

# VICTORIAN HERITAGE REGISTER



Inclusion of a place or object in the Heritage Register pursuant to Section 32 (c) of the Heritage Act 1995

<b>NUMBER:</b> 952	<b>CATEGORY:</b> Heritage Place <small>(heritage place, heritage object, archaeological place, archaeological relic, historic shipwreck, historic shipwreck relic, protected zone)</small>	
<b>NAME:</b> Upfield Railway Line Precinct		
<b>LOCATION:</b> Parkville, Brunswick and Coburg		
<b>LOCAL GOVERNMENT AREA:</b> Melbourne City & Moreland City		<b>FILE NO:</b> 605404
<b>DATE RECOMMENDED:</b> 13 August 1997	<b>DATE REGISTERED:</b> 23 October 1997 <small>(date of notice in Government Gazette)</small>	



HERITAGE REGISTER NUMBER: 952

NAME: Upfield Railway Line Precinct

**EXTENT:**

1. All of the following buildings and structures contained within the Upfield Railway Line Precinct marked **B1** to **B11** on Diagram 605404A held by the Executive Director:
  - B1** Park Street Gatekeeper's Cabin, including the awning and lever frame.
  - B2** Barkly Street Gatekeeper's Cabin, including the awning and lever frame.
  - B3** Jewell Railway Station on the eastern (or 'up' side) of the Upfield Railway Line, excluding the modern additions to the north.
  - B4** Goods Shed, Jewell Railway Station.
  - B5** Union Street Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 metres to the west and south.
  - B6** Brunswick Railway Station on the eastern (or 'up' side) of the Upfield Railway Line.
  - B7** Victoria Street Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 metres to the east.
  - B8** Moreland Road Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 metres to the east.
  - B9** Moreland Railway Station on the eastern (or 'up' side) of the Upfield Railway Line.
  - B10** Coburg Railway Station on the eastern (or 'up' side) of the Upfield Railway Line, but excluding the modern toilet block.
  - B11** Disused siding track extending from a point 10 metres to the north of the northern building alignment of Dawson Street to the southern building alignment of Phoenix Street.
  
2. All of the following gates and signals (complete with all fittings and signal operating wires from the signal to the pulley at the base of the mast) contained within the Upfield Railway Line Precinct and marked **S1** to **S14** on Diagram 605404A held by the Executive Director:
  - S1** Park Street Gates (including sector gates; pedestrian gates and their associated closing mechanism and rodding extending to the gatekeeper's cabin, and the associated picket fencing).
  - S2** Brunswick Road Gates (including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the gatekeeper's cabin, and the associated picket fencing).
  - S3** Signal 24B.
  - S4** Barkly Street Gates (including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the gatekeeper's cabin; and the associated picket fencing).
  - S5** Signal 25.
  - S6** Union Street Gates (including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the Union Street signal box; and the associated picket fencing).
  - S7** Signal 26.
  - S8** Signal 28.
  - S9** Signal 33B.
  - S10** Albion Street Gates (including gates; the pedestrian gates and their associated closing mechanism and rodding extending to the Anstey Station signal box; and the associated picket fencing).
  - S11** Signal 35.
  - S12** Signal 40.
  - S13** Signal 42.
  - S14** Signal 44.

**EXTENT:** (continued)

3. All of the land at the Jewell, Brunswick, Moreland and Coburg Railway Stations bounded to the east by the railway reserve, to the west by the most westerly point of the whole of the eastern (or 'up' side) platforms, and to the north and south by the extent of the platforms as shown on Diagrams 605404B, 605404C, 605404D and 605404E held by the Executive Director. The land affected in part or in whole is more particularly described in:

**Jewell Railway Station**

Certificate of Title Volume 1355 Folio 929; Volume 1365 Folio 914; Volume 1366 Folio 054; Volume 1369 Folio 633; Volume 1441 Folio 177; Volume 1466 Folio 144; Volume 1472 Folio 338; Volume 1476 Folio 169; Book 302 Memorial 543; Book 303 Memorial 35; Book 303 Memorial 895; Book 307 Memorial 999; Book 308 Memorial 688.

**Brunswick Railway Station**

Certificate of Title Volume 1344 Folio 784; Volume 1352 Folio 274; Volume 1355 Folio 819; Volume 1527 Folio 340, Volume 1361 Folio 017; Crown Allotment 71Y, Parish of Jika Jika, County of Bourke.

**Moreland Railway Station**

Book 303 Memorial 488.

