AUSTRALIAN RAILWAY HISTORICAL SOCIETY NSW

CELEBRATE WITH US THE ARHS'Snsw 90TH BIRTHDAY ON A VICTORIAN LUNCHEON OUTING, TUESDAY 6TH JUNE 2023.

This will be our first luncheon outing under the ARHSnsw banner and what a better time to start with a celebration of the ARHS's nsw 90 years of service to Australian rail enthusiasts in all States of Australia.

To start our luncheons with the ARHSnsw, we will have as guests James Dalton, General Manager ARHSnsw and Stephen McLachlan, Editor Australia Railway History.

Vale David MEHLMAN
David passed away at the Alfred Hospital on Wednesday 31st of May 2023 after a number of problems that kept him in Hospital for 7 weeks. His Funeral was held at Lyndhurst on the 1st of June 2023.
His last job in the scheduling department at Yarra Trams, was the Riversdale Rail Square repairs from late Friday 28th April to Sunday 30th April 2023.
David had been on the ARHS Committee, the Tours Sub-Committee of ARHS Vic since about circa 1980, he helped in the Mailouts for ARHS Vic & the ARE, he suggested the name we use now, the Luncheon Outing Group (LOG), after the ARHS went into liquidation and we moved to the Association of Railway Enthusiasts (ARE) for our LOG Tours.
David organised many of the Tram Tours the ARE ran, he attended Tours in the last few years in a wheelchair usually pushed by myself Geoff WALLACE.
David missed out on becoming an ARHSnsw Victoria LOG Tours Committee Member by one day, as this arrangement started on the 1st of June 2023.
David suggested the Orange & Poppy Seed cake for the 90th Anniversary of the ARHSnsw we will share at lunch today.
At some time today we will have a minutes silence for David.

Timetable for today 6th of June 2023

10:05		Flinders Street Station
10:18		Glen Waverley Train
10:54		Glen Waverley Arrive
11:07		Glen Waverley Depart on Route 753 Bus to Boronia
11:50		Arrive Boronia Bus Stop, walk to Boronia Hotel for Lunch.
13:50		Depart Boronia Hotel for Boronia Station
14:00		Depart Boronia Station for Union Station
14:30		Arrive Union Station, Inspect the new Station, platforms & buildings, road overpasses at Union Road & Mont Albert Road.
		Tour ends here.

If you get separated from the group, or your arrival is delayed, you can ring Hugh Waldron 0499 176 770 or Geoff Wallace on 0412 056 033 on the day.

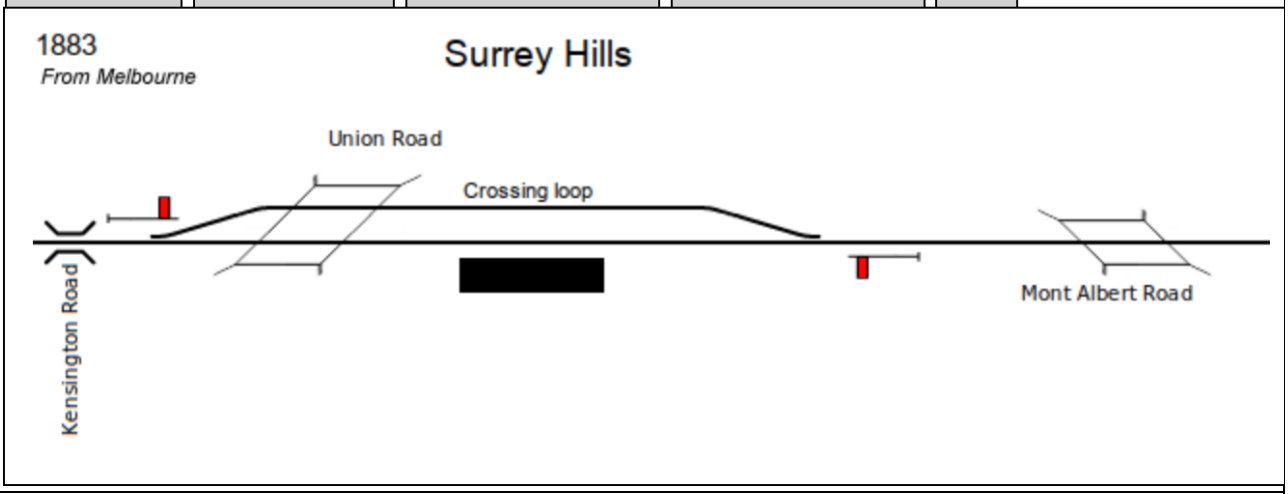
Km from City	Distances between Stations	Distance between new Stations	Distance between old Stations
12.185	Canterbury		
12.947	Chatham	0.762	0.762
13.835	Surrey Hills		0.888
14.139	Union Station	1.192	
14.626	Mont Albert Station		0.791
16.183	Box Hill Station	2.044	1.557

