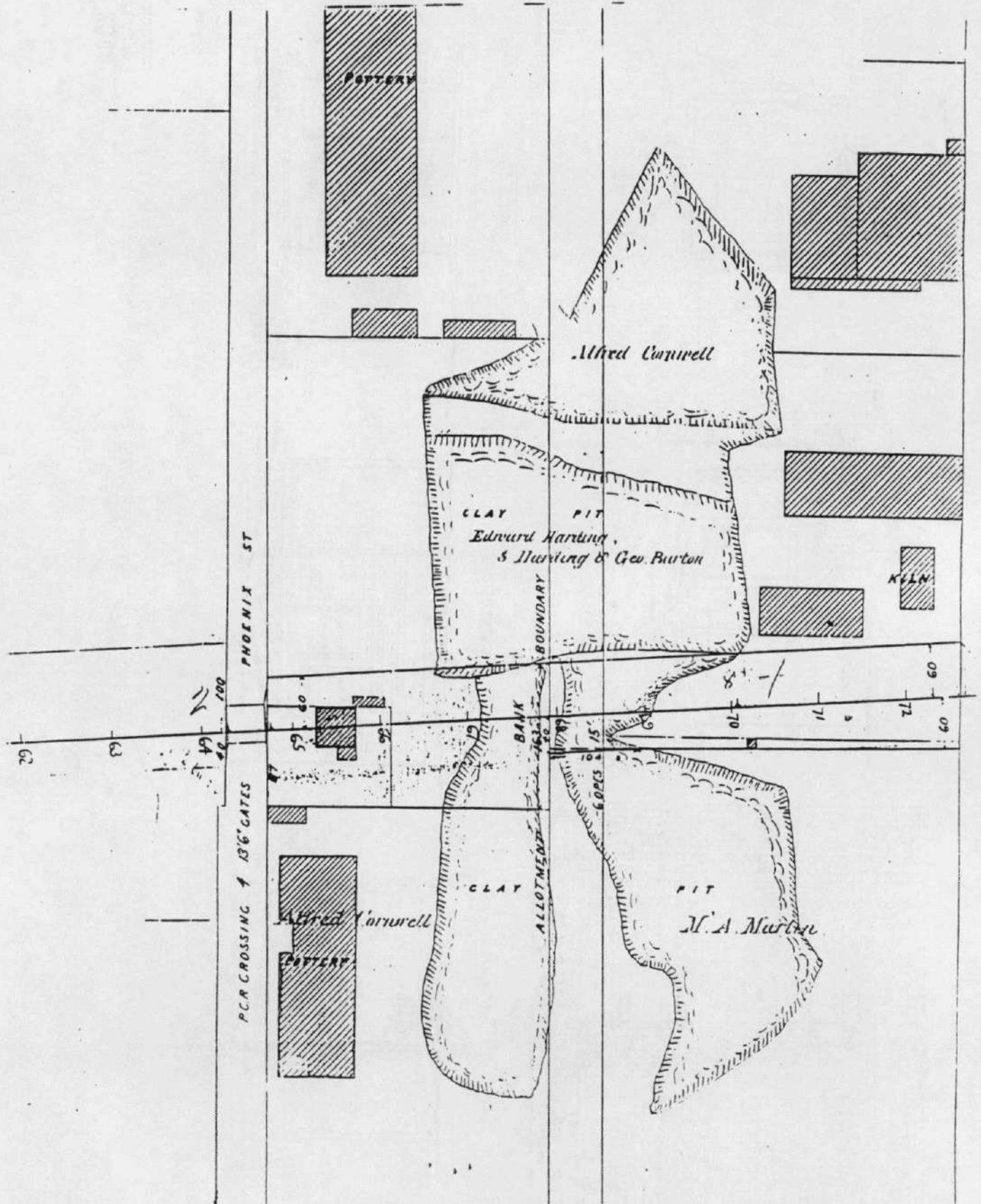
PLAN



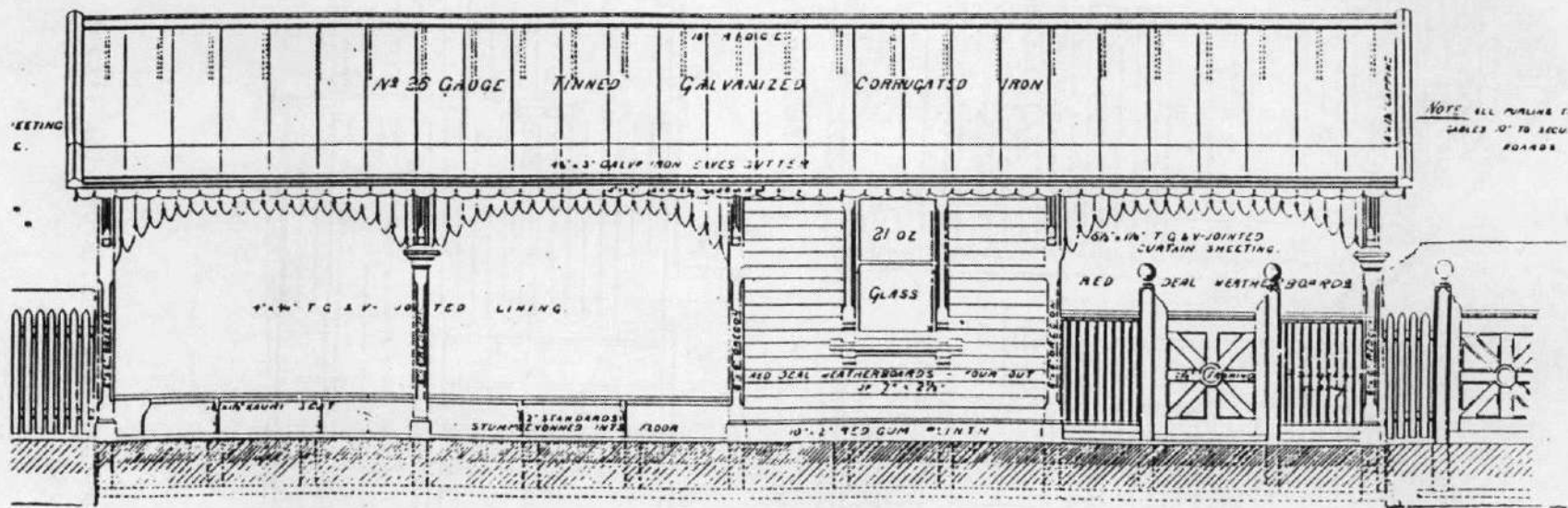
SECTION B-B

Schedule of Materials required									
No.	Qty.	Size	Material	Purpose	Qty.	Size	Material	Purpose	Notes
1	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
2	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
3	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
4	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
5	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
6	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
7	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
8	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
9	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
10	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
11	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
12	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
13	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
14	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
15	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
16	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
17	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
18	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
19	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
20	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
21	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
22	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
23	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
24	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
25	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
26	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
27	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
28	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
29	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
30	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
31	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
32	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
33	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
34	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
35	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
36	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
37	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
38	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
39	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
40	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
41	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
42	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
43	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
44	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
45	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
46	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
47	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
48	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
49	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
50	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
51	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
52	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
53	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
54	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
55	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
56	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
57	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
58	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
59	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
60	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
61	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
62	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
63	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
64	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
65	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
66	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
67	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
68	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
69	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
70	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
71	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
72	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
73	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
74	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
75	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
76	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
77	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
78	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
79	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
80	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
81	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
82	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
83	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
84	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
85	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
86	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
87	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
88	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
89	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
90	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
91	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
92	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
93	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
94	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
95	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
96	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
97	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
98	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
99	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For
100	1	2x4	Lumber	Roof	1	4x4	Lumber	Post	For

Later drawing of standard gate keeper's cabin (1923).
R 2360.

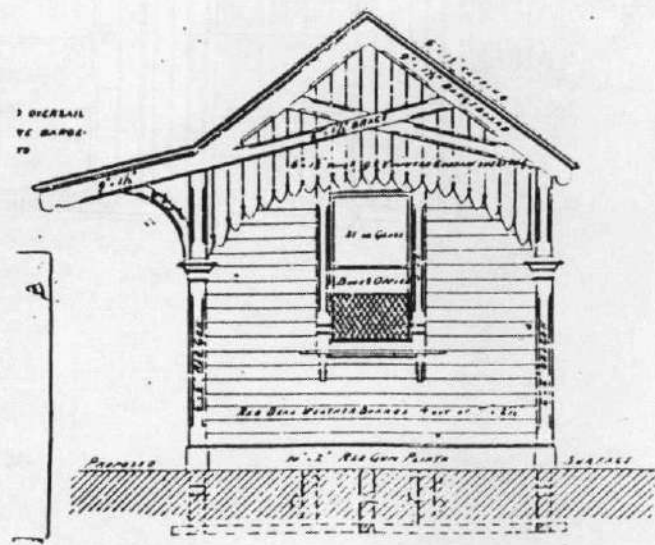


Detail plan showing route of railway across Phoenix Street clay pits. Fr. "North Melbourne - Coburg Permanent Survey", 17.1.1883. 2/658 litho 3.



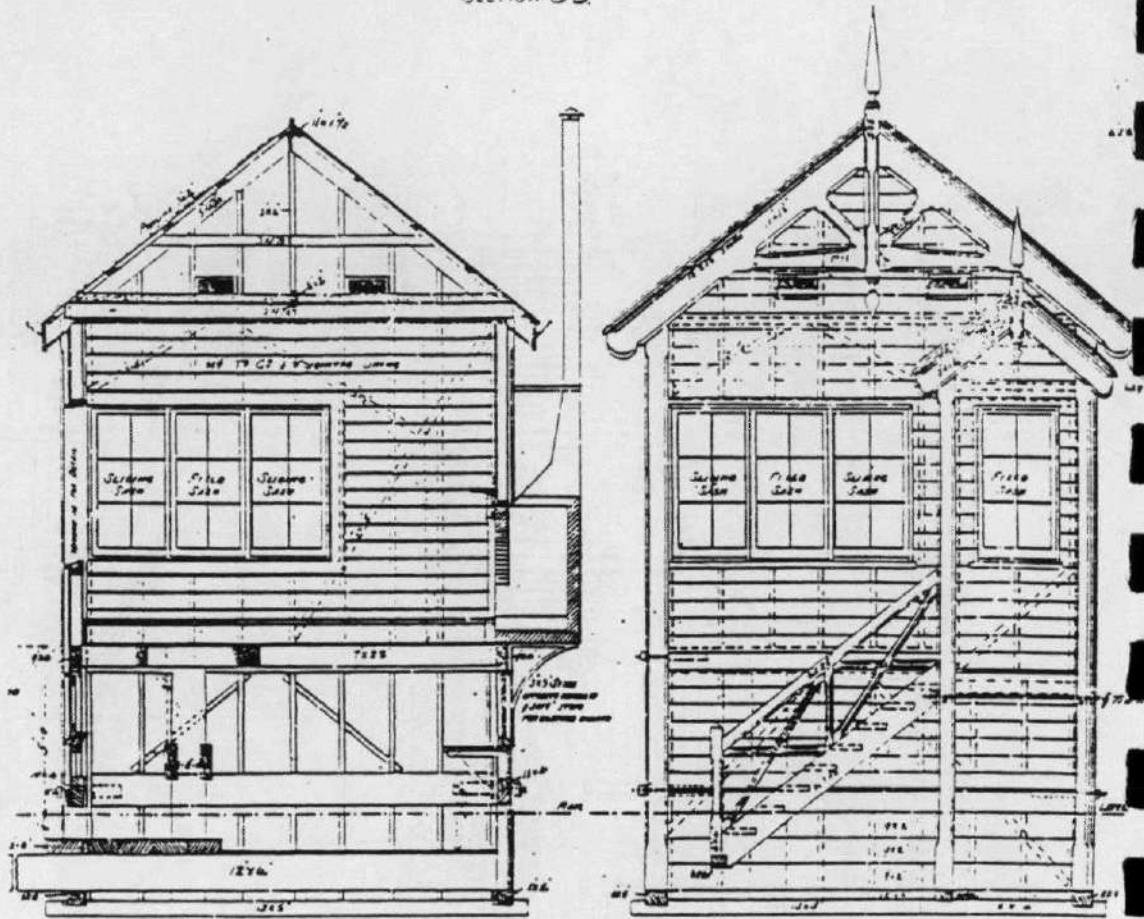
FRONT ELEVATION

Standard station building for downside platforms associated with duplication of the line to Coburg in 1888. 1/111 litho 43.



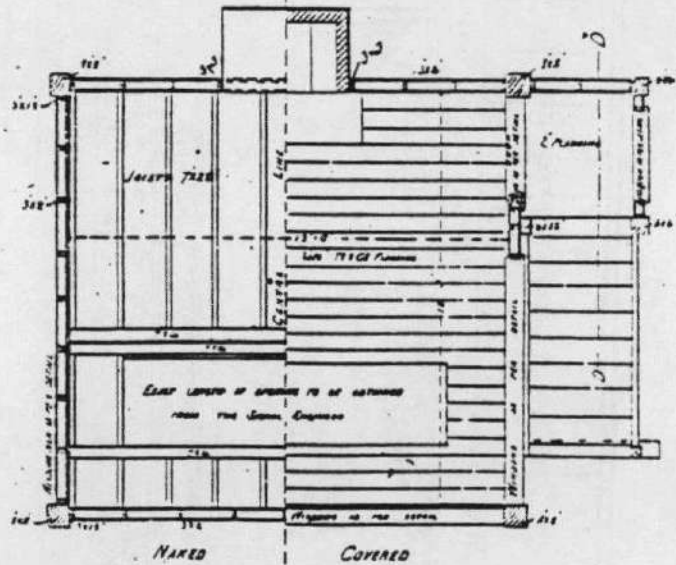
Andrew C Ward & Associates

SECTION DD



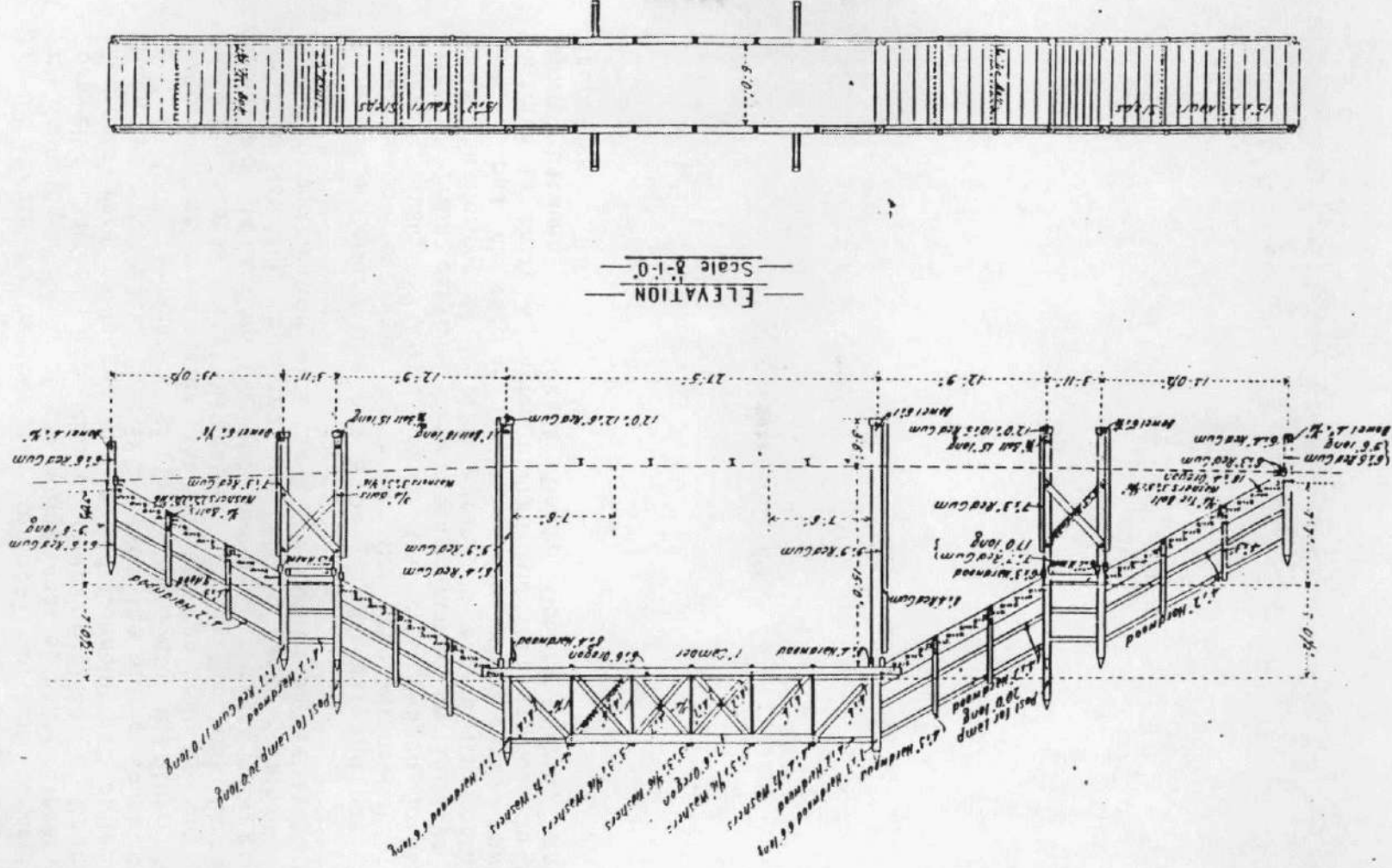
TRANSVERSE SECTION

END ELEVATION



UPPER FLOOR PLAN

Plan, Section and end Elevation, Brunswick signal box. 1/111 litho 58.



Footbridge at Moreland, as built (1901).
1/80 litho 73.

Jewell, (South Brunswick prior to 1954) had lost its brickyards traffic in 1954 following removal of the siding west of Fallon Street in that year. Cornwell's Pottery had closed down in 1959. Brunswick's firewood allotments were no longer in use and Connolly had pulled out of Moreland altogether by 1963. The SEC closed the siding south of Tinning Street in 1967 and terminated its agreement with the then VicRail Board in 1979. Ten years later the sidings on railway land leading to the bluestone stores were dismantled. The Moreland Timber Co. Pty Ltd. dismantled its siding in 1983 and the inwards loading recorded in the table at Moreland consisted, in 1974, of what remained of this company's traffic in combination with the SEC's inward briquettes loading.

Today, the Coburg line has a busy passenger and parcels traffic. The latter is now conveyed by road, since the withdrawal of rail services in January, 1986, ²⁰ and goods traffic in wagon loads has ceased to exist. Train services have been curtailed on Sundays since the 1960's when the former M & MTB agreed to extend its North Coburg service with a bus as far as Upfield. On other days, however, commuters continue to enjoy a choice of rail and tram services to the city from all points between Bakers Road, Coburg North, and Park Street, Brunswick.

Table 1 Coburg line: traffic from 9.7.1884 to 30.6.1885

Station	Passengers		Goods (tons)	
	Outwards	Inwards	Outwards	Inwards
Sth Brunswick	54,897.5	22,806	22.5	8,497
Brunswick	46,635	45,618.5	484	13,434
Moreland	23,910.5	9,403	-	-
Coburg	88,418.5	57,801	-	-

Passenger leadings were considerably in excess of all stations on the Frankston line and the majority of new stations on the Lilydale railway, both of which were authorised under the same Act. Coburg underwent a land boom coinciding with the opening of the line and reflected in its comparatively high patronage levels. The Coburg Leader observed in November, 1891, that "The greater proportion of the population was now employed out of the Shire, and during the day the streets are almost deserted".¹² It may have been bad news for Coburg, but the railway prospered in these early years. Firewood allotments were established along the east side of the line between Merrifield and Hope Streets from 1884¹³ giving rise, presumably to the high inwards goods traffic levels at Brunswick Station shown in the table.

In 1886 the Hoffman Brickworks opened a siding controlled by South Brunswick and linking its operations in Dawson Street and on the site of present Gilpen Park with the railway via Phoenix Street. The company ordered its own locomotive which was subsequently sold in 1904. By 1895, South Brunswick was generating £2,270.2.4 in freight revenue compared with only £573.4.6 in passenger and parcels traffic,¹⁴ due not only to the conveyance of bricks along Hoffmans' siding but also to Cornwell's Pottery traffic loaded on the Departmental siding remaining today and running between Jewell and Phoenix Streets on the west side of the running lines.