**Coburg Railway Station**

Certificate of Title Volume 1377 Folio 239.

VICTORIAN HERITAGE REGISTER



DIAGRAM NUMBER: 605404A

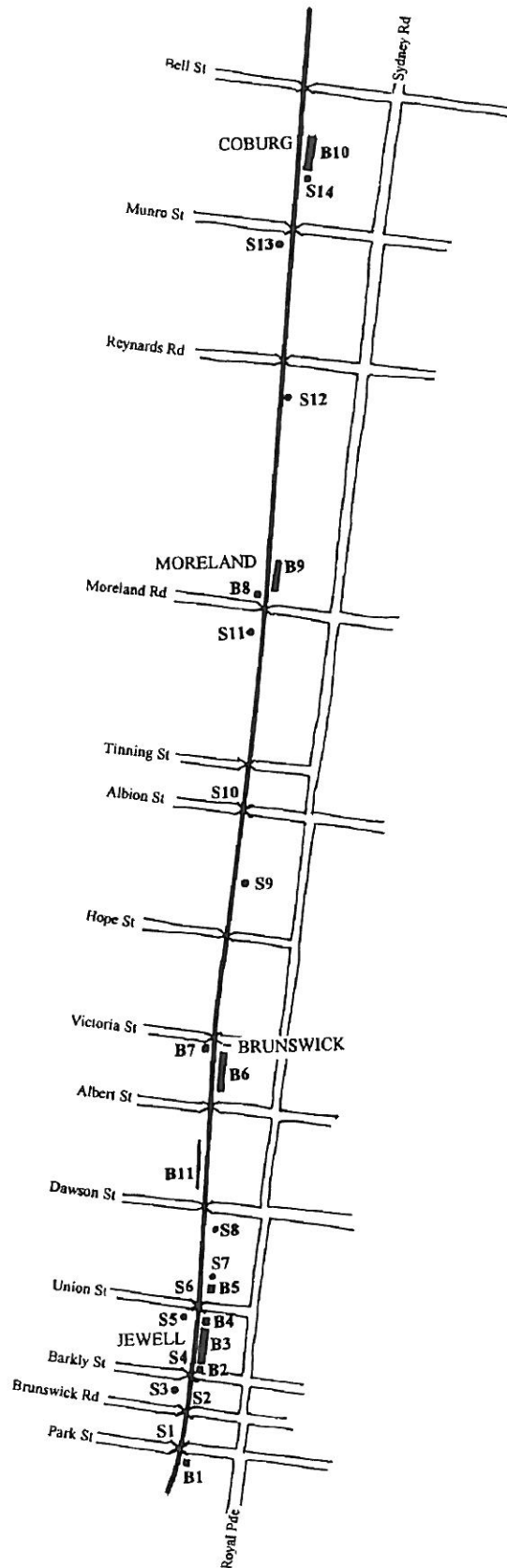
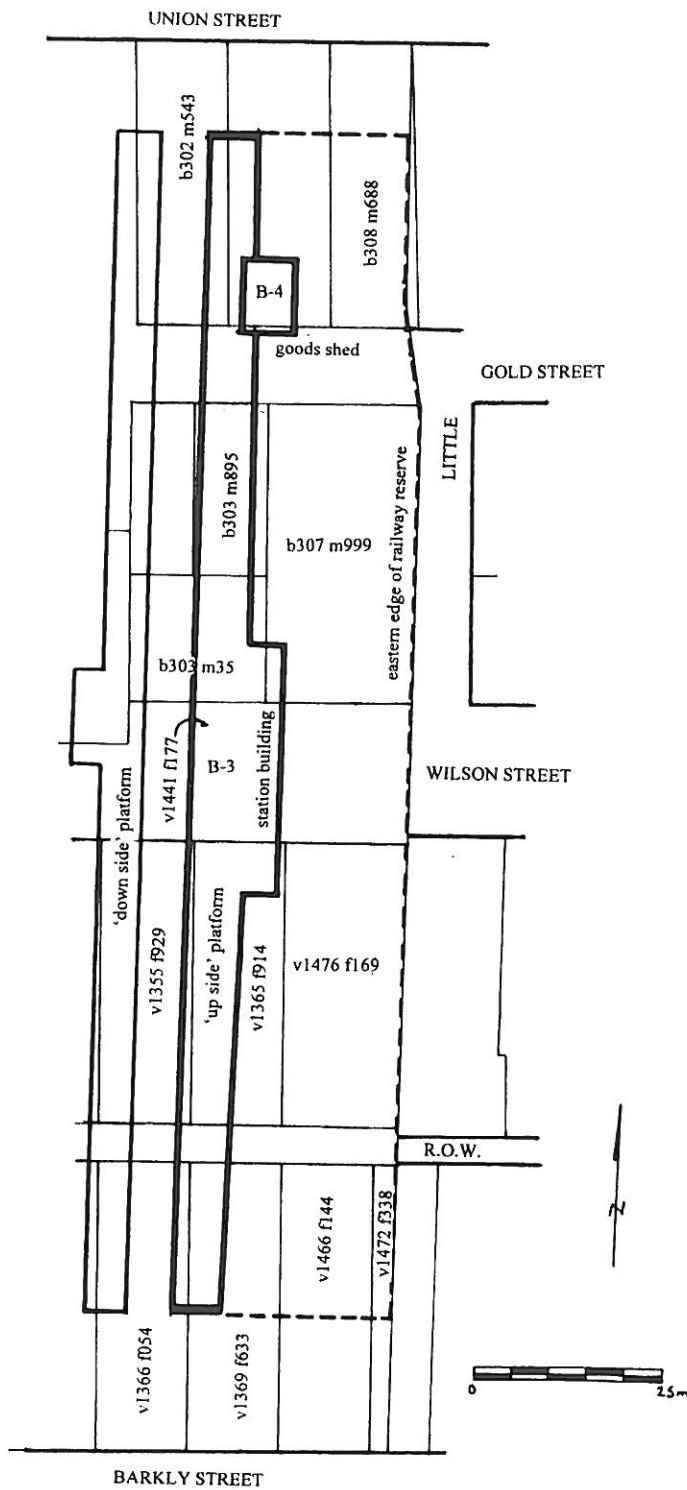
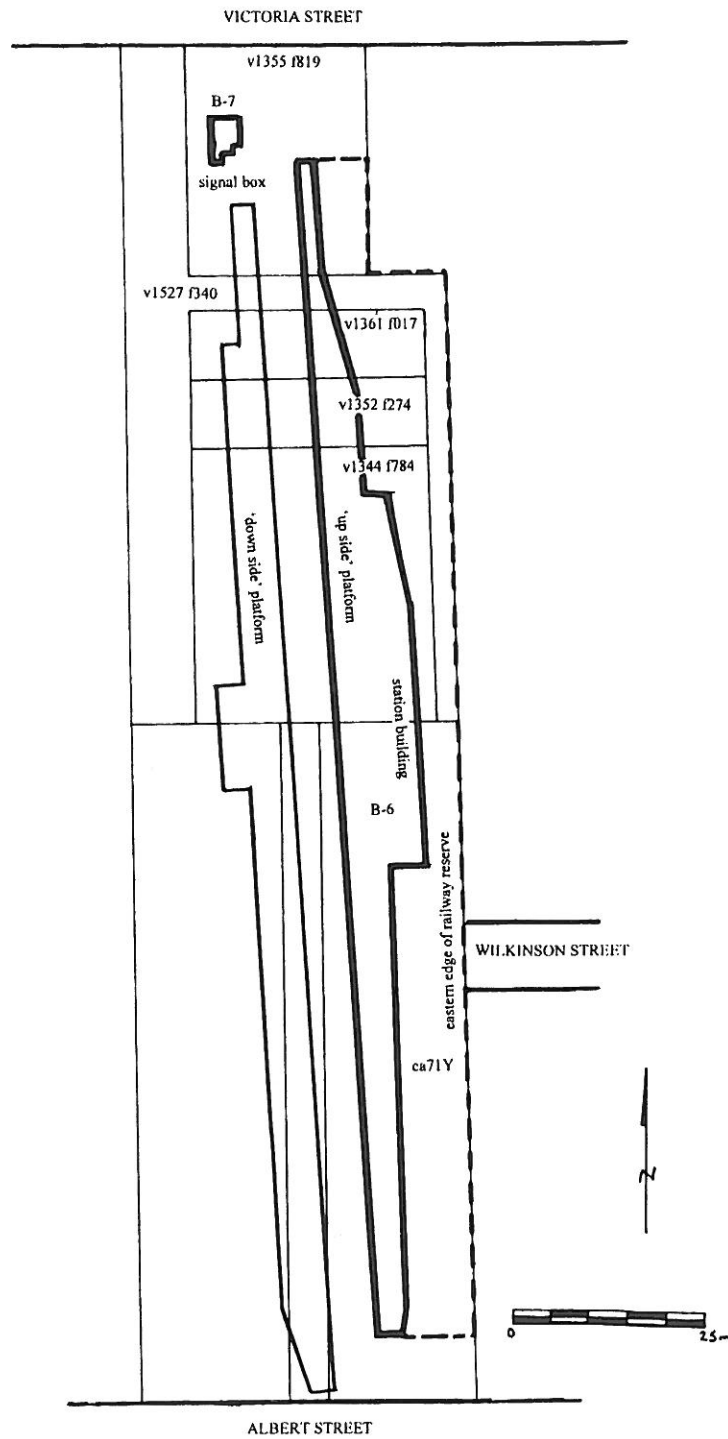