Name & Date	What was done	Date of WN or WON
Union Station	Opened 22nd May 2023	SWP.005-2023
	Replacement of Surrey Hills and Mont Albert Stations. Union for the union of two stations, the former Stations of Surrey Hills & Mont Albert.	
Surrey Hills		
Mon, 13 Aug 1883	Opened	
Thu, 5 Oct 1882	First reference to a proposed station on the down side of Union Road.	(Newsrail January 1984 pp4-7; Boroondara Standard)
Thu, 12 Apr 1883	Deputation of residents asked for trains to stop on request at the already-extant platform, which was already attended (perhaps by a gatekeeper). Minister Gillies argued against stopping any trains due to the gradient.	(Newsrail January 1984 pp4-7)
Mon, 6 Aug 1883	Test run of the Rowan steam railmotor from Princes Bridge (departing 11:45am), stopping at, among others, Surrey Hills and Brushy Creek (later Mooroolbark). This may have been the first train to use the station.	(Newsrail January 1984 pp4-7)
Mon, 13 Aug 1883	First trains regularly use the station. Bradshaw's Guide starts to reference the station from 1st September, and the Working Time Table from 15th October.	(Newsrail January 1984 pp4-7)
Sat, 6 Oct 1883	Station officially opened, with a banquet in honour of Mr Walker, MLA.	(Newsrail January 1984 pp4-7)
Sat, 24 Jan 1885	Stationmaster fined for leaving the Surrey Hills - Box Hill train staff in the van of a Lilydale train; no other trains could be run in the section until the staff was returned, on horse, over seven miles (perhaps from Mitcham).	(Newsrail January 1984 pp4-7, The Argus)
Thu, 28 May 1885	Deputation to the Minister asking for line duplication and more trains stopping.	(Newsrail January 1984 pp4-7, The Argus)
Sun, 9 Dec 1888	Duplication to Box Hill provided, second platform now in use. In lieu of the stabling/passing loop, a single goods siding was provided.	(Newsrail January 1984 pp4-7)
Fri, 15 Aug 1890	Locking sketch issued. Shows 18 lever cam and soldier (No.6 pattern) frame, two bays of nine levers with seven rocking shafts across the whole length. No.5 Pattern L-type levers were: • Gate wheel (1), • Gate Stop lever (2), • Down signals (5-9), including disc 8 from yard • Wickets (3-4), • Points (11-13), • Up signals (16-18), Levers 10, 14 and 15 were marked as spare.	(Locking sketch)
Tue, 23 Dec 1890	18 lever cam and soldier frame brought into use, except future wicket levers 3 and 4 and spare levers 10, 14 and 15.	(Interlocking Register)
Mon, 5 Oct 1896	By this date, block notes: switches in on weekdays at 7:10am instead of 7:30am.	(WN14/1896)
1899	Provide new station buildings.	(Newsrail January 1984 pp4-7)
Fri, 21 Jul 1899	Posts renumbered.	(WN04/1899)
Tue, 16 Sep 1902	Provide auxiliary frame at down end, secured by crosslock. Now 7 signals, 1 crosslock, 1 gate wheel, 1 gate stop, 8 spare levers in main frame and auxiliary frame is 1 signal and 2 points. Jack MCLean speculated that this may have been due to the signalman not being able to see the crossover from the signal box.	(WN37/1902, Interlocking Register, Newsrail January 1984 pp4-7)
May-1903	Around this time, Surrey Hills was switched out as a Double Line Block post on weekdays from 11pm to 7:10am the next day, Mondays through Saturdays. The station was switched out entirely on Sundays except when Sunday trains were running to Ferntree Gully, in which case the signal box was opened 11:15am on Sunday. Despite this, the lever frame would still need to be worked for the interlocked gates on Union Road.	(Newsrail January 1984 pp4-7)