Moreland, however, was the most productive station, giving rise to £3,684.5.10 and a half in goods revenue alone in 1895.¹⁵ It was here that Thomas Warr & Co whose business in the storage of free goods, wharfinger and cartage contractors established in 1872, erected their grain and wool stores in c. 1887. Sidings were opened in 1887 and 1889 under the name of the "Moreland Grain and Free Stores Pty Ltd" siding, ownership subsequently passing to J. Connolly.¹⁶

In 1894 the Moreland Timber Co Pty Ltd had a siding built out of Moreland, running east across Cameron Street a little to the north of Tinning Street. Others were to follow. Today, the huge bluestone stores of Thomas Warr & Co. with their remnant private sidings are a striking monument to the economic supremacy of Moreland station on the Coburg railway.

The line between Brunswick and Coburg was duplicated on 20th December, 1891 and the section from Jewell to Brunswick across the clay pits followed in 1892. Resultant service improvements strengthened the railway's ability to compete with the Brunswick cable tramline opened on 1st October, 1887. It was extended north from its Moreland Road terminus by a horse tramway along Sydney Road, running as far as Gaffney Street, near present Batman station, from 1886.

Between 1901 and 1911, Coburg grew faster than the metropolis as a whole. Its population rose by 2,700 to 9,000 and in the decade from 1911, growth quickened with the Shire being incorporated as a City in 1922. 17.

As early as 1908, Charles Merz, of Newcastle-on-Tyne, had prepared a report to the Victorian Government recommending electrification of the suburban railway system. The first line to be electrified followed in 1919 and ran from Sandringham to Essendon.

The line through Coburg to Fawkner was electrified on 2nd December, 1920. In 1917 the footbridges at Coburg (since demolished) and Moreland were raised to a height above track level of 18 feet to clear the overhead catenary. 18. Improved service frequencies followed. North Brunswick station was opened on 15th December, 1926, and renamed Anstey on 1st December, 1942. Power supply improvements in 1932 took the form of duplicating the 20,000 volt supply to the North Fitzroy sub-station which supplied the Fawkner line. In 1932-33 the Coburg substation was built to reduce voltage drop on the outer portion of this railway. The Melbourne and Metropolitan Tramways Board responded with the electrification of the Brunswick cable tramway in 1937. In 1936, J. Connolly sold off Thomas Warr & Co.'s first storehouse with its siding to the State Electricity Commission for use as a fuel store and the Moreland Timber Co. extended its siding by 150 feet. 19.

The post war years saw passenger traffic maintained at high levels and dramatic changes in goods revenue demonstrated by the figures for 1974:

Table 2 Coburg line: Traffic for year ended 30.6.1974

Station	Passengers	Goods (tons)	
	Outwards	Outwards	Inwards
Jewell	179,901	716	242
Brunswick	217,008	-	2
Anstey	188,621	-	-
Moreland	270,652	386	39,964
Coburg	360,811	18	5,078

NOTES:1. HISTORICAL BACKGROUND

1. Plan and Section Book, Victorian Railways: Melbourne and Coburg Line, contract No. 1455, Sheet 2, (Sept. 1882).
2. Barnes, L., It Happened in Brunswick 1837-1987, Brunswick Community History Group, 1987, pp.17, 60.
3. Barnes, L., op. cit. p.27. Collier and Barry contracted with the Railways to build the Epsom to Echuca line in 1863 and it may be that with the Bendigo line opened to traffic in 1862, some of the bricks used for culverts along its route were manufactured by the Hoffman Patent Brick and Tile Co. in Brunswick. The company also established temporary brick making works at Goornong.
4. Barnes, L., op. cit., p.26.
5. Barnes, L., op. cit., p. 26-27
6. Victorian Parliamentary Debates, Session 1880-81, vol 34, p.531.
7. Victorian Parliamentary Debates op. cit., loc. cit.
8. See Sutherland, A., Victoria and its Metropolis, vol. 2, Melbourne, 1888, p. 658 and Cranston, J., The Melbourne Cable Trams 1885-1940, Craftsman Publishing, 1988, p.40.
9. The Plan and Section Books show these gates in position at the following "PCR" (public carriage road) crossings only:
 - Parkside (Park) Street,
 - Union Street,
 - Phoenix Street,
 - Albert Street,
 - Victoria Street,
 - Hope Street,
 - Albion Street,
 - Moreland Street,
 - "track", in the vicinity of present Florence Street,
 - "track", in between present Linda and White Streets,
 - "track", in the vicinity of White Street linking Sydney Road with a quarry on the west side of the line,
 - Reynard Road, and
 - Gosling Lane (Munro Street).

These books are dated May, 1884, September, 1882 and November 1881.
10. See Signalling Record Society (Victoria): Somersault, vol. 4 no 1 and vol. 5 no. 3 for further details of Winters Bloc Telegraph.

11. - Victorian Railways, Report of the Victorian Railways Commissioners for the 6 months ending 30.6.1884 and the year ending 30.6.1885, p.35,
12. - Broome, R., Coburg Between two creeks, Lothian Pub. Co. 1987, p. 151, quoting from the Coburg Leader, 11.11.1891.
13. V/Line Plan Room, "Proposed Firewood Allotments at Brunswick", 1/111, litho no. 48.
14. Victorian Railways: Report of the Victorian Railways Commissioners for the year ending 30th June, 1895, p.43.
15. Victorian Railways, op. cit., loc. cit.
16. The Met: "Disconnected Private Sidings" files, Vol. 201-350, Nos 251, 251A, 251B.
17. Broom, R., op. cit., p. 163.
18. V/Line Plan Room, lithos 1/180 No. 74 (Moreland) and 1/180, No. 96 (Coburg) describing the footbridge alteration works are signed and dated 6.3.1917.
19. The Met: "Disconnected Private Sidings" files, vol. 201-350, Nos. 251, 251A, 251B, 252.
20. Ref. The Age, Mon, 20.1.1986, The Sun, Mon., 20.1.1986, p.4.

2. ASSESSMENTS OF SIGNIFICANCE

2.1 The Upfield Railway (Park Street to Bell Street): Statement of Significance

This section of the Upfield railway is significant at the State and National levels to the extent that it is representative of mid and late Victorian railway operating practice. It includes a broad range of once typical railway structures in close proximity with each other and is now unique at the State and possibly National levels in this respect. The station buildings are representative of a late Victorian standard neo Gothic design not infrequently used in the metropolitan area and most common on this railway. The signal boxes and sector gate installations, although once common throughout Victoria are now rare and soon to be made redundant at other surviving locations. The Winters double line block telegraph system of safeworking is now also rare and soon to be made redundant. The gatekeepers' cabins and handgates are with the exception of the Beach Road installation, soon to be replaced, unique. The timber signal masts are also rare in Victoria.

The construction of the railway coincides with the development of the residential and industrial areas through which it passes. They have been mutually dependant for most of the line's history and the present close visual association's between railway structures, houses and industrial buildings is critical to the interpretation of the Upfield railway corridor's history.

This railway is representative of the 1880's boom, of the railway boom presided over jointly by Richard Speight, chairman of Commissioners and Duncan Gillies, Commissioner of Railways and later Premier, Treasurer and Minister for Railways. It served important nineteenth century industries including the Brunswick Potteries and Brickworks and the Hoffman Patent Brick and Tile Company and Thomas Warr and Company's warehouses, evidence of which survives today. It is the last surviving railway built by Robert Thornton and Company, the principal of which is better known for his association with Melbourne's first cable tramway.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Moreland Station Building and Platforms
 Location: Moreland Road, Coburg

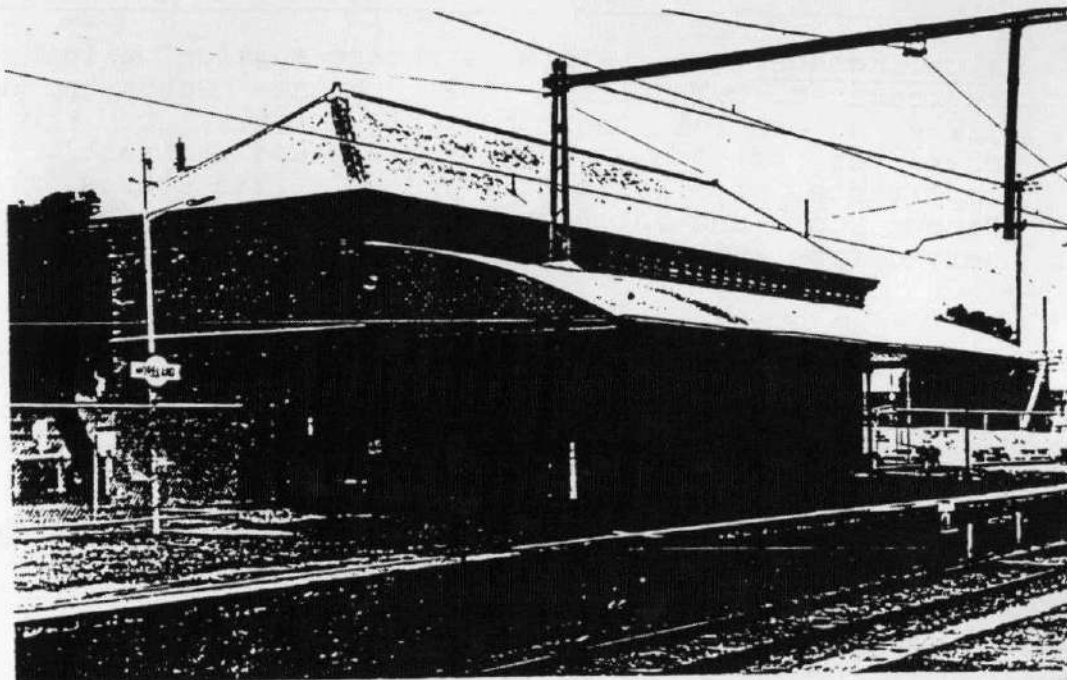


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
 National Estate Register: -
 National Trust Register: Line classified (FN5973)
 Planning Scheme: Recommended for inclusion in
 Urban Conservation Area in Coburg Conservation Study (1990).

Contract Date: 16-07-1888 (No. 3423)
 Contractor: McConnell and McIntosh

Description: A substantially intact red brick station building in the Gothic style with bluestone sills and plinths and stuccoed dressings. The booking lobby is marked on the roadside by a steeply pitched parapetted gable with c.i. finial and quatrefoil gable vent with drip mould. The platform verandah is protected by a standard Victorian Railways 1880's c.i. verandah.

Condition: Good

Integrity: Fair. Both corrugated iron wings have been demolished but the door off the Ladies Waiting Room landing to the former toilets is in situ. One booking window has been bricked up and the second altered. The original General Waiting Room has been gutted and refinished. The chimney stacks have been removed and later barriers have been installed in lieu of doors.

Significance: This standard station building is better represented by Clifton Hill, Moonee Ponds and Maldon. It makes a crucial contribution, however, to the Victorian character of the Coburg railway and indirectly recalls the importance of Thomas Warr and Co's free stores, the Moreland Timber Co. and the Brunswick Plaster Mills who owned sidings served from this station.

Recommendations: Existing recommendation for inclusion within an Urban Conservation Area in the City of Coburg planning scheme is supported. Also refer Conservation Policy, especially Section 3.3.1.

Issue No. 2:

May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Anstey Station buildings platforms and interlocked gates
Location: Albion Street, Brunswick



Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date:
Contractor:

History: Anstey was opened as North Brunswick on 15th December 1926 and was given its present name on 1st December, 1942. The signal box was opened on 18th January, 1927 as a 16 lever cam and tappet machine and the Winter's double line block instruments installed presumably from that date. The interlocked gates were in use from 1927.

Description: A complex of 2 red brick buildings with terra cotta tiled hipped roofs and cantilevered verandahs carried on lattice girder beams formed continuously with the columns in the standard Railway's style. Decoration is minimal and bears little relationship with prevailing architectural fashion.

The platform has a precast concrete wall and coping typical of the period and there is a later newspaper stall at the entrance to the upside building off Albion Street.

The interlocked gates are "Sector" gates of chamfered timber construction, cross braced into 2 bays and carried indirectly on cast iron gate posts of standard Victorian Railways design (?) based upon similar McKenzie and Holland posts. Wicket gates are provided on both sides of the roadway.

Signal masts are lattice, steel pipe and timber (No. 33B).

Condition: Good

Integrity: Good

Significance: Anstey compares with Rushall (1927) and was designed whilst J.W. Fawcett was chief architect for the Way and Works Branch. Although representative of the Department's work at the time, it is a utilitarian structure. The interlocked gates are similar to Yarraville, Clifton Hill and other stations on the Coburg line within the metropolitan area.

Recommendations: Nil

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Coburg Station Building and Platforms
Location: Between Victoria and
Bell Streets, Coburg

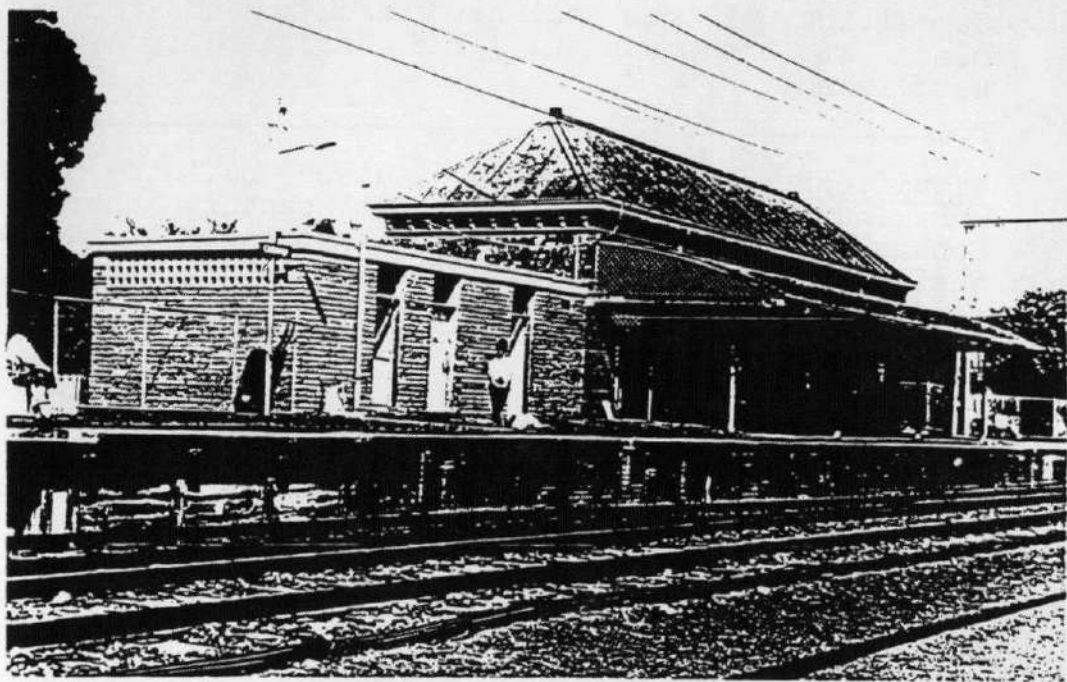


Photo: March, 1990

Existing Registrations:

Historic Buildings Register:	-
National Estate Register:	-
National Trust Register:	Line classified (FN5973)
Planning Scheme:	Recommended in City of Coburg Conservation Study (1990)

Contract Date:	25-07-1887 (No. 2947)
Contractor:	Robertson and Stewart

History:

Description: A standard tuck pointed red brick station building with stone and cement rendered dressings in the Gothic style with prominent parapetted gable marking the position of the original main entrance on the road side elevation. Openings have shallow pointed heads and drip moulds in cement, whilst ornamentation extends to the quatrefoil gable vent and stepped reveals. A standard nineteenth century c.i. verandah protects the platform elevation.

Condition: Good

Integrity: Fair. Although this building has sustained more fundamental alteration than the other similar buildings on this railway, the original parcels office door and one chimney stack are unique survivors. Alterations include the provision and subsequent removal of interlocking frame and bay, closure and demolition of the booking lobby, provision of a booking lobby at the north end, new openings, demolition of one chimney stack and addition of new toilet block at the north end. The corrugated iron wings have been demolished.

Significance: Coburg Station building makes a crucial contribution to the nineteenth century character of the Coburg railway. Its historic importance as the earliest and busiest passenger facility on the line is of local significance. The survival of original elements now removed from other buildings on the line is important.

Recommendations: Existing recommendation for planning scheme protection is supported. Also refer Conservation Policy, especially Section 3.3.1.

Issue No. 2: May, 1990

2.2 Station Buildings

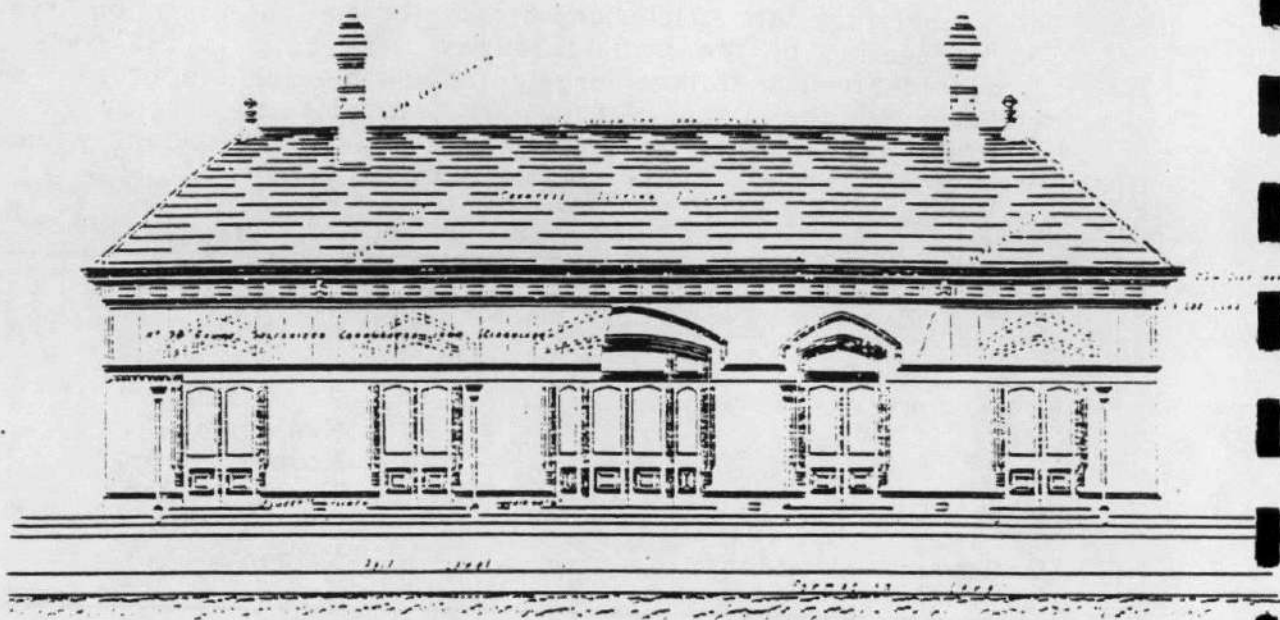
The surviving late Victorian brick station buildings on the Jewell to Coburg section of the Upfield railway were built in 1887-1888 and consist of four identical buildings largely responsible for the present architectural character of the line. They are examples of a group of 11 similar buildings built from 1887-1889, all but Maldon being situated in the metropolitan area. These are as follows:

Line	Station
W. Melbourne - Coburg	Jewell
	Brunswick
	Moreland
	Coburg
N. Melbourne - Essendon	Ascot Vale
	Kensington
	Moonee Ponds
	North Carlton
Royal Park Jn - Clifton Hill	Clifton Hill
	Maldon
Castlemaine - Maldon	Maldon

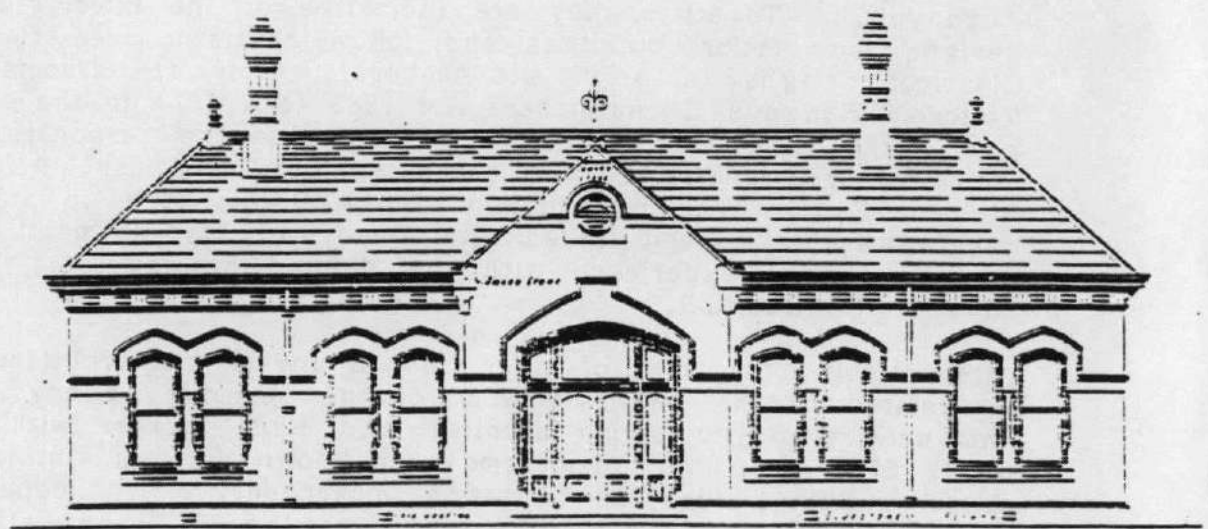
The station building at Kew on the closed branch from Hawthorn to Kew was built in 1888 but demolished following closure of that line in 1957.