DIAGRAM NUMBER: 605404B



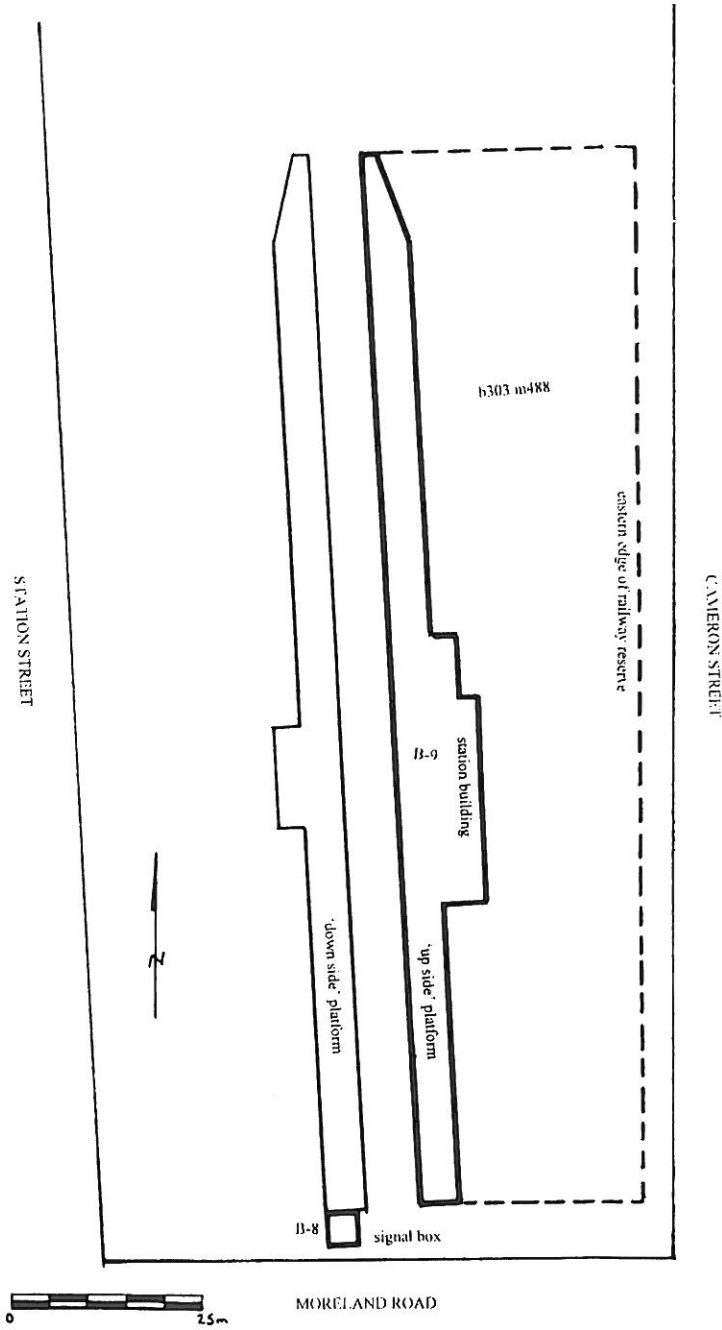
**JEWELL STATION**  
(dashed lines show extent of registered land)