Name & Date	What was done	Date of WN or WON
Mon, 28 May 1906	By this date, provide pedestrian underpass at down side of Union Road level crossing. Platforms extended to 450 feet.	(Newsrail January 1984 pp4-7)
1908	New locking sketch drawn. (Locking Sketch A218)	(Locking Sketch A218)
1913	Footbridge provided.	(Newsrail January 1984 pp4-7)
Tue, 6 Jan 1914	Provide connection between up line and siding, provide disc on new post 11A and additional disc on post 12. Up home signal replaced with a co-acting pair, the taller arm visible over the station buildings and footbridge. Now 9 signals, 1 point, 1 cross-lock, 1 gate-stop, 1 gate wheel and 5 spare levers in apparatus, plus auxiliary frame.	(WN01/1914, Interlocking Register, Newsrail January 1984 pp4-7)
1922	Footbridge raised "several feet" over the mainlines only to provide for electrification. The remainder of the footbridge was not raised until the goods yard was wired sometime in the 1930s.	(Newsrail January 1984 pp4-7)
Mon, 27 Feb 1922	1908 locking sketch redrawn; amendments before 1922 not transferred. (Locking Sketch A218)	
Wed, 23 Aug 1922	Up home signal post 13 moved 35 yards further out.	(WN36/1922)
Sat, 9 Sep 1922	Abolition of auxiliary frame and alterations to yard. Main apparatus now has 10 signals, 4 points, 1 gate stop, 1 gate wheel and 2 spare levers. (Interlocking Register)	
Tue, 19 Sep 1922	By this date, connection between sidings A and up line abolished, provide new connection on down side of mainline crossover. Auxiliary apparatus abolished, disc on post 11A and up disc on post 12 abolished. Provide discs on posts 11B, 13B and 14B. Home signal removed from post 12 and placed on new post 12B.	(WN38/1922)
Sat, 21 Oct 1922	Down distant post 9 moved 180 feet further out.	(WN44/1922)
Wed, 16 Jun 1926	6 locked by 11 deleted. (Locking sketch A218 rev.1, Corres. No. 4869/26 S&T)	(Locking sketch A218 rev.1, Corres. No. 4869/26 S&T)
Wed, 30 Mar 1927	Provide 3 position signals in lieu of double line block from Canterbury. Down distant post 9 (lever 5) and up starting signal post 11 (lever 16) abolished. Posts 9 and 11 deleted. Posts L389, L390 & L400 (lever 16) added. Reversers added to signals 6 & 18. Lever 5 formerly down distant signal lever, now spare. Lever 17 formerly locked by lever 2.	(WN16/1927, Locking Sketch A218 rev.2)
Tue, 2 Aug 1927	By this date, provide direct bell communication to Camberwell with repeating bells at Canterbury.	(WN31/1927)
Sun, 18 Nov 1928	Posts 12B and 11B renumbered 11 and 12B respectively.	(WN48/1928)
Tue, 19 Feb 1929	Signal 5 formerly worked by lever 4. Levers 3 and 5 formerly spare. 4 formerly signal lever. Provide wickets 3 and 4 on up side of level crossing.	(WN09/1929, Interlocking Register, Locking Sketch A218 rev.3)
Sun, 20 Oct 1929	Provide 3 position signals in lieu of double line block to Box Hill (Mont Albert formerly switching). Posts 10, 11B, 12, 12B, 13, 13B, 14, 14B and 16 deleted. New signals 5-8, 12, 15 and 17-18 added. Lever locks added to levers 5-6, 9-11, 14 and 17-18. Lever 13 previously signal lever. Now 9 signals, 4 points, 2 wickets, 1 gate stop, 1 gate wheel, 1 spare lever.	(WN44/1929, Interlocking Register, Locking Sketch A218 rev.4)
Sun, 30 Nov 1958	No.11 crossover converted to motor operation. Lever locks added to levers 7-8, 12 and 14.	(WN49/1958, Locking Sketch A218 rev.5)
Wed, 22 Aug 1962	Provide boom barriers in lieu of interlocked gates and wickets at Union Road (7M 61C). Provide switching facility. Now four spare levers. Provide illuminated letters (A) on posts 6 and 17. From this date, signal box only switched in when trains required to shunt.	(WN35/1962, Locking Sketch A218 rev.6, Newsrail January 1984 pp4-7)
Wed, 3 Apr 1963	Automatic signal L421 controlled by lever 13 account provision of boom barriers at Mont Albert Road.	(WN15/1963)
Sun, 13 Feb 1966	Goods yard closed.	
Sun, 20 Mar 1966	Signal box and interlocking abolished, crossover and sidings removed. Home signal posts 6 and 7 (sic) converted to automatic and renumbered L409 and L412.	(WN13/1966, A.496/66)