As a group, these buildings compare with contemporary standard Gothic styled brick stations well represented by Casterton, Yea and Rupanyup. Together they are indicative of the later Victorian period designs for station buildings and follow on from over two decades of Classical designs in brick and timber. They are associated with the Victorian Railways Commissioners Act 1883 (No. 767) to the extent that all new works from 1st February, 1884, became the responsibility of three commissioners consisting of Richard Speight, chairman, Alfred Agg and Richard Ford. The introduction of the Gothic style in station building design may have been linked with these men, and in particular, Richard Speight, whose experience with the Midland Railway Co., England, may have been influential.

Alternatively, the work of other colonial government architects offices may be related to the Railway's work of the period. Henry Barstow, who had been employed as an architect and civil engineer with the Railways until 1873, was later to become well known for his Gothic designs for school buildings with the Education Department. This department's work in the Gothic mode was well advanced in the 1870's and attained its full flowering in the following decade prior to its replacement in the late 1880's by the emerging Queen Anne movement. Barstow was ahead of his time. The Public Works Department under the influence of William Wardell to 1878 adhered to the Classical style and mostly failed to experiment until the onset of the Queen Anne towards the end of the 1880's. By so doing, it bypassed the Gothic style as a mainstream influence on building design altogether.



ELEVATION TOWARDS PLATFORM



ELEVATION TOWARDS ROAD

2.3 Individual Buildings and Structures

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Jewell (South Brunswick) Station Building and Platforms
Location: Wilson Avenue, Brunswick



Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date: 16-07-1888 (No. 3421)
Contractor: McConnell and McIntosh

Description: A substantially altered red brick station building in the Gothic style with bluestone sills and plinths and stuccoed dressings. The booking lobby is marked on the roadside by a steeply pitched parapetted gable with c.i. finial and quatrefoil gable vent with drip mould. The platform verandah is protected by a standard Victorian Railways 1880's c.i. verandah.

Condition: Good

Integrity: Fair. The southern corrugated iron wing (Porters Room) has been demolished and the northern toilets wing altered. An extension in brick at the south end accommodates an expanded parcels office. One booking window has been bricked up and the second altered. The original office rooms have been gutted and rebuilt. Original elements remain in part in the former waiting rooms. The roadside windows have been bricked up. Chimney stacks have been removed along with the roof finials and later barriers have been installed in lieu of doors.

Significance: This standard station building is better represented by Clifton Hill, Moonee Ponds and Maldon. It makes a crucial contribution, however, to the Victorian character of the Coburg railway. The importance of this building is further enhanced by the surviving nineteenth century building fabric, in its immediate vicinity, especially including the "Railway" hotel and licorice factory chimney stack.

Recommendations: Existing recommendations to include within proposed Urban Conservation Area in City of Brunswick Planning Scheme is recommended. Recommended for inclusion within proposed Conservation Area on the National Estate Register. Refer Conservation Policy, especially Sections 3.2 and 3.3.1.

Issue No. 2:

May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Brunswick Station Building and Platforms

Location: Between Victoria and Albert Streets, Brunswick

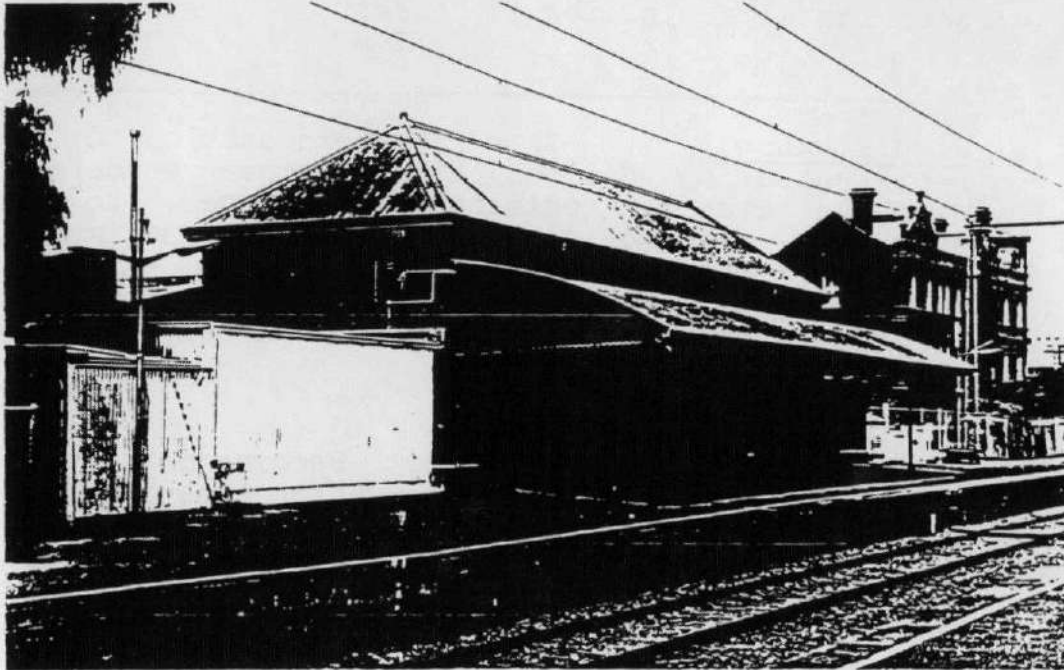


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommended in Brunswick
Conservation Study (1982) for protection together with
"Railway" hotel (1890) and houses in Wilkinson and Rosser
Streets).

Contract Date: 16-07-1888 (No. 3422)
Contractor: McConnell and McIntosh

Description: A substantially intact red brick station building in the Gothic style with bluestone sills and plinths and stuccoed dressings. The booking lobby is marked on the roadside by a steeply pitched parapetted gable with c.i. finial and quatrefoil gable vent with drip mould. The platform verandah is protected by a standard Victorian Railways.1880's c.i. verandah.

Condition: Good

Integrity: Poor. The corrugated iron wings have been removed and an extension to the parcels office provided at the north end. The original booking windows have been bricked up and replaced with new windows on the north side of the lobby. The interior of the former General and Ladies' Waiting Rooms, now occupied by the office, has been gutted and rebuilt. The present Men's and Ladies toilets have been recently fitted out. All platform doorways have been altered. Roof finials and chimney stacks have been removed and later barriers installed in lieu of doors.

Significance: This standard station building is better represented by Clifton Hill, Moonee Ponds and Maldon. It makes a crucial contribution, however, to the Victorian character of the Coburg railway and indirectly recalls the existence of the closed Hoffman Patent Brick and Tile Co. works and Cornwell's pottery formerly served from this station.

Recommendations: Recommended for inclusion within proposed Urban Conservation Area in City of Brunswick Planning Scheme and within proposed Conservation Area on the National Estate Register. Also refer Conservation Policy, especially sections 3.2 and 3.3.1.

Issue No. 2:

May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Jewell (South Brunswick) signal box
Location: Union Street, Brunswick

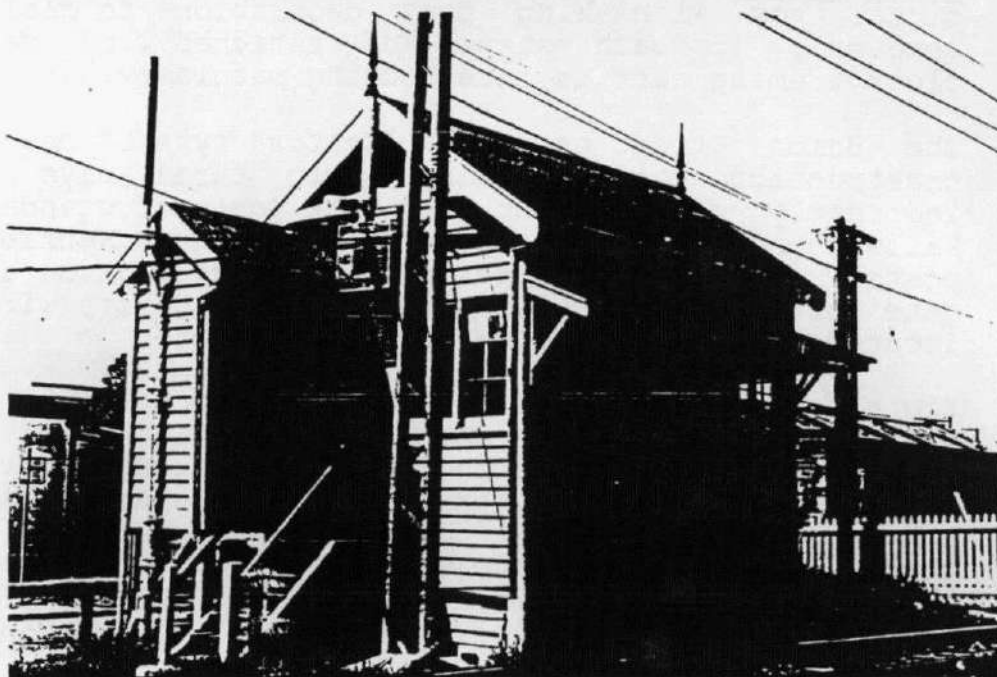
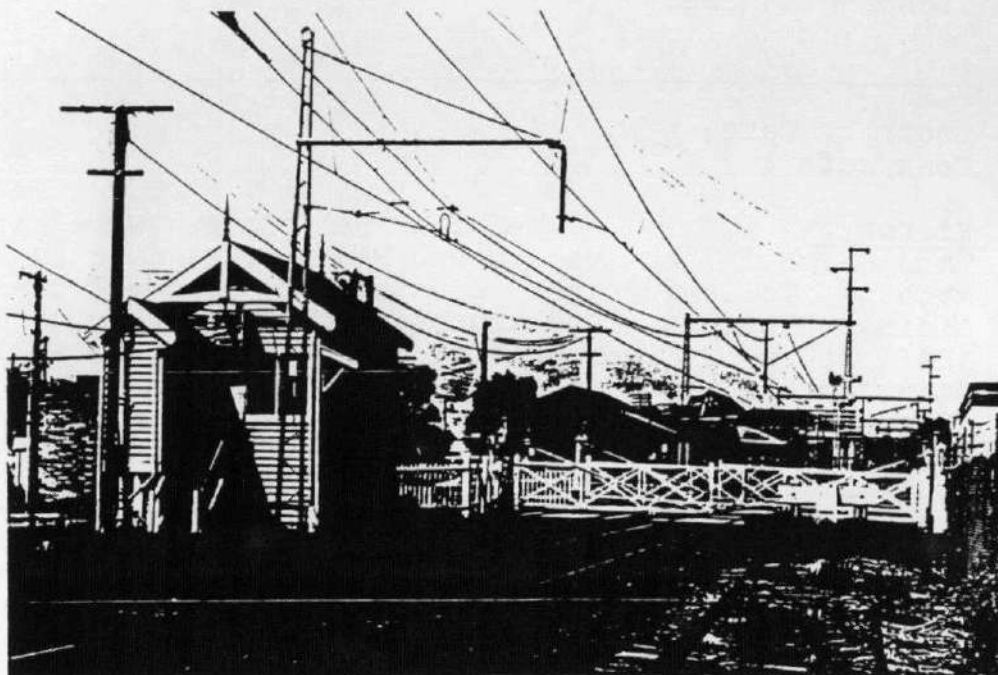


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
 National Estate Register: -
 National Trust Register: Line classified (FN5973)
 Planning Scheme: -

Contract Date:
 Contractor:

History: The original gates were hand operated. This signal box was opened May 5, 1889 as a 12 lever rocker machine following the opening of Cornwell's and Hoffman's sidings in 1886. Construction followed awarding on August 5, 1887 of a 3 year contract to McKenzie and Holland for the "manufacture of patent interlocking point and signal fittings" for a period of three years from January 1, 1888. Expanded to 27 lever rocker machine on August 17, 1892 and on September 13, 1925 to 31 lever cam and tappet machine (No. 6 frame). Double line block safeworking instruments were installed pre 03-12-1885. Today, computer based safeworking applies from Jewell to North Melbourne.

Description: A two level standard design gable roofed signal box with king post decoration to gable ends (part removed), approach steps and attached w.c. Massive timber floor framing carries interlocking machinery.

The Union Street gates are "Sector" type of chamfered timber construction, cross braced into three bays and carried indirectly on tall cast iron gate posts of standard Victorian Railways design (?) based upon similar McKenzie and Holland posts. Small sections of picket fencing run away from the gate posts and a pedestrian crossing with wicket gates is located on the north side of Union Street.

Signal masts are lattice and timber type (masts Nos. 26, 28) with somersault home and fixed distant arms. In most (?) instances the cast iron finials have been removed. Winters double line block safeworking instruments are in situ.

Condition: Good

Integrity: Good. Original balustrade to steps replaced, gatewheel insitu.

Significance: The Jewell signal box and gates are now rare in the suburban network, comparing only with Brunswick and Clifton Hill. These installations were once very common in the metropolitan area and the Jewell box now attains importance to the extent that it is representative of once common late Victorian Metropolitan installations. It recalls the Railways' important association with the firm of McKenzie and Holland of Worcester, England, and Melbourne Australia. Together with Brunswick, Newport Junction and Moreland, it is the last box of its type within the suburban area to retain its original double line block safeworking instruments. Its importance is further enhanced by its close visual relationship with the late Victorian Station complex at Jewell whilst it directly recalls the former Hoffman Brickwork's siding and remaining Cornwell's Departmental siding which it controlled.

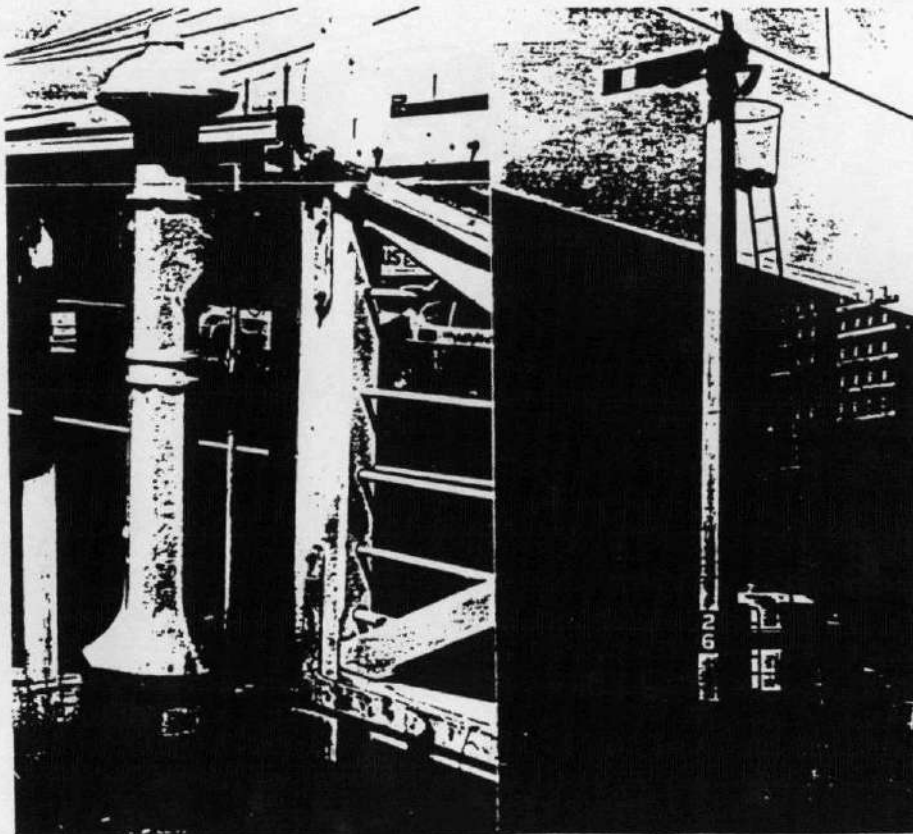
The "Sector" gates compare with other installations on the Coburg line as well as Ramsden Street, Clifton Hill and Anderson Street, Yarraville.

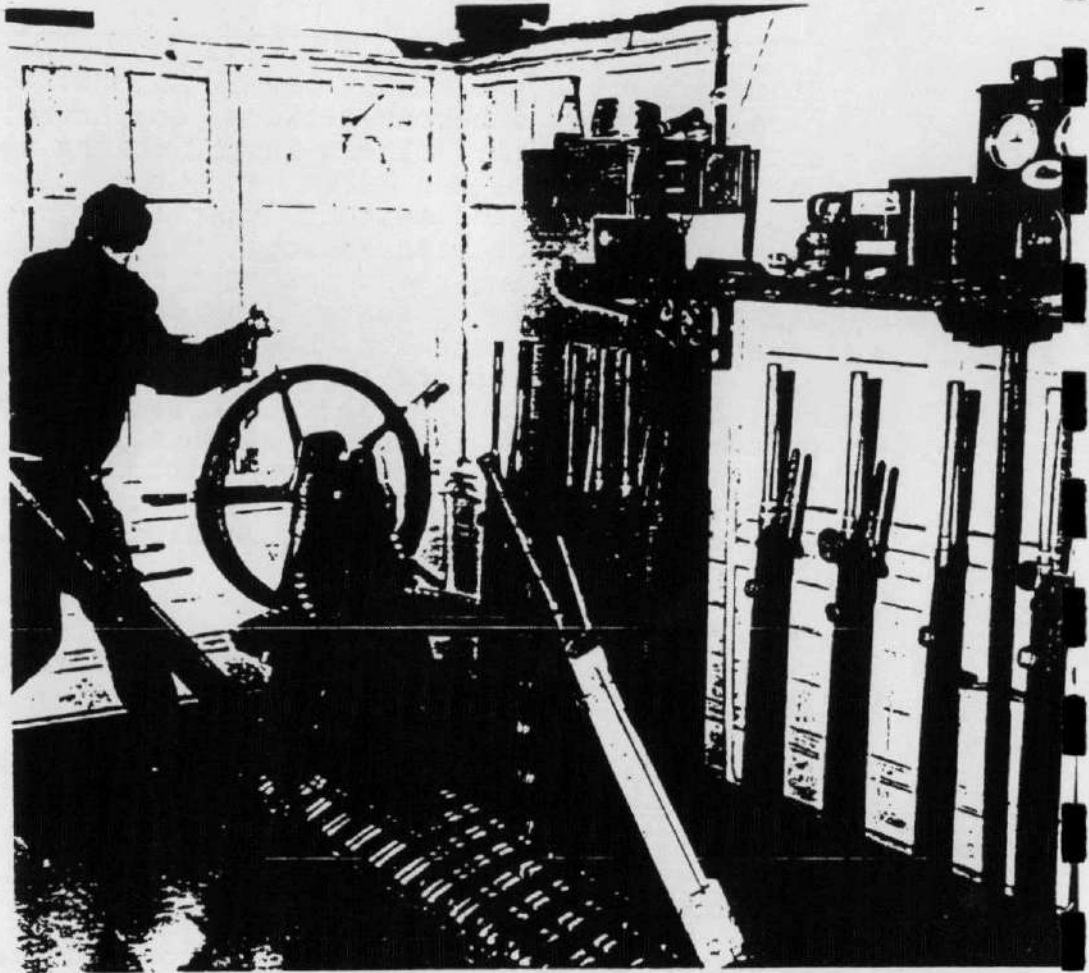
The lattice signal masts are common but the timber masts now rare in the metropolitan area.