DIAGRAM NUMBER: 605404C



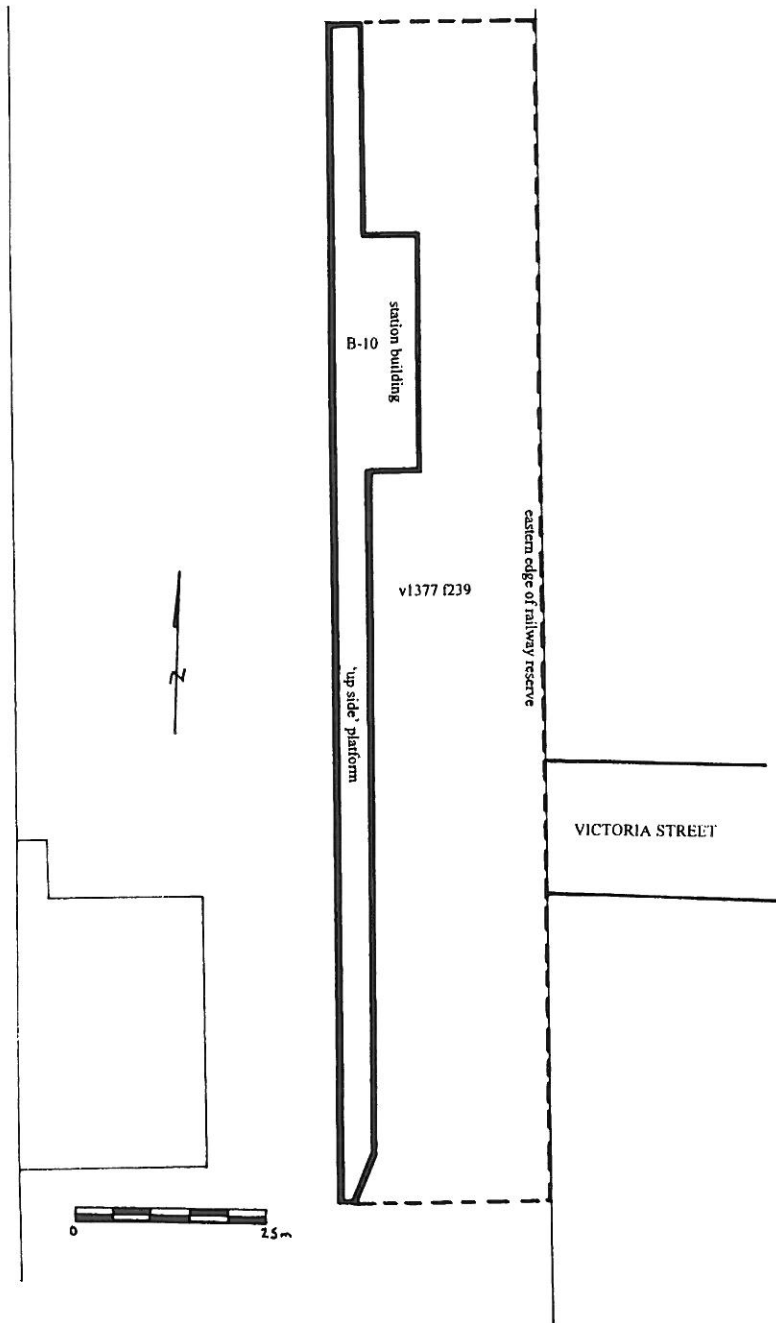
**BRUNSWICK STATION**  
(dashed lines show extent of registered land)

DIAGRAM NUMBER: 605404D



**MORELAND STATION**  
(dashed lines show extent of registered land)

DIAGRAM NUMBER: 605404E



**COBURG STATION**  
(dashed lines show extent of registered land)



**HERITAGE REGISTER NUMBER:** 952

**NAME:** Upfield Railway Line Precinct

**STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE:**

The Upfield Railway Line was constructed following the passing of the ‘Octopus Acts’ of the 1880s. Built to take advantage of the need for heavy goods haulage in the area, and to serve the growing residential population, it was commenced in 1881. In the late 1880s and early 1890s safe working refinements were added which involved the introduction of yard interlocking equipment. The line was electrified in 1920 but industrial usage began to decline in the 1930s when road transport started to dominate freight haulage. In 1992 there was a proposal to close the line but this was reversed in 1995 when an upgrade was announced.

Upfield Railway Line Precinct is historically, architecturally, scientifically and socially important to the State of Victoria.

The Upfield Railway Line Precinct is historically and scientifically important as an outstanding and complete surviving example of an integrated and functioning complex of nineteenth century railway architecture and technology within the metropolitan area. It is architecturally important for its ability to demonstrate the range of types of buildings and structures developed for railway purposes and for its retention of a collection of typical buildings and structures which are now uncommon and which are of considerable individual and group integrity.