Name & Date	What was done	Date of WN or WON
Wednesday, 1 October 1969	By this date, station footbridge portion over goods yard removed. (https://www.facebook.com/photo.php?fbid=1395394224313145)	
Sun, 19 Dec 1971	Provide additional platform for 3rd line between East Camberwell - Box Hill.	(WN02/1972)
Wed, 12 Jul 1989	Provide pedestrian gates at Union Road (13.734km).	(WN28/1989)
Friday, 1 June 2001	Upgraded to Premium Station status	
Sun, 29 Aug 2004	Medium speed warning aspect on signal L393 converted to approach operated, time delated operation (conditional on the platform track being occupied)	
Mon, 25 Jul 2022	Upgrades to the Union Road level crossing: boom barrier mechanisms replaced with Western Cullen Hayes type, and flashing lights upgraded to LEDs.	(WON 29/2022, SW.649/2022)
Fri, 17 Feb 2023	Last trains through Surrey Hills: • 8:05pm down ex Flinders St, express through approx 8:36pm, • 8:02pm up ex Lilydale, stops at 8:36pm, • 8:09pm up ex Belgrave, express through approx 8:45pm. Station then permanently closed.	(WON 07/2023, SW.046/2023)
Line History	**Surrey Hills**	
Fri, 1 Dec 1882	Line Opened	Camberwell - Ringwood
Sun, 9 Dec 1888	Duplicated	Camberwell - Box Hill
Tue, 19 Dec 1922	Electrified	Flinders Street - Box Hill
Wed, 30 Mar 1927	Three Position Signalling Provided	Canterbury - Surrey Hills
Sun, 20 Oct 1929	Three Position Signalling Provided	Surrey Hills - Box Hill
Sun, 19 Dec 1971	Third Line Added	East Camberwell - Box Hill

1883 | 1890 | 1902 | 1914 | 1919 | 1926 | February 1929 | October 1929 | 1962 | 1963 | 1966
October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1989