Recommendations: Recommended for inclusion within proposed Urban Conservation Area in City of Brunswick Planning Scheme and within proposed Conservation Area on the National Estate Register. Recommended for inclusion on the Historic Buildings Register. Also refer Conservation Policy, especially sections 3.2 and 3.3.2.

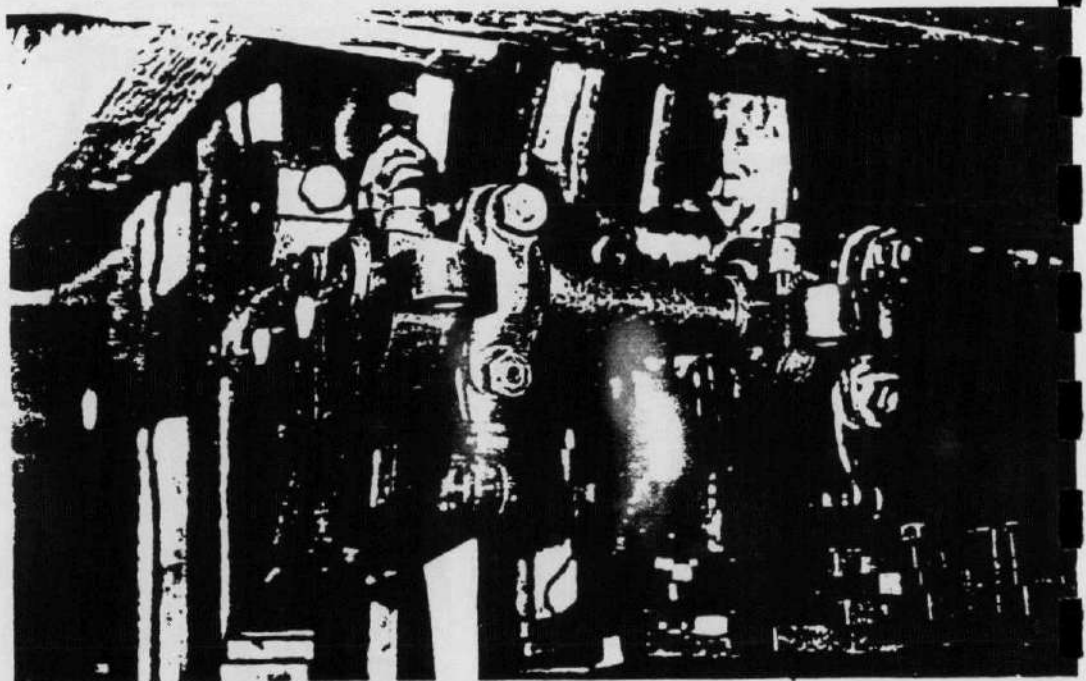
Issue No. 2:

May, 1990





Interior of Jewell signal box showing gate wheel in use, lever frame and block instrument controlling train movements to the north. A similar instrument formerly existed in the empty portion of the shelf and was used to control train movements to the south of Jewell. These are now computer based.



Portion of machine situated underneath gate wheel, showing three hole rocker shaft brackets, soldiers and locking troughs in lower right hand corner.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Brunswick signal box, gates and signal masts
 Location: Victoria Street, Brunswick

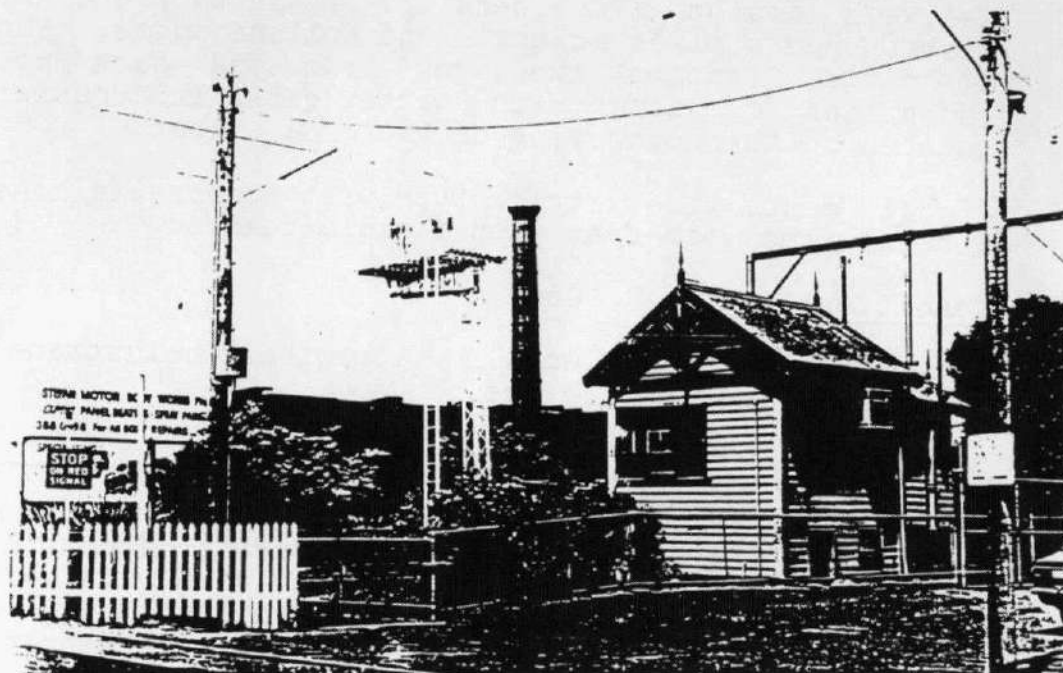


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
 National Estate Register: -
 National Trust Register: Line classified (FN5973)
 Planning Scheme: Recommended in Brunswick
 Conservation study (1982) for protection together with
 "Railway" hotel (1891) and surrounding buildings.

Contract Date: 12-08-1889 (4050 : Signal box)
 Contractor: H. Honour (Signal box)

History: The original gates were hand operated. This signal box was opened January 16, 1890 as a 20 lever rocker machine, now fitted with 7 levers and gate wheel. Construction followed awarding on August 5, 1887 of a 3 year contract to McKenzie and Holland for the "manufacture of patent interlocking point and signal fittings" for a period of three years from January 1, 1888. The Brunswick frame is marked "McKenzie and Holland No. 6". Double line block instruments were installed pre 03-12-1885.

Description: A two level standard design gable roofed signal box with king post decoration to gable ends, approach steps and attached w.c. Massive timber floor framing carries interlocking machinery.

The Victoria Street gates are "Sector" type of chamfered timber construction, cross braced into three bays and carried indirectly on tall cast iron gate posts of standard Victorian Railways design (?builders plate in situ but not legible), based upon similar McKenzie and Holland posts. Short lengths of picket fencing run away from the gate posts and a pedestrian crossing with wicket gates and counterweights is located on the north side of Victoria Street.

Signal masts are lattice type with somersault home and fixed distant arms with cast iron finials removed.

Condition: Good

Integrity: Good. Original balustrade to steps replaced, gatewheel in use.

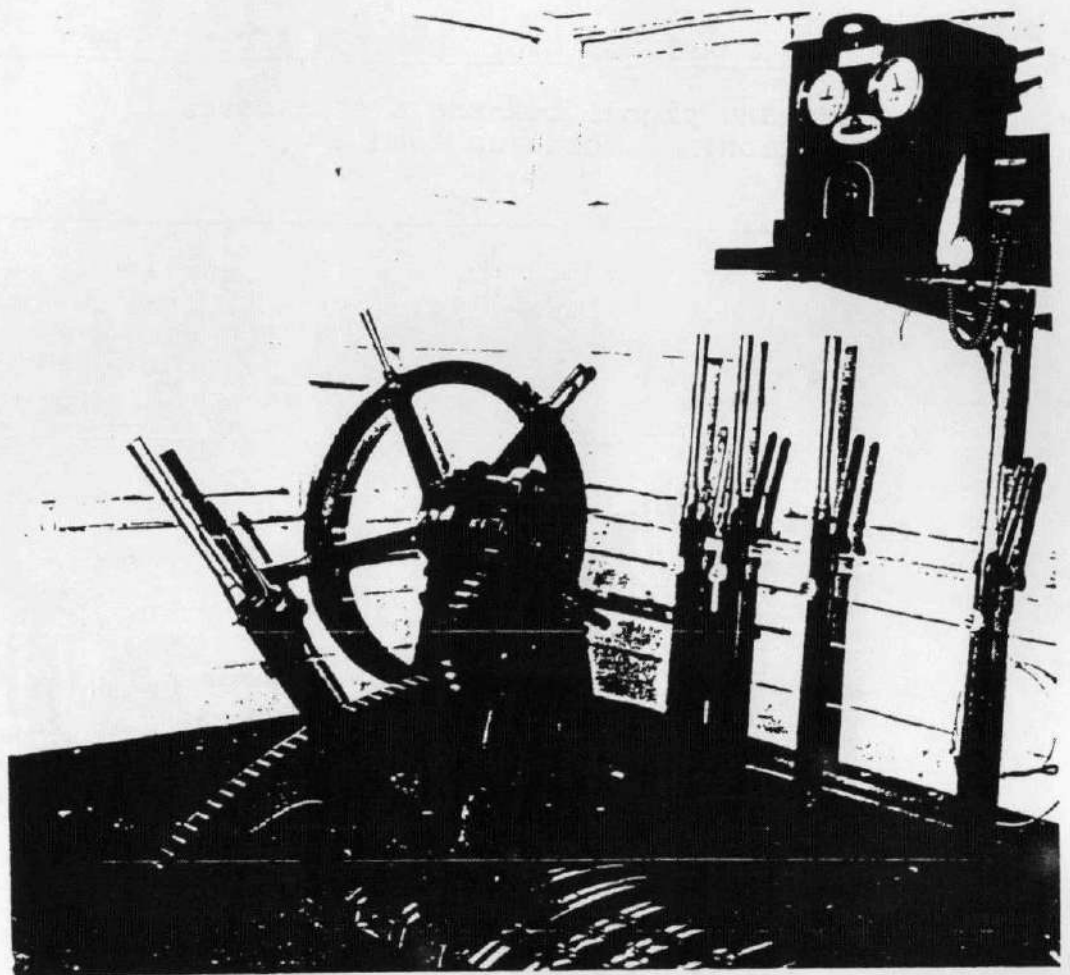
Significance: The Brunswick signal box and gates are now rare in the suburban area, comparing only with Jewell and Clifton Hill. These installations were once very common in the metropolitan area and the Brunswick box now attains importance to the extent that it is representative of once common late Victorian Metropolitan installations. It recalls the Railways' important association with the firm of McKenzie and Holland of Worcester, England, and Melbourne, Australia. Together with Jewell, Newport Junction and Moreland, it is the last box of its type to retain its original double line block safeworking instruments.

Its importance is further enhanced by its close visual relationship with the late Victorian Brunswick station environment and surrounding buildings.

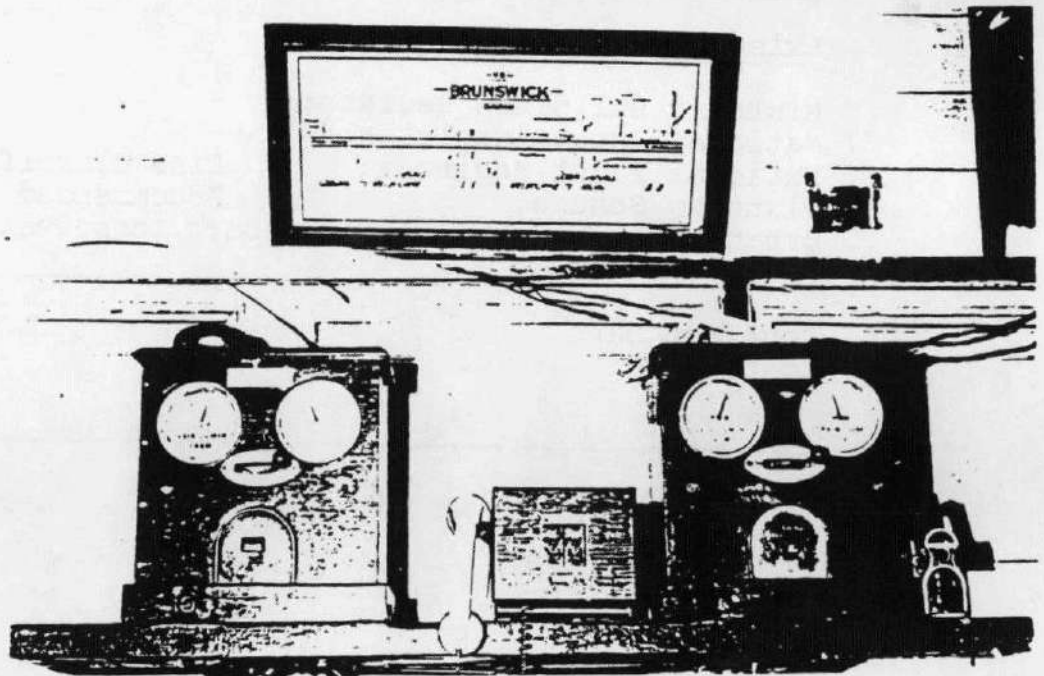
The "Sector" gates compare with other installations on the Coburg line as well as Ramsden Street, Clifton Hill and Anderson Street, Yarraville.

The lattice signal masts are not uncommon.

Recommendations: Recommended for inclusion within proposed Urban Conservation Area in City of Brunswick Planning Scheme and within proposed Conservation Area on the National Estate Register. Recommended for inclusion on the Historic Buildings Register. Also refer Conservation Policy, especially sections 3.2 and 3.3.2.



Interior of Brunswick signal box, showing gate wheel, portion of lever frame, block instrument and telephone.



Block instruments controlling northern (left hand side) and southern (right hand side) train movements. Below the indicator dials is the switch handle and below that the plunger which is used for transmitting telegraphic messages between signal boxes by bell code using batteries.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Moreland signal box and signal masts
Location: Moreland Road



Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommended for inclusion in
Urban Conservation Area in Coburg Conservation Study (1990)

Contract Date:
Contractor:

History: The original gates at Moreland Road were hand operated. The signal box was opened on October 6, 1892 as a 24 lever rocker machine with interlocked gates. They were subsequently worked by hand from 1903-1911. Winters Block Telegraph was installed pre 3-12-1885 and the double line block instruments presumably provided in the box from its opening date.

The boom barriers were placed in service on 7-12-1986, and the sidings south of Moreland Road controlled by this box removed on 20-7-1988.

Description: A two level standard design gable roofed signal box with scalloped barges and finials (one removed) and attached w.c.. Massive timber floor framing carries interlocking machinery. The 24 lever frame is marked "McKenzie and Holland No. 6" and the gatewheel has been removed. There are 18 levers, of which 7 are in use. The chimney and fireplace have been removed.

The signal masts are lattice type with somersault home and fixed distant arms with cast iron finials removed. Double line block safeworking instruments are in situ.

Condition: Good

Integrity: Fair.

Significance: The Moreland signal box and boom barriers installation compares with Gardiner, Kooyong, Mentone, Riversdale, Sandringham and Spotswood in the metropolitan area. The scalloped barge treatment compares only with Spencer Street South End (closed and earmarked for removal) and Newport Junction but was at one stage a common variation on the earlier king post barge treatment.

Examples of Winters double line block instruments in signal boxes of the period in the metropolitan area are now rare outside of the Coburg railway and include Newport Junction only.

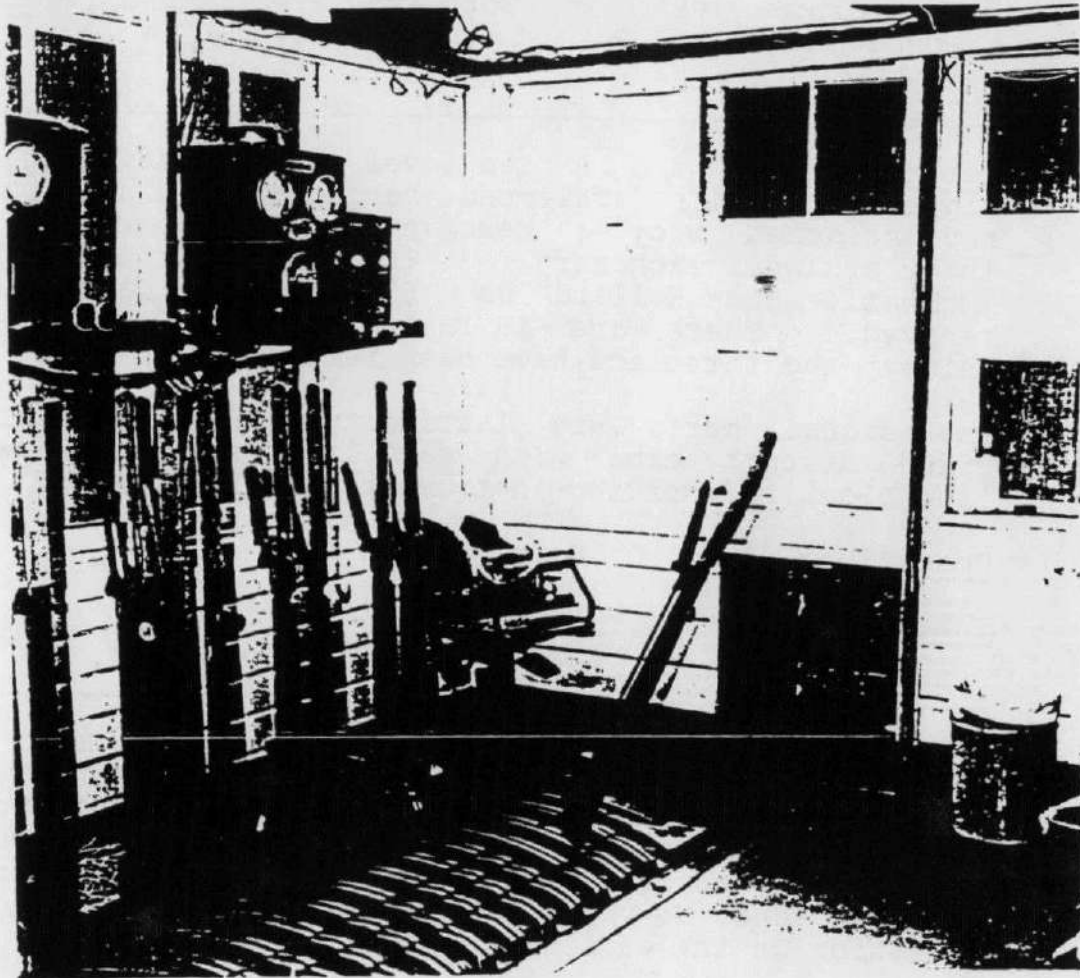
The signal box is locally significant to the extent that it directly recalls the existence of the Thomas Warr and Co. free stores, the Moreland Timber Co. and the Brunswick Plaster Mills sidings.

The signal masts are typical of many installations.

Recommendations: Existing recommendation for inclusion within an Urban Conservation Area in the City of Coburg Planning Scheme is supported. Also refer Conservation Policy, especially Section 3.3.2.