The Upfield Railway Line Precinct is historically significant for its manifestation of the impact of railway development on the establishment and geography of the inner suburbs, and as the dominant feature of the extensive and largely intact 19th century residential industrial and commercial landscape through which it passes and which it continues to serve.

The Upfield Railway Line Precinct is socially significant for its ability to demonstrate a way of life, working environment and functions that are no longer common in Victoria. It is also significant as a focus of local sentiment and as such is socially, economically and geographically important to Brunswick people, as evident in several campaigns successfully mounted by local interest groups to retain the line.

**HERITAGE REGISTER NUMBER:** 952

**NAME:** Upfield Railway Line Precinct

**EXEMPTIONS FROM PERMITS:**

(Classes of works or activities which may be undertaken without a permit under Part 4 of the *Heritage Act 1995*)

**General Conditions:**

1. All alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it (see below).
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

- No permits are required for the following works, provided that they are performed in accordance with the recommendations set out in Section 2 of the *Upfield Railway Line Heritage and Road Closures Study* by Gutteridge Haskins & Davey Pty Ltd in Association with Bryce Raworth Pty Ltd, Context Pty Ltd and Veitch Lister Consulting Pty Ltd, Final Report 7 November 1996:

1. Conversion of Park Street crossing to boom barrier operation with the retention of gates in a 'pinned back' configuration.
2. Conversion of Brunswick Road crossing to boom barrier operation and removal of gates and associated equipment.
3. Closure of Barkly Street crossing with the retention of gates in a closed configuration.
4. Conversion of Union Street crossing to boom barrier operation with the removal of the gates provided that the gate posts and interlocking mechanism is retained.
5. Conversion of Albion Street crossing to boom barrier operation and removal of gates and associated equipment.
6. Adapting unused signals to prevent unauthorised climbing provided that the method adopted is reversible and does not result in damage to or removal of ladders and platforms.
7. Relocation of Signal 24B to south of Park Street.
8. Relocation of Signal 25 to adjacent parkland.
9. Removal of Signal 26 and substitution with Signal 40 or 50 in a nearby location.
10. Removal of Signal 28 and substitution with Signal 40 or 50 in a nearby location.
11. Relocation of Signal 33B to nearby.
12. Relocation of Signal 35 to nearby.
13. Relocation of Signal 40 to replace Signal 26 or 28.
14. Relocation of Signal 42 to nearby.
15. Relocation of Signal 44 to nearby.

**BRIEFING MEMORANDUM**

**MEMO TO:** Minister for Planning and Local Government  
**FROM:** Ray Tonkin, Executive Director, Heritage Victoria  
**SUBJECT:** Upfield Railway Line  
**DATE:** 13 August, 1997

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**BACKGROUND:**

- In November 1992 the former Historic Buildings Council recommended to you that elements of the Upfield Railway Line be added to the Historic Buildings Register.
- You reserved your decision pending the outcome of a review of the line's future by the PTC.
- With the proclamation of the Heritage Act the proposed Upfield Line registration was one of the matters you called in.
- The PTC intends to keep the line in operation and is implementing a major upgrade.
- As part of the upgrade the PTC, in consultation with Heritage Victoria and the City of Moreland commissioned a road closure and heritage study.
- The original extent of proposed registration was revised in the light of this study and further consultation with the PTC.


**ISSUES:**

- The PTC has advised that it is no longer opposed to registration of the Upfield Line Precinct to the extent shown in the accompanying documents.
- The Heritage Council supports the revised extent of registration and permit exemptions.


**RECOMMENDATION:**

That you sign the accompanying determination adding the Upfield Railway Line Precinct to the Heritage Register.


Prepared by:

  
\_\_\_\_\_  
**Patrick Miller (x59746)**

Endorsed by:

  
\_\_\_\_\_  
**Ray Tonkin** 14/8

Encl.

RMS	M/97/2916
VIA DIRECTOR	
VIA DEPUTY SEC	
VIA SECRETARY	
MINISTER	

# Heritage Act 1995

## Act No.93/1995

### DETERMINATION BY THE MINISTER PURSUANT TO SECTION 45

In pursuance of the provisions of Section 45 of the *Heritage Act 1995* it is my determination that

UPFIELD RAILWAY LINE PRECINCT  
PARKVILLE, BRUNSWICK & COBURG

be added to the Heritage Register in the Category of

HERITAGE PLACE

to the extent stipulated in the attached document.

Dated:



29 SEP 1997

**The Honourable Robert Maclellan**  
**Minister for Planning and Local Government**