Surrey Hills as line opened 1883

Name & Date	What was done	Date of WN or WON

1883 | 1890 | **1902** | 1914 | 1919 | 1926 | February 1929 | October 1929 | 1962 | 1963 | 1966
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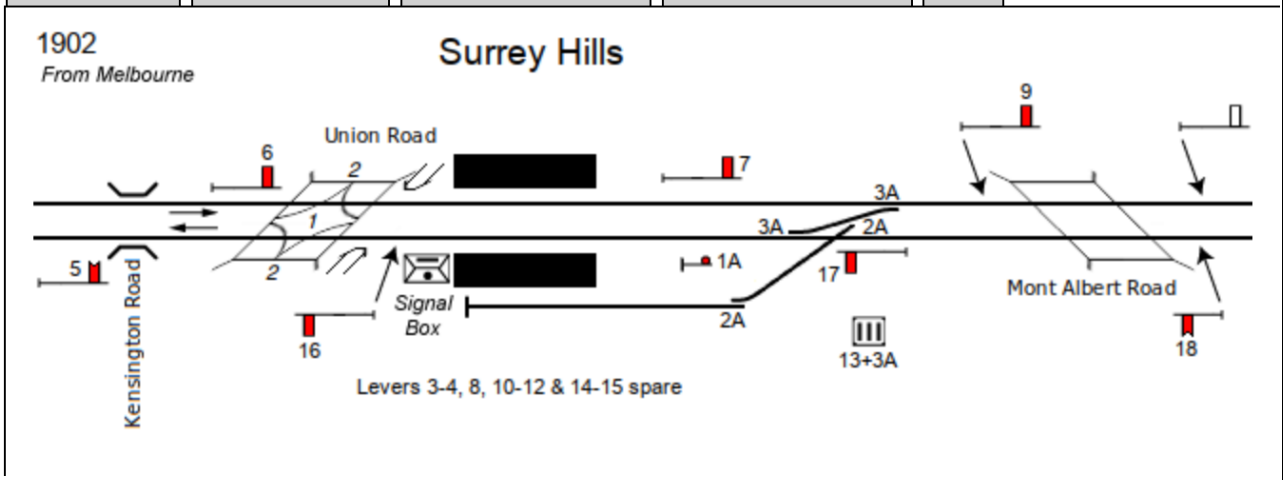
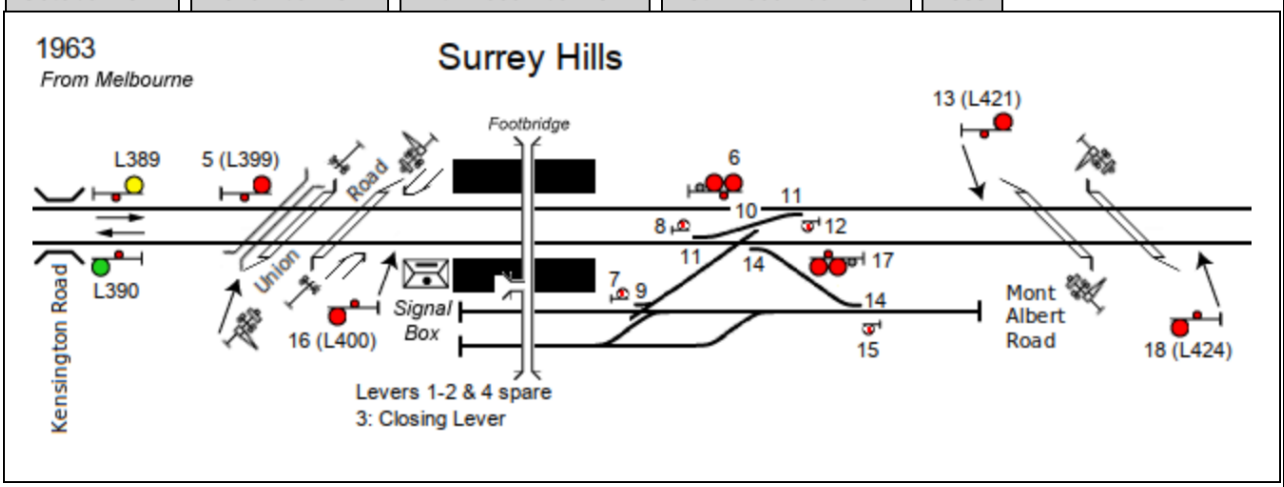