Issue No. 2:

May, 1990



UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Coburg Signal Box
Location: Munro Street

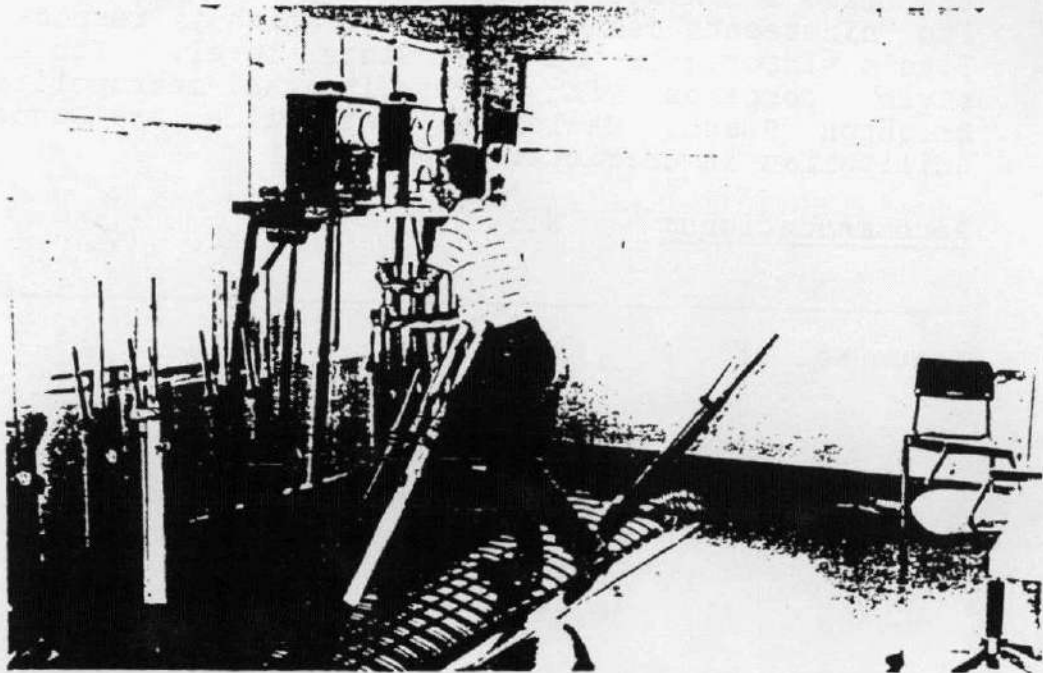
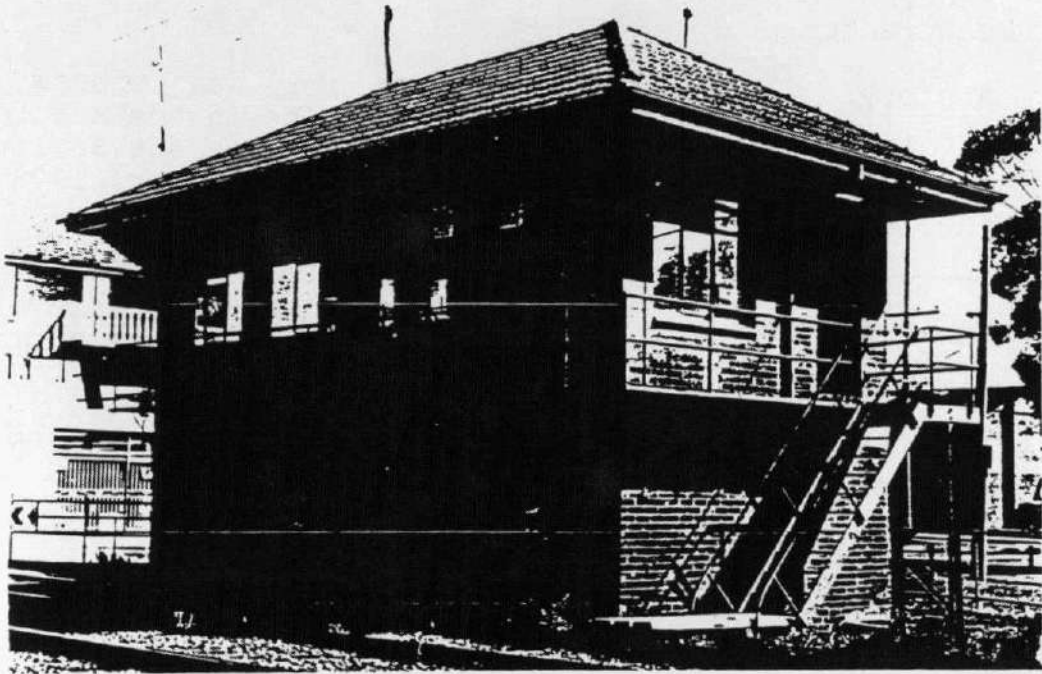


Photo: March, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date: c.1928
Contractor:

History: The Coburg box was opened on 5th May 1892, as a 31 lever rocket machine in the station building (?) and subsequently altered. The present 51 lever cam and tappet machine was opened on 30th September, 1928. The boom barriers were installed on 8th June, 1983.

Description: A comparatively large 2 level red brick signal box with hipped tile roof, steel plate approach steps, bracketted access balcony and w.c. directly off box.

The 51 lever No. 6 frame has 26 levers but no gatewheel. Double line block instruments are in situ.

Condition: Good

Integrity: Good

Significance: The Coburg signal box is expressive of the line's existence as a heavy railway but not related to its nineteenth century character which is responsible for the line's importance at the State level. Its architectural style compares with boxes in the metropolitan area at Brighton Beach, Caulfield, Yarraville and Dandenong and is utilitarian in character.

Recommendations: Nil.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Park Street hand gates and gatekeepers cabin
Location: Park Street

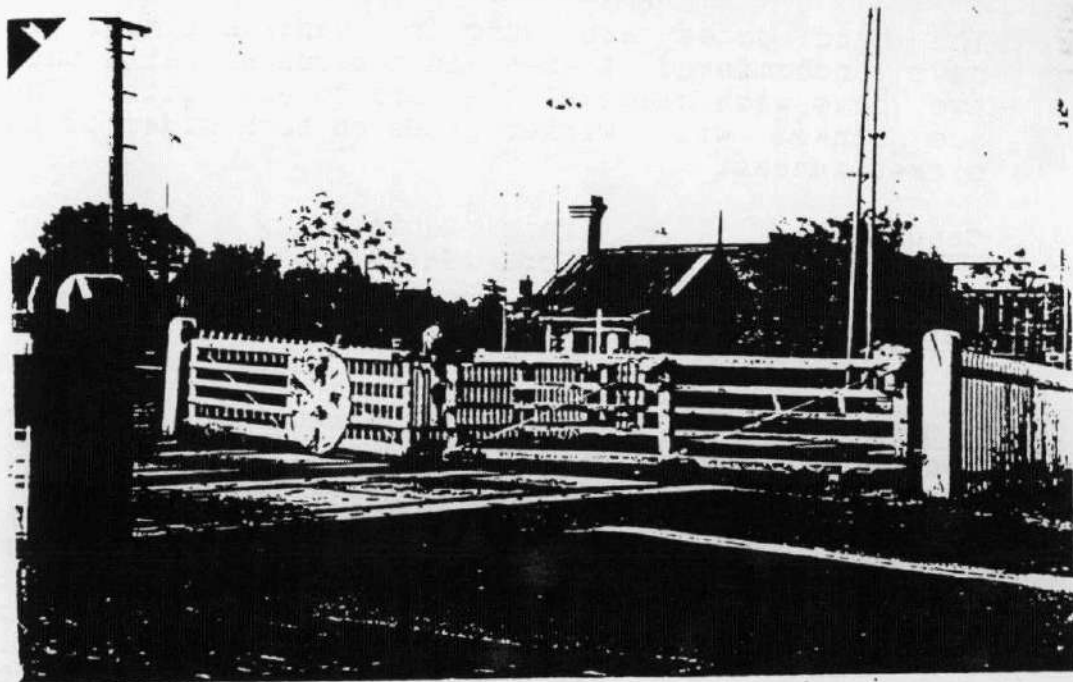
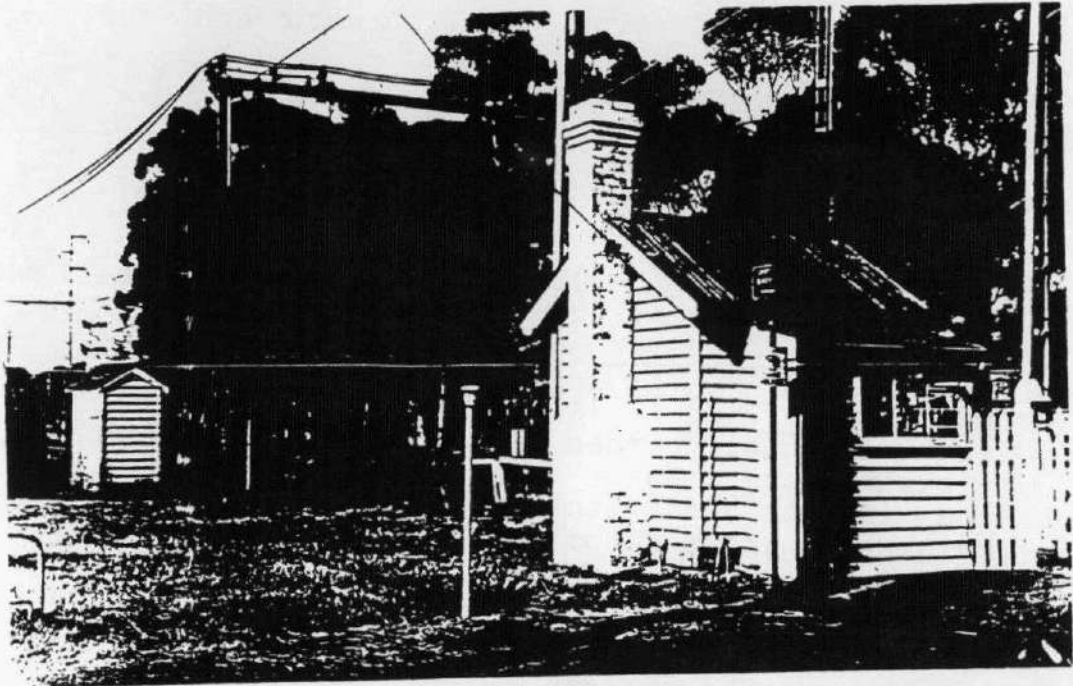


Photo: ; February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Included in Urban Conservation
Area No. 2 in City of Brunswick and City of Melbourne
Planning Schemes.

Contract Date:
Contractor:

History: This installation is believed to date
from the opening of the line in 1884.

Description: A small timber framed gable roofed cabin
with internal timber linings with timber floor, fireplace
(bricked up) mantel piece and bench seats. The front gable
end is enriched with king post timber work and finial whilst
barges and angle stops are chamfered.

An attached lean-to structure accommodates the lever frame.
Windows provide a clear view of the track in both directions.

A detached w.c. to the south is connected by a path and post
and rail fence with wire mesh infills.

The hand gates are hung from massive timber gate posts and
have unchamfered frames and horizontal rails subdivided into
two bays with diagonal tie rods to each gate. The gate posts
are linked with wicket gates on both sides of the street by
picket fences.

Condition: Fair (Cabin and w.c.)
Good (Gates)

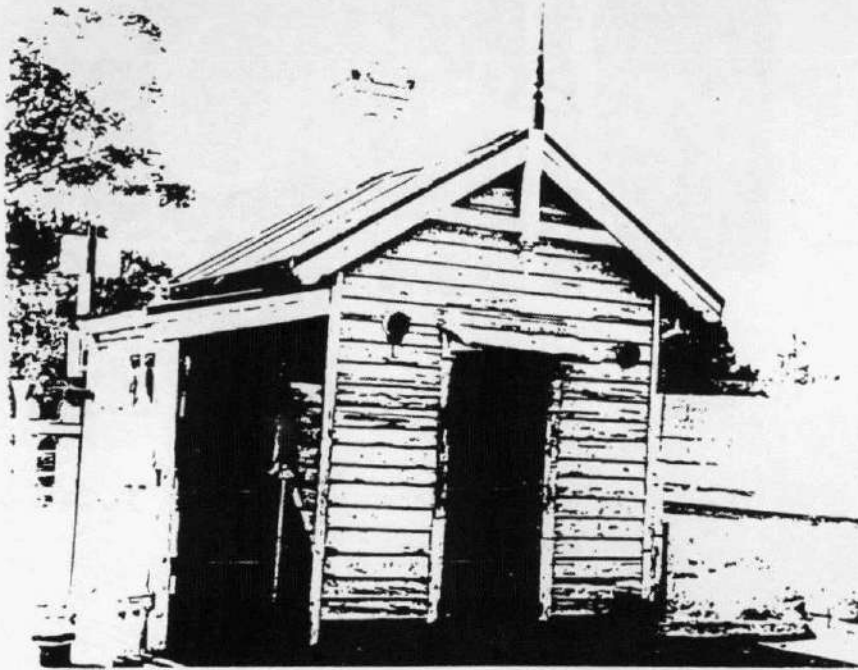
Integrity: Good.

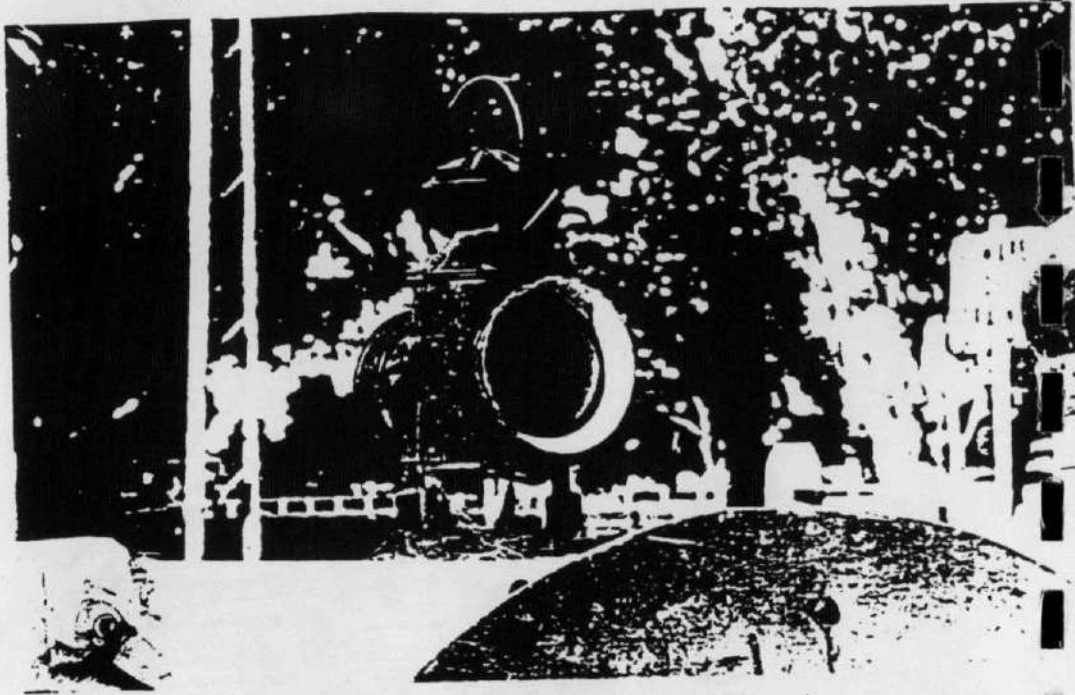
Significance: The Park Street hand gates and cabin are
the most intact remaining installation of their type due to
the retention of the original(?) adjustable bench seat in the
cabin. As such they are most representative of a common mid
Victorian railway installation, generally replaced by
interlocked gates during the 1880's and 1890's. They compare
with other installations on the Coburg railway and the Beach
Road, Brighton gates. (Also, refer Yarraville siding).
Their situation in a comparatively intact Victorian
streetscape bears on their significance as does their visual
relationship with the Barkly Street and Brunswick Road gates.

Recommendations: Recommended for inclusion within proposed Conservation Area on the National Estate Register. Recommended for inclusion on the Historic Buildings Council Register. Also refer Conservation policy, especially Sections 3.2 and 3.3.3.

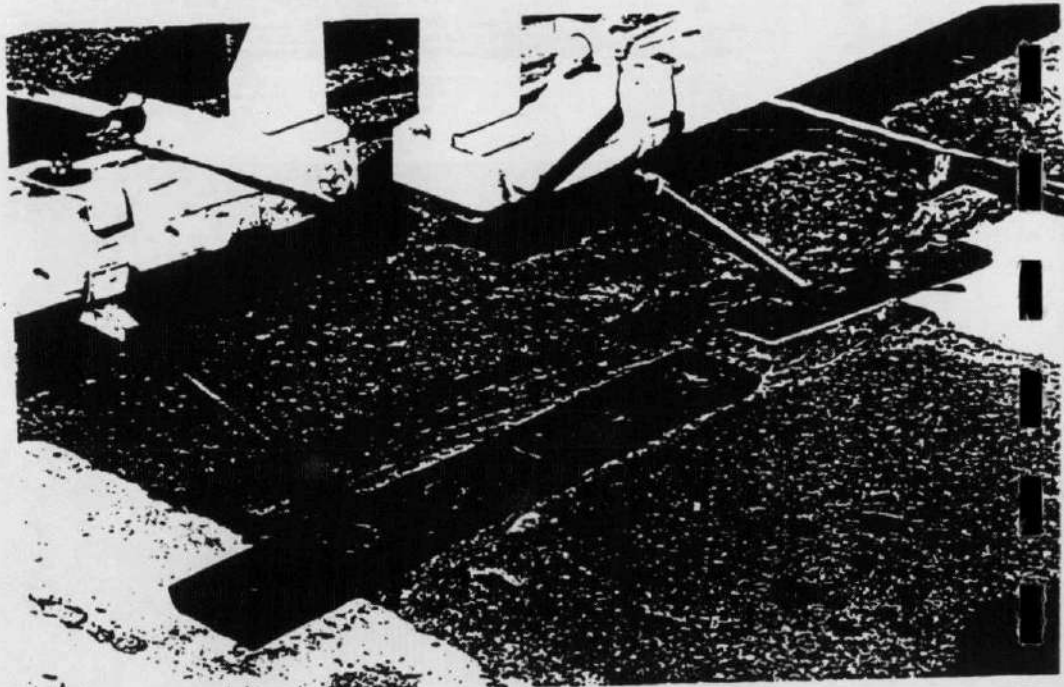
Issue No. 2:

May, 1990





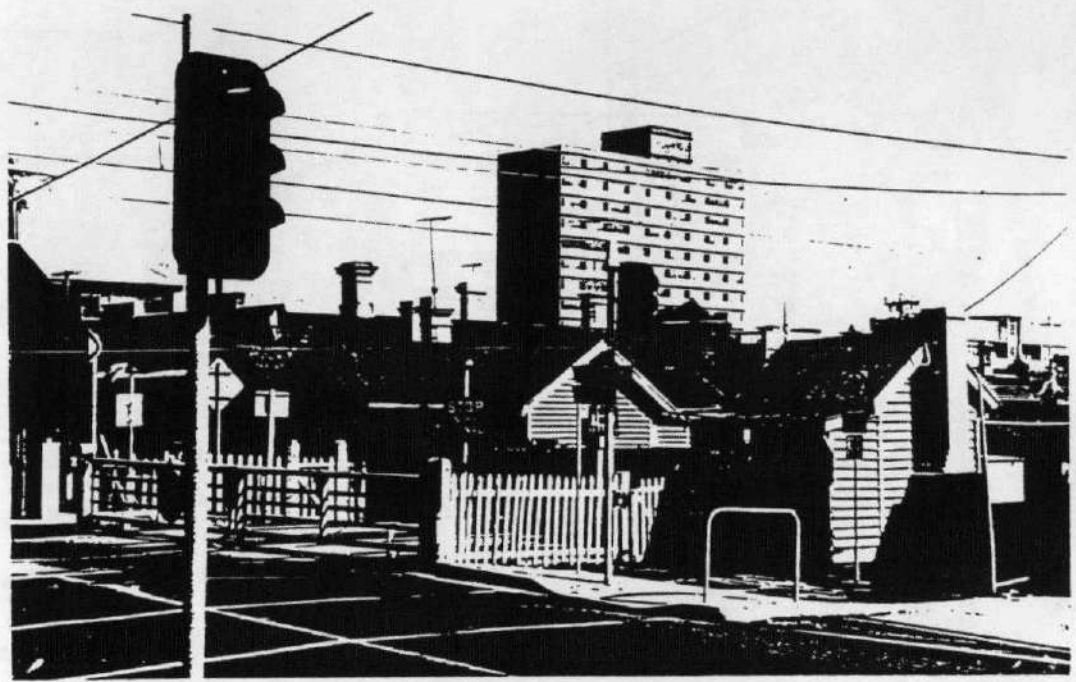
Early kerosene lantern formerly used at Park Street.



Gate stops.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Brunswick Road hand gates and gatekeepers cabin
Location: Brunswick Road



Gatekeeper's cabin and cottage, Brunswick Road.

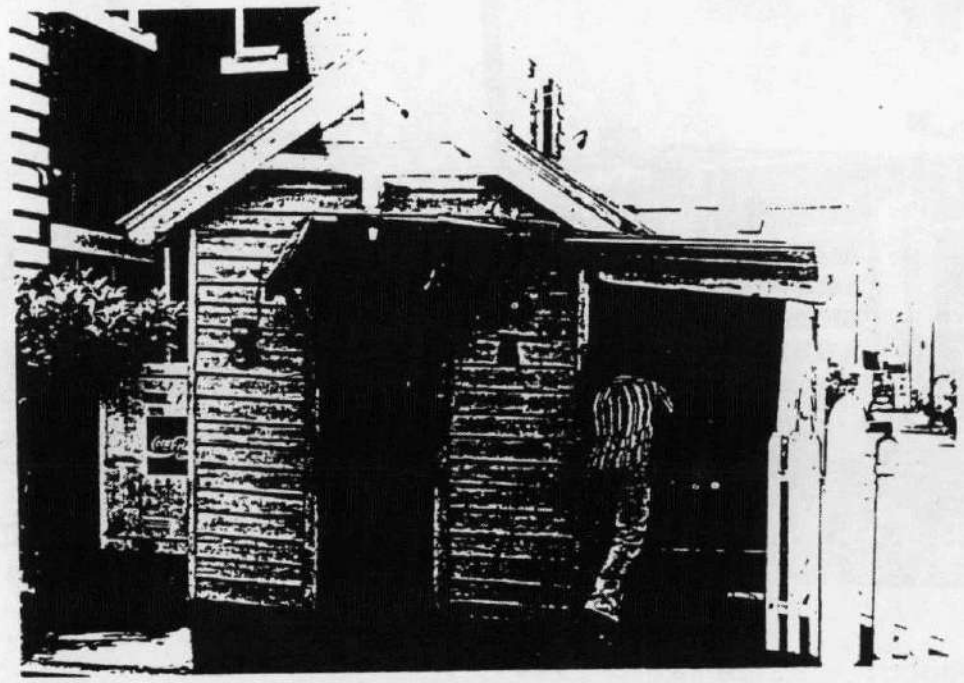


Photo: . February, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Barkly Street hand gates and gatekeepers cabin
Location: Barkly Street

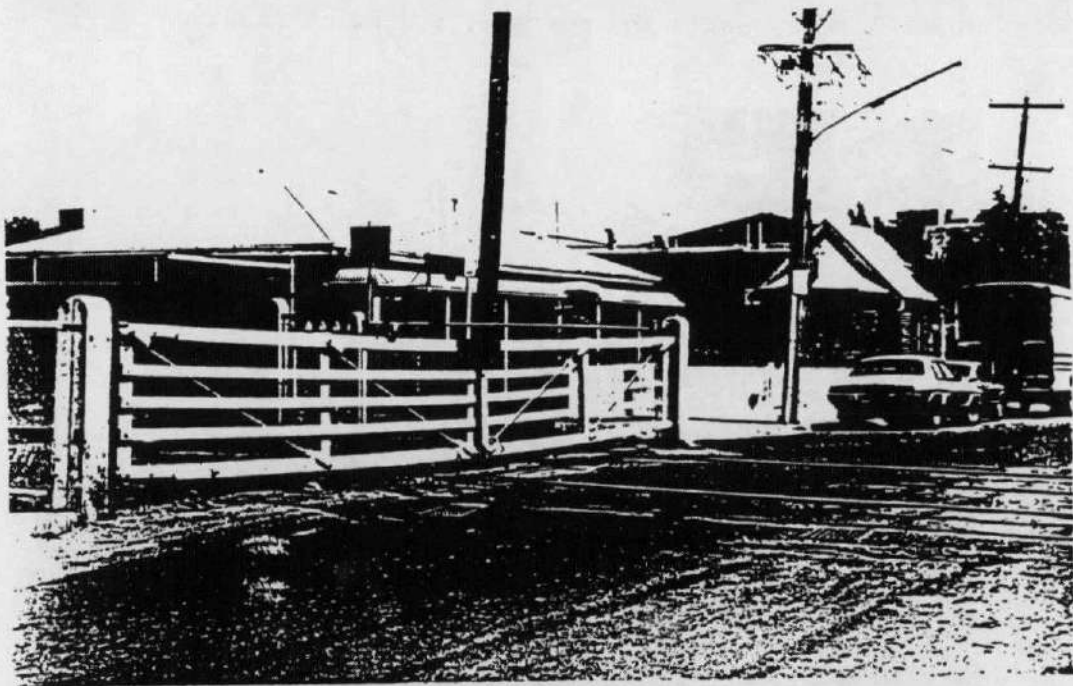
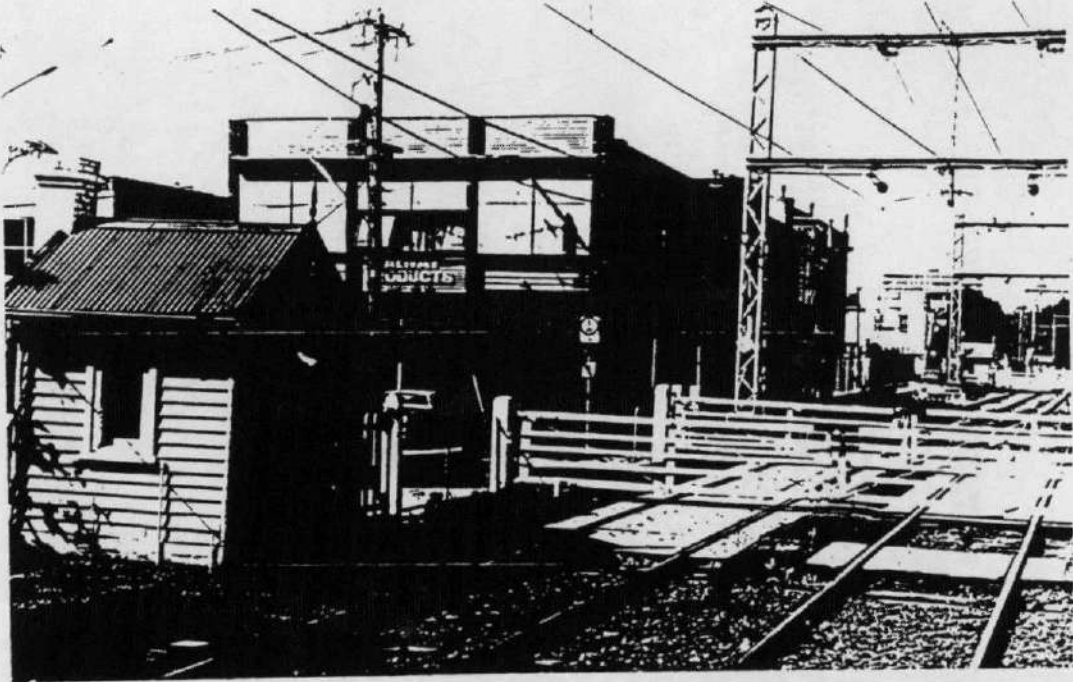


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date:
Contractor:

History: This installation is believed to date from the opening of the line in 1884.

Description: Similar to Park Street cabin but with altered bench seats. The handgate installation with wicket gates is similar to Park Street.

Condition: Fair (Cabin)
Good (Gates)

Integrity: Good

Significance: Similar to Barkly Street. Their situation in a comparatively intact late Victorian streetscape enhances their significance as does their unique association with the former gatekeeper's cottage no. 75 (qv).

Recommendations: Recommended for inclusion within proposed Urban Conservation Area in City of Brunswick Planning Scheme and for inclusion in proposed Conservation Area on the National Estate Register. Also refer Conservation Policy, especially Sections 3.2 and 3.3.3.

Issue No. 2: May, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date:
Contractor:

History: This installation is believed to date from the opening of the line in 1884.

Description: A small timber framed gable roofed cabin with internal timber linings with timber floor, fireplace (bricked up) and mantel piece. The front gable end is enriched with king post timber work and finial whilst barges and angle stops are chamfered. A bracketted sunhood protects the front door and lever frame. Windows provide a clear view of the track in both directions.

The handgate installation with wicket gates is similar to Park Street although the picket fences have been replaced with wire mesh.

Condition: Fair (Cabin)
Good (Gates)

Integrity: Good

Significance: The Barkly Street hand gates and cabin compare with others on the Coburg line and Beach Road, Brighton (also refer Yarraville gates) and were once common throughout the metropolitan area but rendered obsolete during the 1880's-1890's by interlocked gates. Their visual relationship with the Brunswick Road and Park Street gates is important along with their proximity to Jewell Station.

Recommendations: Recommended for inclusion within proposed Urban Conservation Area in City of Brunswick Planning Scheme and for inclusion in proposed Conservation Area on the National Estate Register. Also refer Conservation Policy, especially Sections 3.2 and 3.3.3.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Dawson Street handgates and gatekeepers cabin
Location: Dawson Street

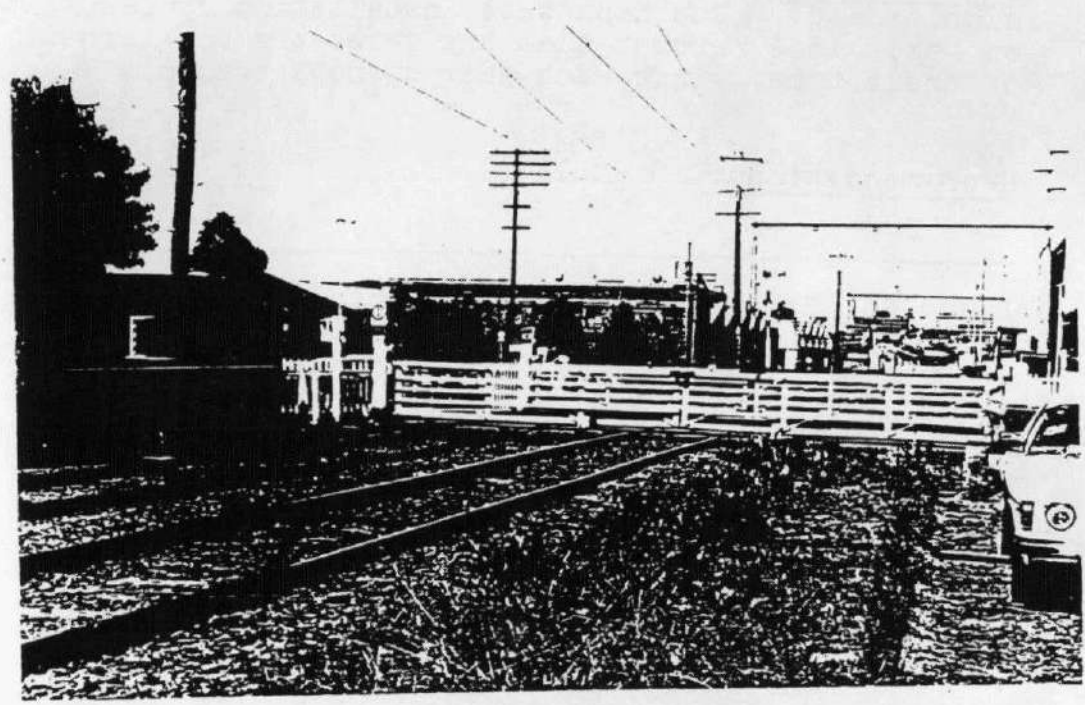


Photo: February, 1990

Existing Registrations:

- Historic Buildings Register: -
- National Estate Register: -
- National Trust Register: Line classified (FNS973)
- Planning Scheme: -

Contract Date:
Contractor:

History: This installation is believed to have been built following opening of the line in 1884.

Description: The gatekeepers cabin is recent but the attached w.c. may be early. The handgates are hung from massive timber gate posts and have unchamfered frames and horizontal rails subdivided into 3 bays with diagonal tie rods to each gate spanning three lines. The gate posts are connected with the property alignments by picket fences and a pair of wicket gates is provided on the south side of the roadway.

Condition: Good

Integrity: Cabin (Poor)
Gates (Good)

Significance: The gatekeepers cabin is not significant. The hand gate installation compares with others on the line except that the gates are the largest remaining of their type, since each pair spans 3 tracks.

Recommendations: Nil

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Albert Street hand gates and gatekeepers cabin
Location: Albert Street

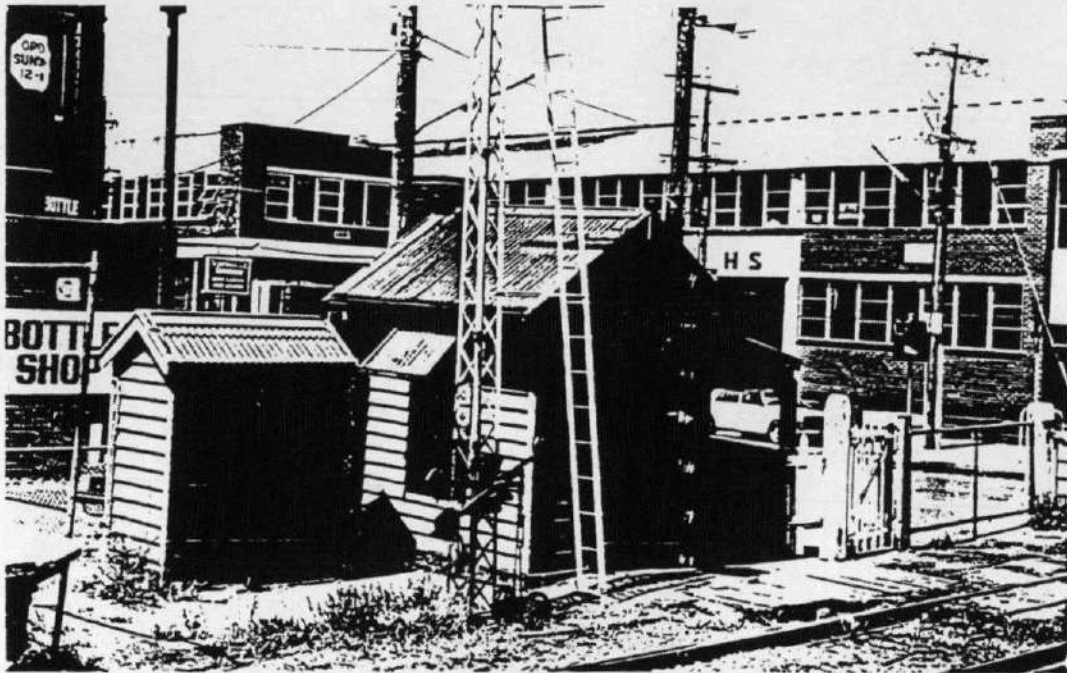


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommendation in Brunswick
Conservation Study (1982) for protection together with
"Railway" hotel (1891) and surrounding buildings.

Contract Date:
Contractor:

History: This installation is believed to date
from the opening of the line in 1884.

Description: Similar to Park Street cabin but internal fittings removed and king post barge decoration removed. The handgate installation with wicket gates is similar to Park Street.

Condition: Fair (Cabin)
Good (Gates)

Integrity: Good

Significance: Similar to Barkly Street. Their situation in an important late Victorian urban precinct enhances their significance.

Recommendations: Existing recommendation for inclusion within an Urban Conservation Area in the City of Brunswick planning scheme is supported. Also refer Conservation Policy, especially Sections 3.2 and 3.3.3

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Hope Street handgates and gatekeepers cabin
Location: Hope Street



Photo: February, 1990

Existing Registrations

Historic Buildings Register:	-
National Estate Register:	-
National Trust Register:	Line classified (FM5973)
Planning Scheme:	-

Contract Date:
Contractor:

History: The handgate installation is believed to date from the opening of the line in 1884 but the cabin appears to be later although predating the 1923 standard gatekeepers cabin design (Record Plan R2360).

Description: A small timber framed gable roofed cabin with internal sheet linings, timber floor, fireplace bricked up, and bench seat. The ceiling is flat and the barges undecorated. The lever frame is protected by a bracketted hood extending across the front of the building. Windows provide a clear view of the track in both directions.

A detached w.c. is on site. The handgates have one altered post and are linked on the east side by timber rails instead of a picket fence with the wicket gates which are on both sides of the road.

The handgates are similar to the Park Street gates.

Condition: Fair (Cabin)
Good (Gates)

Integrity: Fair

Significance: As an example of a mid nineteenth century gate installation and cabin, these structures are better represented by other examples on the Coburg line. The cabin, however, appears to be representative of early twentieth century design practice and is of importance in this respect.

Recommendations: Preservation is encouraged.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Reynard street gatekeepers cabin and handgates

Photo: March, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date:
Contractor:

History: It is believed this installation dates from the opening of the line in 1884.

Description: The cabin is recent. The handgates installation is similar to Park street. The attached w.c. is timber.

Condition: Good

Integrity: Poor

Significance: The cabin is not significant. The handgates are similar to others on the Coburg line but of diminished importance owing to the removal of the original cabin.

Recommendations: Nil.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Tinning Street handgates and gatekeepers cabin
Location: Tinning Street

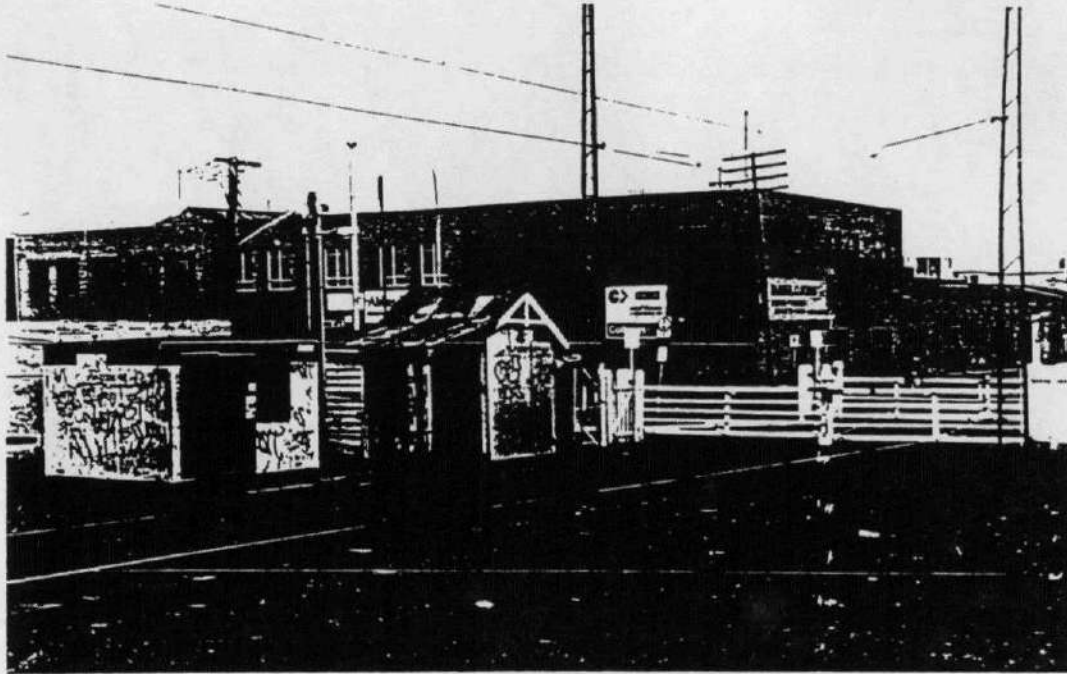


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date:
Contractor:

History: The handgate installation is believed to date from the opening of the line in 1884.

Description: Similar to Park Street. Now fire damaged and out of use. The handgate installation with wicket gates is similar to park Street.

Condition: Poor (Cabin)
Good (Gates)

Integrity: Good

Significance: The significance of this installation is compromised by its condition. Its local importance, however, is enhanced by its visual proximity with the former Thomas Warr and Co. grain stores and remnant private sidings.