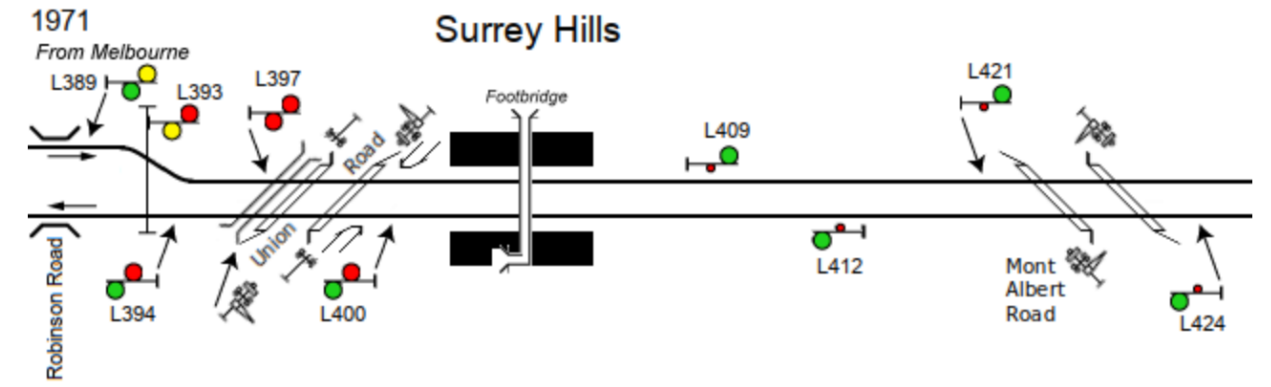
Surrey Hills with a Goods Siding & Signal Box added 1902

1883 | 1890 | 1902 | 1914 | 1919 | 1926 | February 1929 | October 1929 | 1962 | **1963** | 1966
October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1989



Surrey Hills with more Goods Sidings & Footbridge added 1963

1883 | 1890 | 1902 | 1914 | 1919 | 1926 | February 1929 | October 1929 | 1962 | 1963 | 1966
October 1971 | **November 1971** | 17th December 1971 | 19th December 1971 | 1989



Surrey Hills all Goods Sidings removed November 1971.

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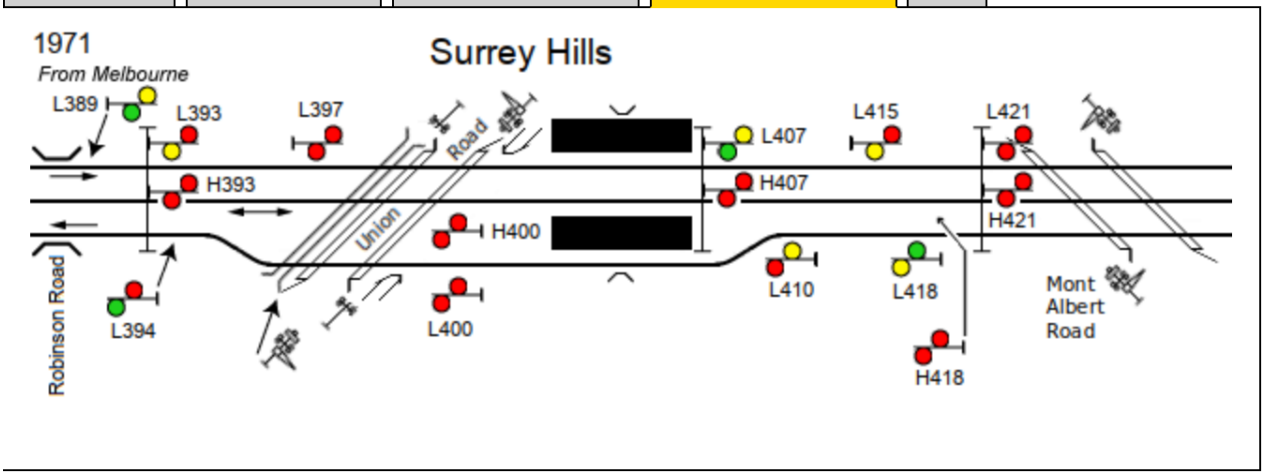
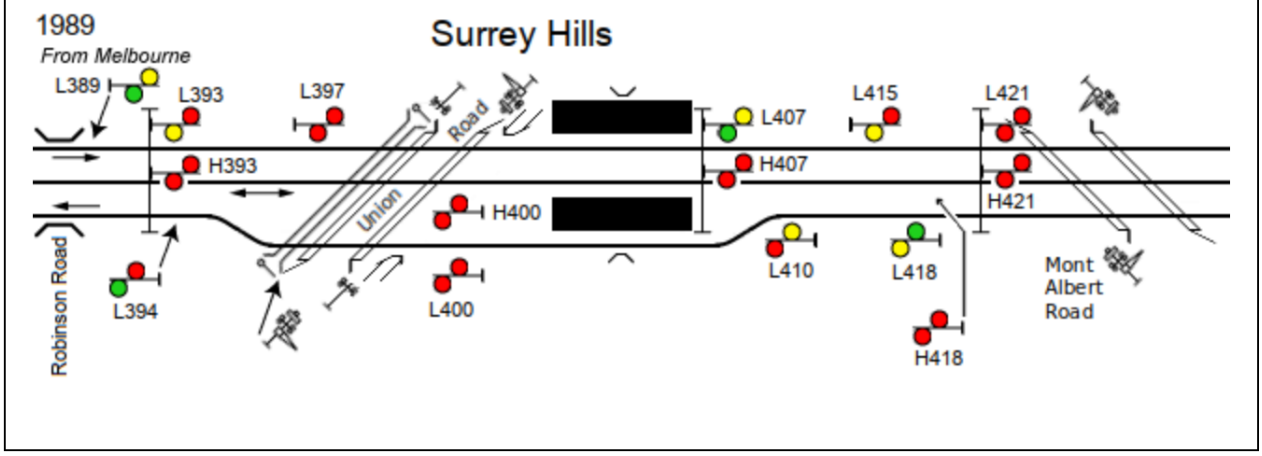
1883 | 1890 | 1902 | 1914 | 1919 | 1926 | February 1929 | October 1929 | 1962 | 1963 | 1966
October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1989