Recommendations: Nil.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Gatekeepers House No. 75

Location: 267 Brunswick Road

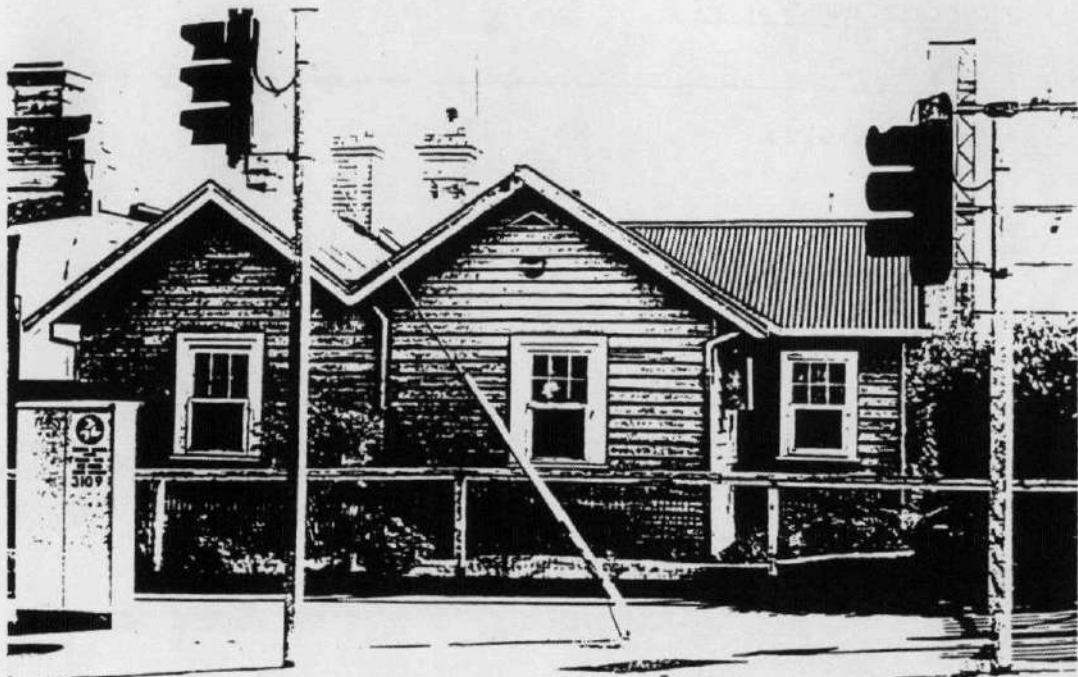


Photo: March, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommended

Contract Date: 14-02-1884 (2094)
Contractor: D. Spence

History: D. Spence contracted to build 13 gatekeepers houses on the North Melbourne to Coburg Line and it is believed that this is one of the buildings erected under this contract.

Description: A timber framed house, T-shaped on plan with double gable facing Brunswick Road and single gable facing railway. Small double hung multi-paned windows are characteristic along with triangle end vents.

Condition: Good

Integrity: Good

Significance: A typical standard late nineteenth century departmental residence of utilitarian appearance used for railway employee housing generally as well as for gatekeepers houses. The design was also applied to station buildings from 1895 in country areas. Gatekeepers houses were common on all lines up to Patterson's Railway construction Bill of 1880 when cattle grids, described as American crossings were introduced as an economy measure on country lines where roads were lightly trafficked.

Today, examples of gatekeepers houses are rare (possibly, non-existent in the metropolitan area whilst this house is the only building of its type to remain on the Coburg line. It compares with the S.M.'s residence at Moreland and the following known demolished gatekeepers houses on the line.

- Barkly Street
- Dawson Street
- Phoenix Street
- Reynard Street
- Munro Street
- Bell Street

This house is unique to the extent that it retains its close visual association with the gatekeeper's cabin and gates (qv) to which it was functionally related.

Recommendations: Recommended for inclusion within proposed Urban Conservation Area in City of Brunswick Planning Scheme and for inclusion within proposed Conservation Area on the National Estate Register. Also refer Conservation Policy, especially Sections 3.2 and 3.3.4.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Station Masters House, No. 85, Moreland
Location: Station Street

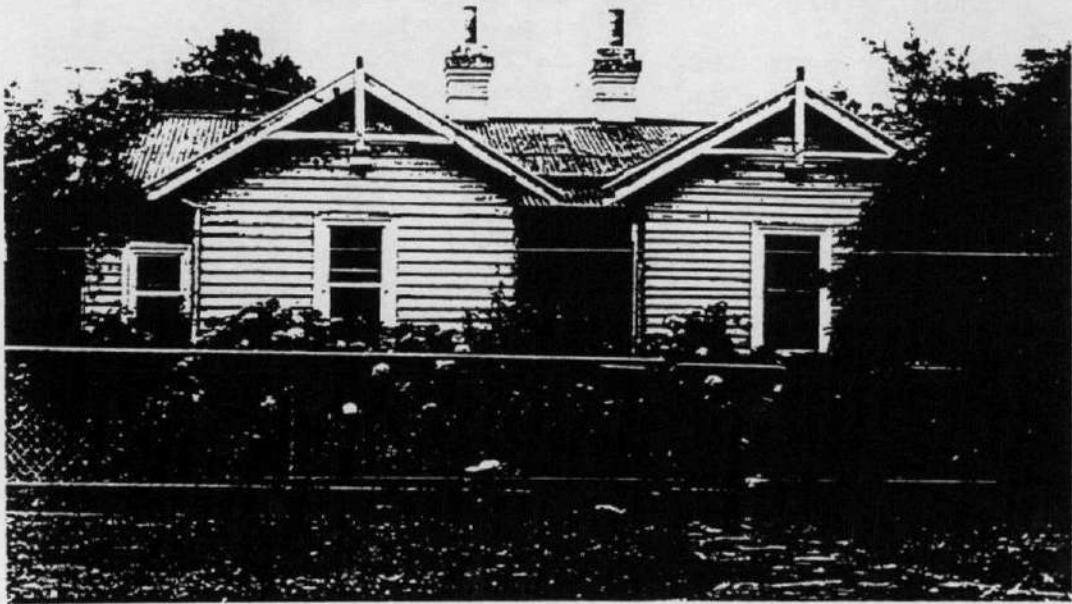


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommended for inclusion in
Urban Conservation Area in Coburg Conservation Study (1990).

Contract Date: 29-11-1898 (7787)
Contractor: W. Jackson

Description: A timber framed house, cruciform on plan with double gable ends to front and rear elevations. Small double hung multi-paned windows are characteristic along with triangle gable end vents.

Condition: Good

Integrity: Good

Significance: The cabin is not significant. The handgates are similar to others on the Coburg line but of diminished importance owing to the removal of the original cabin.

Recommendations: Nil.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Subway : Victoria Street

Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommended as part of an
Urban Conservation Area in the Brunswick Conservation study
(1982).

Contract Date:
Contractor:

Description: Pedestrian subway with red brick walls,
quarry faced bluestone copings, sawn bluestone steps, g.i.
pipe hand rails, asphalt pavement and reconstructed rail
bridge.

Condition: Good

Integrity: Poor

Significance: This subway has a low degree of integrity and compares with the Bay and Church Street subways, Brighton (to be closed) and others in the metropolitan area. It is a contributory element in the proposed Brunswick urban conservation area.

Recommendations: Existing recommendations to include within proposed Urban Conservation Area in the City of Brunswick Planning Scheme is supported. Recommended for inclusion within proposed Conservation Area on the National Estate Register. Refer Conservation Policy, especially Sections 3.2 and 3.3.5.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Footbridge : Moreland Station

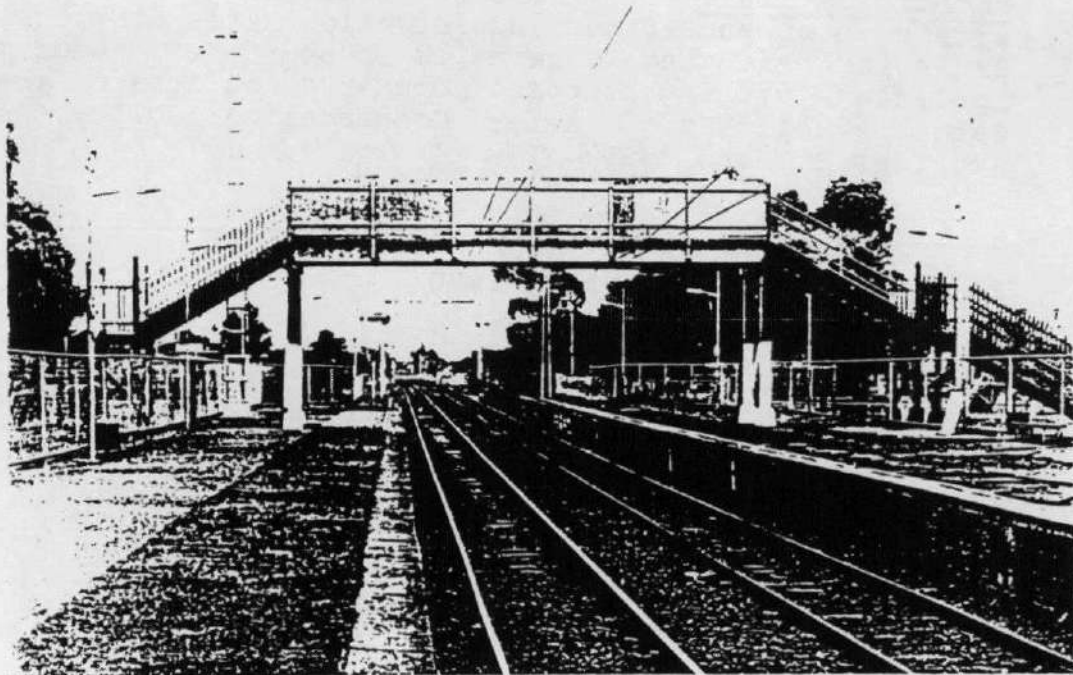


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: Recommended for inclusion in
Urban Conservation Area in Coburg Conservation Study (1990).

Contract Date: 22-07-1901 (9841)
Contractor: Wilson Halowey and Cantwell

History: Erected in 1901, to a design prepared by the Railway Department in March, 1901 with parallel chorded trusses to the main span. In 1909, the main span was increased from 27' 5" to 40' 0" to accommodate extended platforms. In 1917, the height of the main span was raised from 15' 0" above track level to 18' 0" in association with electrification works. Later, the parallel chorded trusses were replaced with r.s.j.'s.

Description: A single span timber footbridge with r.s.j.'s over running lines and two flights of steps either side of the main span with landings and ramped approaches. Timber treads and stringers are tied with m.s. tension rods, handrails are galvanised iron pipe rails and the main span is protected with close pickets. Newel posts have pointed tops.

Condition: Fair

Integrity: Poor, lamps and posts removed, recent works unsympathetic, main span renewed.

Significance: Parallel corded trusses used in conjunction with timber footbridges were once common but have now all been replaced within the metropolitan area with r.s.j.'s. The only remaining footbridge with a parallel corded truss on the railway system is at Leongatha. Comparable modified timber footbridges in the metropolitan area are at Fitzroy, Arden Street (Demol.?), Toorak, Mark St; (Macaulay), Murrumbeena, Brewster St. (near Essendon), Sunshine, Ripponlea, Sinclair St. (Elsternwick - Ripponlea), Alleyne Ave (Armadale - Malvern), Brighton St. (E. Richmond - Burnley), E. Camberwell, Edgar St., (Gardiner - Glen Iris) and Fairfield.

Examples at Murrumbeena, Ripponlea and Fairfield are associated with early twentieth century station environments. The Moreland footbridge is the only remaining example associated with a metropolitan Victorian station environment.

It compares locally with the Coburg footbridge (demolished).

It is important also to the extent that it contributes to the Moreland Station complex of late Victorian structures.

Recommendations: Existing recommendation for inclusion within an Urban Conservation Area in the City of Coburg Planning Scheme is supported. Also refer Conservation Policy, especially Section 3.3.5.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Goods shed : Jewell Station

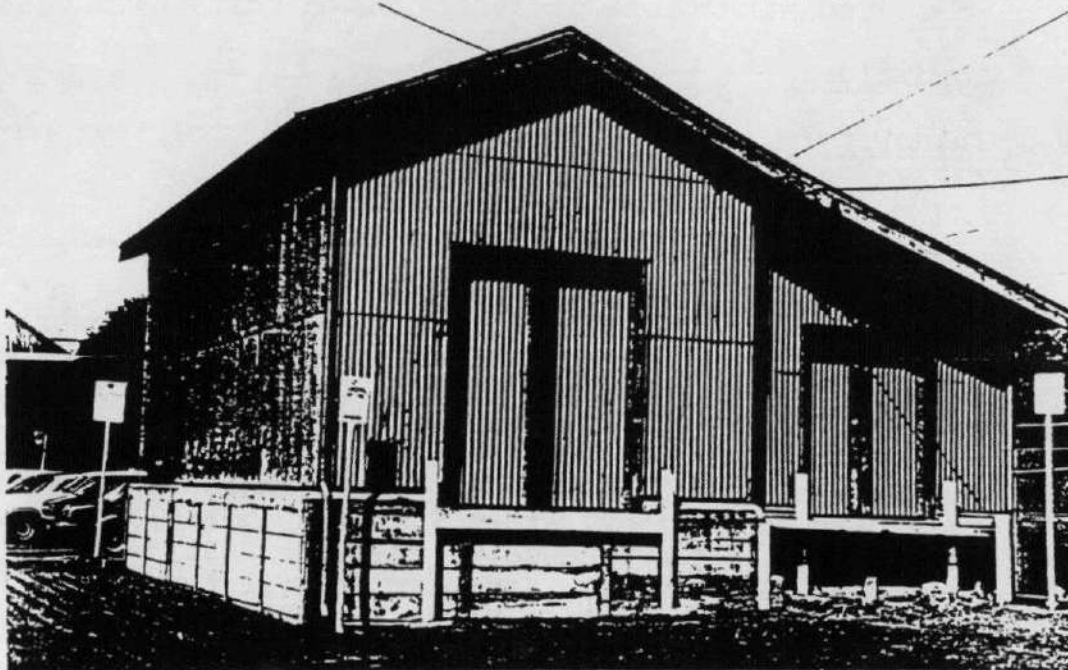


Photo: February, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date:
Contractor:

History:

Description: A gable roofed corrugated iron clad goods shed similar to standard designs around the time of the First World War but with an addition on the west side encroaching on the passenger platform.

Condition: Good

Integrity: Fair

Significance:
Station environs.

Of local interest within the Jewell

Recommendations:

Preservation encouraged.

Issue No. 2:

May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Coburg Substation No. 33
Location: Munro Street

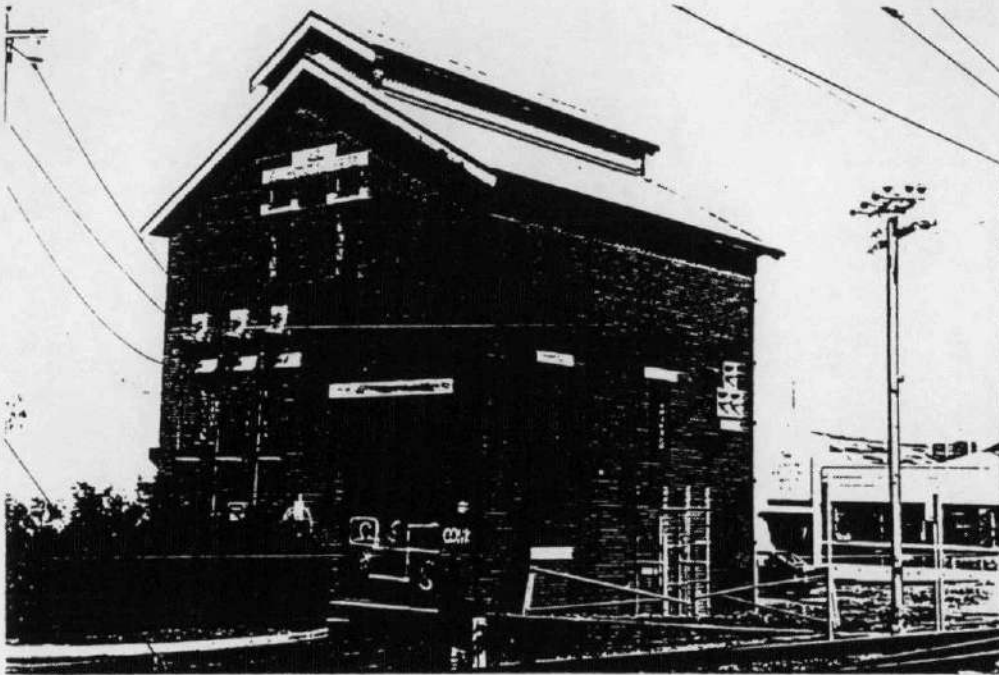


Photo: March, 1990

Existing Registrations:

Historic Buildings Register: -
National Estate Register: -
National Trust Register: Line classified (FN5973)
Planning Scheme: -

Contract Date: 1932
Contractor:

History:

Description: A two(?) level red brick substation with gable roof and lantern, steel framed wire mesh windows and r.s. door at north end and with "VR sub-station No. 33" in low relief in stuccoed panel to north gable end. A single storeyed amenities backlog is attached at the south end.

Condition: Good

Integrity: Good

Significance:

Recommendations: Nil.

Issue No. 2: May, 1990

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Other items of local heritage interest

The following structures are representative of Victorian, Edwardian and post World War 1 railway installations and contribute to the character of the areas traverses by the Coburg railway:

"Trespassers
Prosecuted" sign
Bryan Street
Brunswick

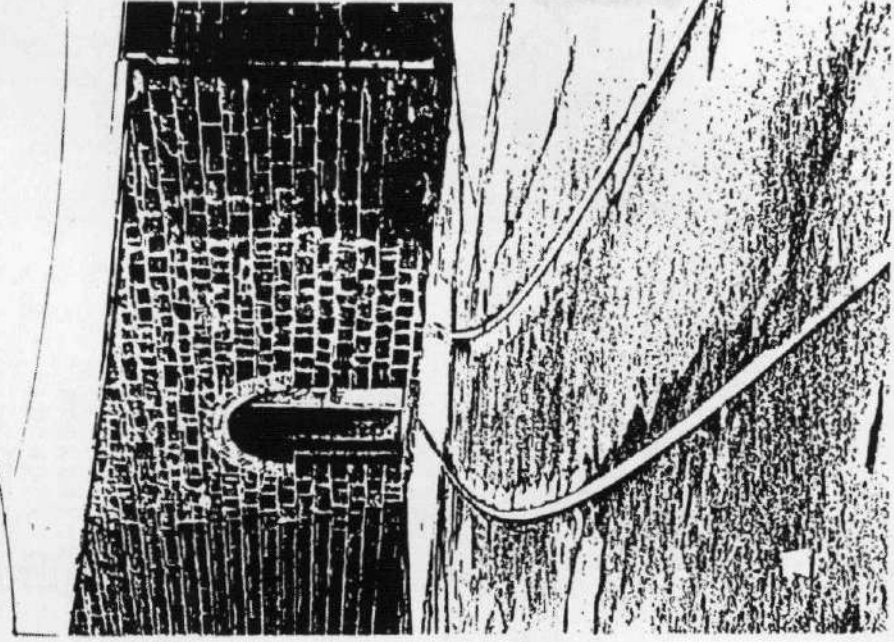
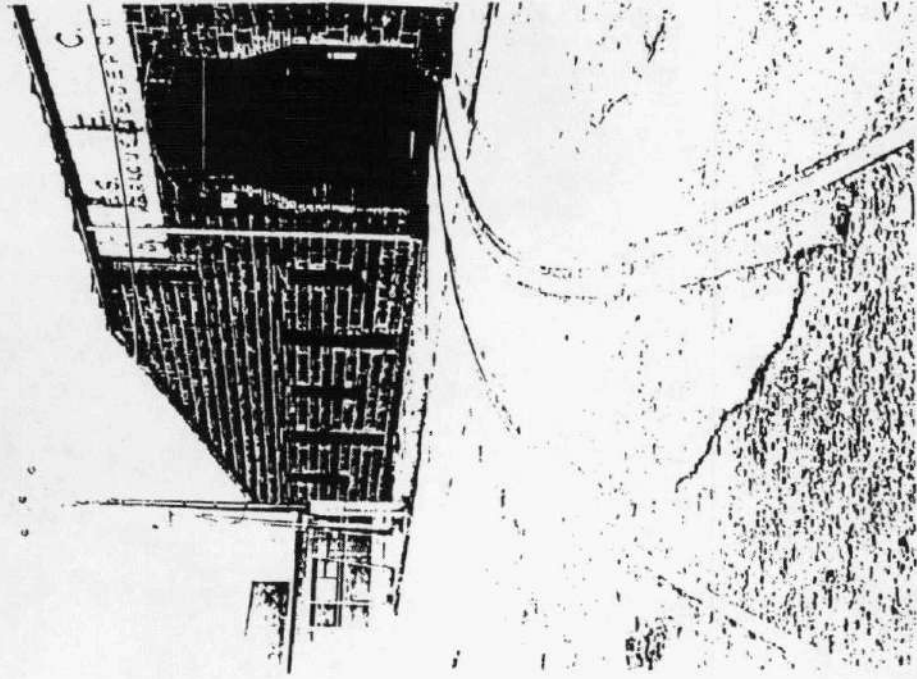
Picket Fence:
West side of line
Tinning Street to
Moreland Road and
Moreland Station to
Reynard Street,
Bryan Street

Siding Remnants,
Colebrook Street



Recommendations: Refer Conservation Policy.

Issue No. 2: May, 1990



Siding remnants, Colebrook Street.

UPFIELD RAILWAY LINE HERITAGE STUDY: 1990

Later structures

The following structures, although expressive of the line's period of operation as a heavy railway, are of minimal interest from the viewpoint of the lines architectural and historic significance:

Footbridge,
Phoenix Street
Brunswick

Substation,
Brunswick Road
Barry Street,
Brunswick

Departmental
Residence,
Phoenix Street
Brunswick

Crib Crossings

Pedestrian Subway,
Victoria street
Coburg

Recommendations: Nil

Issue No. 2: May, 1990

3. CONSERVATION POLICY

3.1 Preamble

The contents of this policy arises from the levels of cultural significance of sites and areas documented in Section 2 and from the specialised nature of the buildings and structures under examination. It has regard for the geographical distribution of sites and for heritage assessments and recommendations being made externally to this study but nevertheless having an impact upon it.

The intention of the policy is to articulate an approach towards the sound conservation management of the culturally significant components of the Upfield railway from Park street, Brunswick, to Bell Street, Coburg. It offers direction towards this end but takes no steps towards the achievement of its principal goal since this matter is the province of the "Conservation Strategy" which constitutes the logical next step.

Although the policy is subdivided into sections dealing with groups of similar structures, a number of its provisions are common to them all and are set down below. In the first instance, it is stressed that conservation action must be able to be taken immediately following the withdrawal of heavy rail facilities. It is vital that buildings are not allowed to remain unoccupied and uncared for since they will readily fall into a state of decline arising in part from neglect and in part from acts of vandalism.

Maintenance must be kept up at all times and it is anticipated that this will only occur if a new maintenance "regime" is in place from the outset of line closure. It is imperative that negotiations are commenced with local government authorities, and other agencies and groups prior to closure so that a smooth transition in the management of assets can occur. Without it, assets stand to be lost and costly repairs incurred.

It is also important that the Corporation takes no steps to remove mechanical equipment, gates and gateposts from the signal box and cabin installations since this is of primary importance to the significance of the structures concerned. This should only be allowed to occur following a definite decision concerning the future of specific installations.

The success of this policy hinges to varying degrees on a program of encouraging public participation in the conservation management process. This may be most effectively focussed through local government agencies making arrangements with the Corporation for the transfer of owner/management responsibilities. The Upfield railway presents an important opportunity for Councils to co-ordinate the management of the many and varied architectural elements of the line with a view to retaining its cultural significance and maintaining this important railway component of the associated nineteenth century streetscapes. It is an opportunity which appears most persuasive when compared with the City of Camberwell's tentative works on the Outer Circle railway route and those of

the City of Fitzroy on its Inner Circle Railway linear park. In both cases railway "street furniture" has been re-created without a sound historical base to evolve the atmosphere of a nineteenth century railway. All of this furniture is in place on the Upfield railway. Its importance needs to be recognised by the Councils through which it passes before the opportunity is lost.

The Ministry for Planning and Urban Growth's Northern Area Improvement program provides for grants to projects having public support and conferring public benefits. Council's can apply for funds so long as public support can be demonstrated. The retention and maintenance of redundant railway structures constitutes a project meeting the funding criteria of the program. Councils should further investigate means of focussing community support and obtaining funds for these works through the program.

Local Government, however, has another key role in this Conservation Policy following the transfer of ownership responsibilities from the Corporation to other agencies. This role is to make provision for the protection of railway buildings and structures through planning scheme mechanisms. At the present, planning scheme controls are restricted to Park Street running along the common boundary of the Melbourne and Brunswick City boundaries. Section 2 contains recommendations for the protection of buildings and areas through planning scheme control. These recommendations are referred to in fig. 3.1 and further developed in the form of area controls in Section 3.2 below.

Given the pro-active role of Councils envisaged in this policy, it is strongly recommended that the Corporation approaches the three municipalities to explain and support its provisions.

3.2 The Park Street/Victoria Street Area of Primary Significance

The line's significance is formed by the sum of the individual buildings, structures and sites analysed in Section 2. This is presented visually in the line map forming Fig. 3.1. and in table 3.1. Relative importance of individual items is inferred by the recommendations for protection.

These are as follows:

- | | |
|----------|---|
| Level A: | Important at the State level. Recommended for inclusion on the Historic Buildings register and the National Estate Register. Recommended also for planning scheme protection. |
| Level B: | Important at the Regional level. Recommended for planning scheme protection. |
| Level C: | Important at the Local level. Recommended for planning scheme protection. |
| Level D: | Of heritage interest but not necessarily recommended for statutory protection. |

Buildings and structures having no significance are not included in the table.

The table and map show there is a concentration of significant items between Park and Victoria Streets (3A, 6B and 1C level items) and only 3B and 3C level items excluding picket fences on the much longer section between Victoria Street, Brunswick and Bell Street, Coburg. There are in fact no A and B level items outside of the Park Street/Victoria Street section which cannot also be seen within this section. It is therefore concluded that the significance of the study area at the State level hinges primarily on this section, and that the retention of its fabric should form a priority within the Conservation Policy.

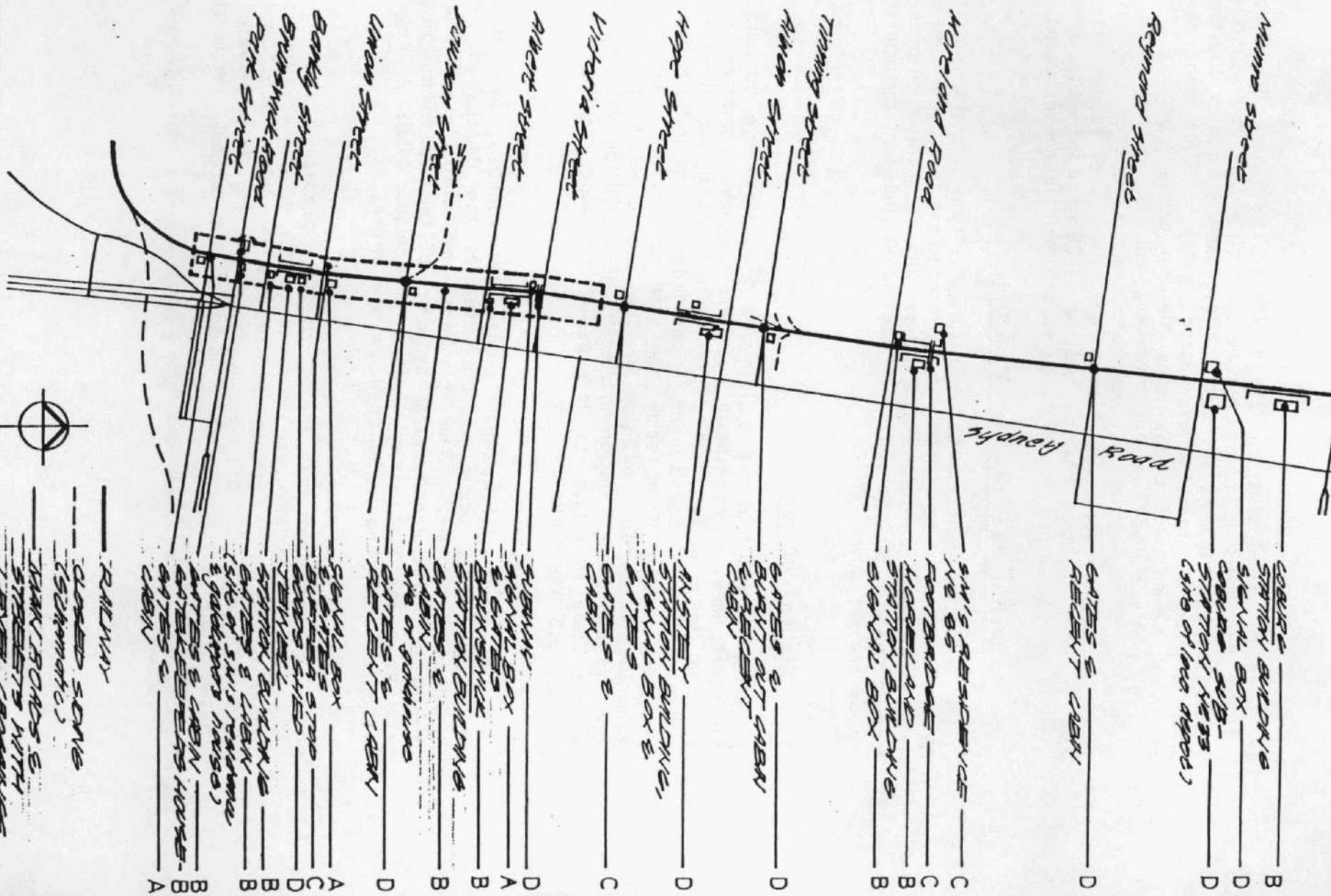
TABLE 3.1

Summary of Cultural Significance of
Buildings and Structures: Upfield Railway

Item Type	Item Name	Location within existing/potential historic area	Level of Significance
Station Building	Jewell	*	B
	Brunswick	*	B
	Moreland	*	B
	Coburg		B
	Anstey		D
Signal Box and Gates	Jewell	*	A
	Brunswick	*	A
Signal Box	Moreland	*	B
	Coburg		D
Gatekeepers Cabin and Gates	Park Street	*	A
	Brunswick Road	*	B
	Barkly Street	*	B
	Dawson Street	*	D
	Albert Street	*	B
	Hope Street		D
	Tinning Street		D
	Reynard Street		D
Departmental Residences	Brunswick Road	*	B
	Moreland R.S.	*	C
Goods Shed Substation Subway Buffers Footbridge Picket Fences	Jewell r.s.	*	D
	Coburg r.s.		D
	Victoria Street	*	D
	Union Street	*	C
	Moreland r.s.	*	C
	Bryan Street		D
	Tinning Street to Moreland Road		D
Moreland R.S. to Reynard Street	*	D	
Siding Remnants	Colebrook St.		C

Ball Street

Andrew C Ward & Associates



It is recommended that an Urban Conservation Area be established in the City of Brunswick planning scheme extending from the existing Park Street overlay zone northward through the proposed Brunswick Station Conservation Area as far as the Victoria Street gates. This zone will merge into adjoining elements of Brunswick's historic urban fabric. The management of the Area's railway assets, however, will form a feature of the new zone provisions. Given the importance of this section of the line at the State level, it is also recommended that the railway area as described be added to the register of the National Estate. This action will open up another avenue for attracting public funds to the maintenance of items.

3.3 Individual Buildings and Structures

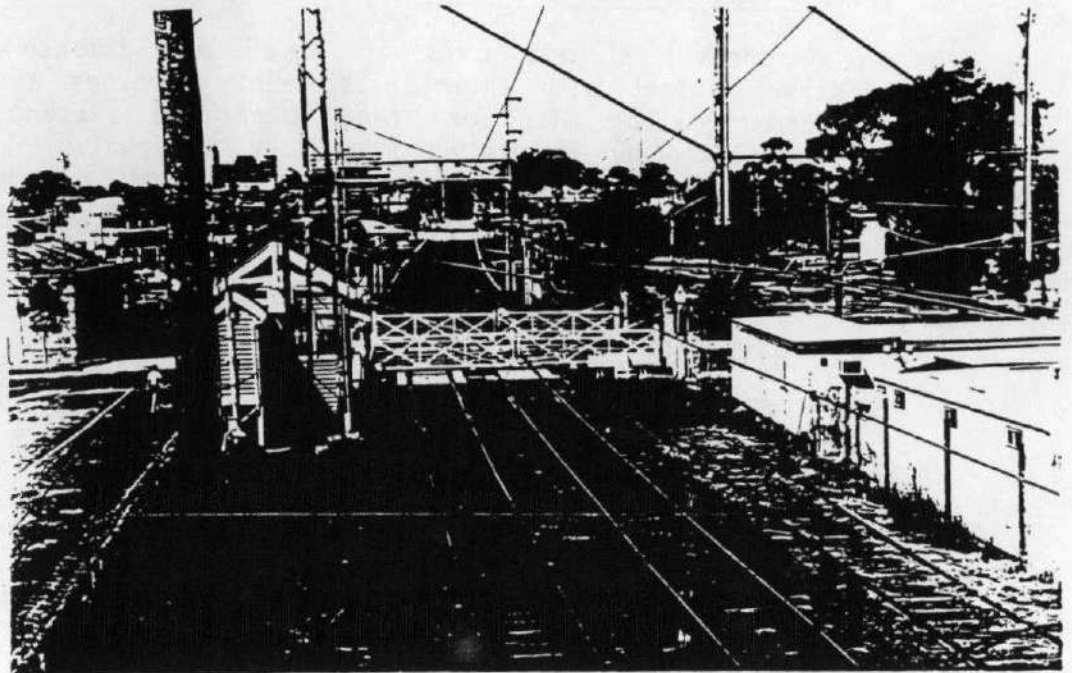
Table 3.1 also shows that the nature of items constituting the significance of the railway is specialised, many structures having limited use outside of their railway context. The resolution of this dilemma is a major pre-occupation of the Policy. Individual policies for particular building types are set down below.

3.3.1 Station Buildings

It is understood that the buildings and platforms are no longer required for transport uses. Sympathetic uses are required which carry with them the potential to enhance their present architectural significance. Conservation actions should be based upon a knowledge of the buildings as a group since elements missing from some may be present on another. Coburg, for example, is the only building on the line to retain its chimney stacks and door to the former station masters office. Clifton Hill is the only building in the State to retain its corrugated iron wings originally also provided on the Upfield line stations.

Although present functional needs have changed, any additions to these buildings should occur on the sites of the demolished wings and recall pre-existing forms. The platform and roadside elevations should be protected. The architectural drawings of the station buildings are available and show the stations as built in meticulous detail. They are a valuable resource which should be used by new owners.

It is recommended that the Corporation prepare a schedule of works and conditions which ensures the enhancement of the architectural character of these buildings. Compliance with this schedule should form a condition of sale in the event of the buildings' passing into private ownership. Supervision of the works would be a normal responsibility of local government agencies.



Scene within the proposed Urban Conservation Area showing the Union Street signal box and gates and buffer stops associated with the last siding on the line. Jewell station is in the distance and beyond the platforms the gates at Barkly STREET, Brunswick Road and Park Street can be seen.



The route of the former Hoffman Patent Brick and Tile Company siding following the southern alignment of Phoenix Street.

3.3.2 Signal Boxes and Gates

The important signal boxes at Jewell and Brunswick Stations should be preserved intact with their interlocking machines and signals, "crossed" if required by The Met for tram operational reasons. The Signal Record Society (Victoria) is prepared to take responsibility for the maintenance of these installations as a permanent operating museum and educational resource. Preservation of both boxes is seen to be important since their safeworking instruments are conjoint.

3.3.3 Gatekeepers Cabins and Gates

There are four cabins south of Victoria Street of which one (Park Street) is ranked level A and three level B. There are five sets of hand operated gates. To the north of Victoria Street there are three cabins of which one is recent, one burnt out and another early twentieth century. They too are associated with handgates. Neither the cabins nor gates appear capable of being assigned to any useful purpose following the withdrawal of heavy rail facilities. Their contribution to the significance of the Upfield line is great however and is concentrated in the area of primary importance between Victoria and Park Streets.

Two conservation management options are available. The first is to retain the gates and cabins in their present locations and the second is to relocate them to a secure environment. The first option is preferable since it accords with the principles of the Burra Charter by keeping them in their historical context. This is important not only for the cabins and gates but also for the significance of the railway and its surrounding historic area generally. It carries with it three difficulties. In the first place, neither the gates nor cabins will be serving any useful purpose. In the second, the gates cannot remain in their present locations because they will conflict with vehicular and rail movements. In the third, they will be subject to vandalism and security will be difficult to maintain. One cabin (Tinning Street) is already in a burnt out state. The security of the remaining cabins cannot afford to be jeopardised by an ill-conceived conservation program. There appears to be only one cabin retaining its original internal fit out (Park Street) and this example cannot afford to be lost.

The following comments are relevant to these difficulties and point towards the development of a conservation policy for the cabins and gates. In the first instance, in spite of the fact that they will serve no useful purpose in the future, they are unquestionably important contributors to the historic character of Brunswick in particular. Their historic townscape value as unique items of street furniture specifically recalling the line's role as a heavy railway as well as nineteenth century railway practices is useful in a sense. Their related educational value is also crucial to contemporary interpretation of the railway and is associated closely with the signal boxes (Section 3.3.2). Herein lies their usefulness.

Although the cabins can remain in situ, the gates cannot. The possibility of minor modification, however, should render retention possible without materially intervening in the significance of the items. The possibility of road closures will require further investigation and may provide options for retention without any intervention at all. Minor modification at Park Street, for example, might involve the following steps.

- . Retain existing reduced carriage way width. This action permits the development of a reasonable conservation plan and serves also to constrain traffic movement along Park Street.
- . Retain existing picket fences and pedestrian gates, the latter continuing to function in their traditional role.
- . Rehang the gates as sketched and make alterations to the kerb line sufficient to coincide with the new position of the gates. Also allow for north-south lines of pedestrian movement.
- . Replace glass in cabin with polycarbonate or other material capable of resisting impact.
- . Provide for installation of boom barriers.

At Barkly Street a similar approach could apply although additional works would include the replacement of the wire mesh fences with pickets.

It is difficult, at this stage, to resolve these matters in detail until the question of road closures has been resolved. Only then can precise recommendations be made which, in the case of a complete road closure, would involve retention of the gates in situ. The following road closures would be beneficial for the conservation of the gatekeeper's cabins and gates:

- . Park Street
- . Brunswick Road
- . Barkly Street
- . Albert Street

The question of security can be addressed in two ways, if the structures are to remain on site. In the first place, maintenance could be undertaken by a concerned community group, either already in existence and known to Council or formed expressly with this activity in mind. In the case of the Park Street cabin and gates, the existing local concerns for their future could be resolved by handing the responsibility for maintenance to local residents via lease arrangements with the Cities of Melbourne and Brunswick. Where local residents are absent or unmotivated, a municipal wide group might assume the same role. Alternatively, Council could undertake to maintain the installations within the Park Street/Victoria Street corridor via having arrangements with the Public Transport Corporation and funding from the Northern Area Improvement Program.

Although the question of adequate maintenance will not resolve the threat of vandalism, it will at least discourage such acts by maintaining security and presenting a "cared-for" appearance.

It is recommended that this option be pursued in preference to relocation and that its success be monitored before taking up the second option of removal. In this latter event, two options in principle should be entertained. A representative installation could be removed to the Australian Railway Historical Society Museum of Victoria's railway heritage at Newport. This installation would compare with the signal box already in existence at the Museum and add to its display of railway safe-working equipment. Initial discussion has indicated that the Society would support such a proposal.

In the second place, an installation could be retained in Brunswick situated preferably on railway land associated with the Park Street/Victoria Street section. It could be linked with a signal box to be retained and placed within a secure enclosure (Refer Section 3.3.2).

3.3.4 Departmental Residences

It is reasonable to assume that the residence at Brunswick Road and Moreland Station continue to be used as houses. In both cases, their retention will enhance the significance of related items. At Brunswick Road, the combination of gatekeeper's cottage and cabin is unique at the State level and should be preserved. At Moreland, the residence forms part of a substantially intact late Victorian Station environment.

Arrangements for disposal should conform with the policy outlined for station buildings (Section 3.3.1).

3.3.5 Other Items of Significance

It has been shown in Section 2 that the following items are of local significance:

- . footbridge (Moreland Station)
- . Buffers (Union Street)
- . Subway (Victoria Street)
- . "Trespassers Prosecuted" sign: Bryant Street
- . siding remnants, Colebrook Street
- . picket fences.

Although the retention of these items is desirable, they form a "secondary tier" of importance in the Conservation Policy since they are only contributory structures situated to a large extent outside of the area of primary significance.

The manner in which they recall traditional nineteenth century metropolitan railway operations however is important to the development of a streetscape policy in the railway corridor. The recognition of this role by the Council's through which the line passes is an important feature of this Conservation Policy and especially so in so far as these "second tier" items are concerned. Their coincidence with proposed Urban Conservation Areas identified in the Cities of Brunswick and Coburg Heritage Studies currently in preparation should be understood by Councils and given special consideration in the development of their works and maintenance programs. Funding through the Northern Area Improvement Program should be considered.