Surrey Hills now with 3 Tracks & an Island Platform 19th December 1971.

October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1989



Surrey Hills Pedestrian Gates provided at Level Crossing 1989.

Mont Albert		
Mon, 11 Aug 1890	Opened	(WN04/1899)
Fri, 21 Jul 1899	Posts renumbered.	(WN04/1899)
Thu, 20 Apr 1905	Caretaker in charge.	(WN16/1905)
Tue, 15 Aug 1905	Signals removed.	(WN33/1905)
Mon, 14 Jun 1909	By this date, man in charge.	(WN33/1905)
Sat, 21 May 1910	Established as double line block post with six-lever Rocker frame; provide distant, home and starting signals in each direction.	(WN21/1910, Interlocking Register)
Mon, 6 Jun 1910	By this date, switched in from 5:10am until last passenger train clears Mondays to Saturdays; switched in for all trains on Sundays.	(WN24/1909)
Mon, 2 Jan 1911	By this date, down home signal moved 25 yards further out.	
Tue, 10 Jan 1911	New signal box and apparatus brought into use.	(WN21/1910, Interlocking Register)
Tue, 30 Sep 1924	By this date, provide control of up starting signal post 16 by gatekeeper at Mont Albert Road. Provide bell communication to gatekeeper Mont Albert Road.	(WN40/1924)
Sun, 20 Oct 1929	Double line block to Surrey Hills and Box Hill abolished account provision of 3 position signals in lieu. Interlocking abolished. Provide gatekeeper control of automatic signals L421 and L424.	(WN23/1910)
Fri, 29 Jan 1937	Provide controlled wickets at Mont Albert Road.	(WN06/1937)

Name & Date	What was done	Date of WN or WON
Wed, 3 Apr 1963	Provide boom barriers in lieu of hand gates at Mont Albert Road (8M 13C).	(WN01/1911)
Sun, 23 Aug 1970	Stationmaster removed, caretaker in charge.	(Interlocking Register)
Sun, 21 Nov 1971	New up line in service between Box Hill and 8M 15C, old up line out of use.	(WN02/1972)
Sun, 19 Dec 1971	Provide new centre line between East Camberwell and Box Hill, provide new platform.	(WN40/1924)
Thu, 29 Jun 1989	Provide pedestrian gates at Mont Albert road (14.377km).	(WN27/1989)
Sun, 10 Oct 2004	A working bottom light was provided on down automatic H421	(WN44/1929)
Mon, 25 Jul 2022	Upgrades to the Mont Albert Road level crossing: boom barrier mechanisms replaced with Western Cullen Hayes type, and flashing lights upgraded to LEDs. The down side pedestrian crossing is closed and equipment removed.	(WON 29/2022, SW.649/2022)
Fri, 17 Feb 2023	Last trains through Mont Albert: • 8:05pm down ex Flinders St, stops 8:37pm. • 8:02pm up ex Lilydale, stops at 8:35pm • 8:09pm up ex Belgrave, express through approx 8:44pm. Station then permanently closed.	(WN06/1937)
Line History	**Mont Albert**	
Fri, 1 Dec 1882	Line Opened	Camberwell - Ringwood
Sun, 9 Dec 1888	Duplicated	Camberwell - Box Hill
Tue, 19 Dec 1922	Electrified	Flinders Street - Box Hill
Sun, 20 Oct 1929	Three Position Signalling Provided	Surrey Hills - Box Hill
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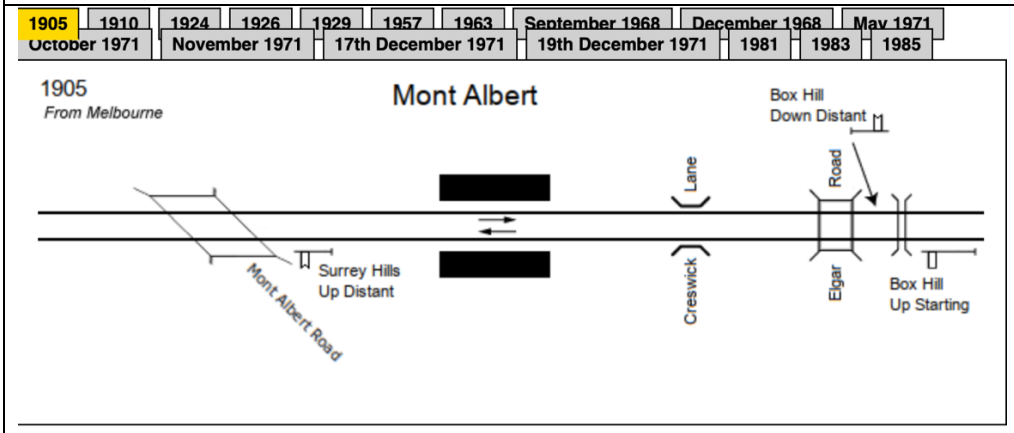
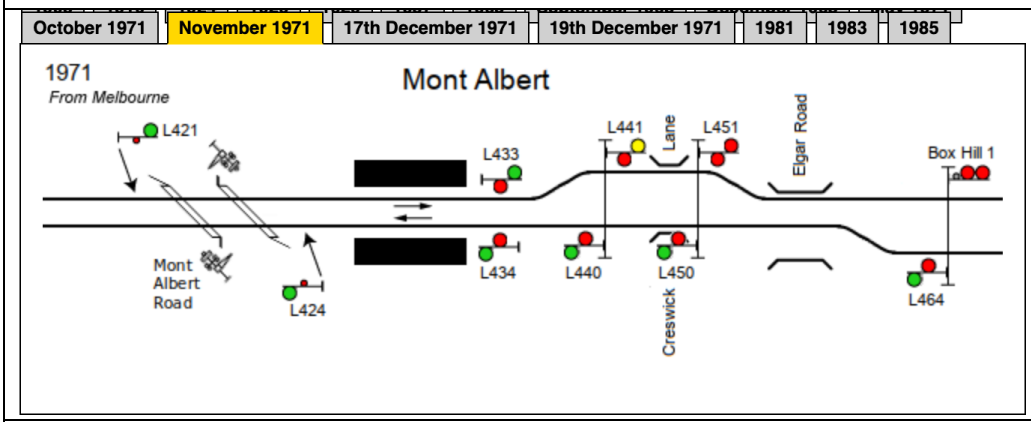


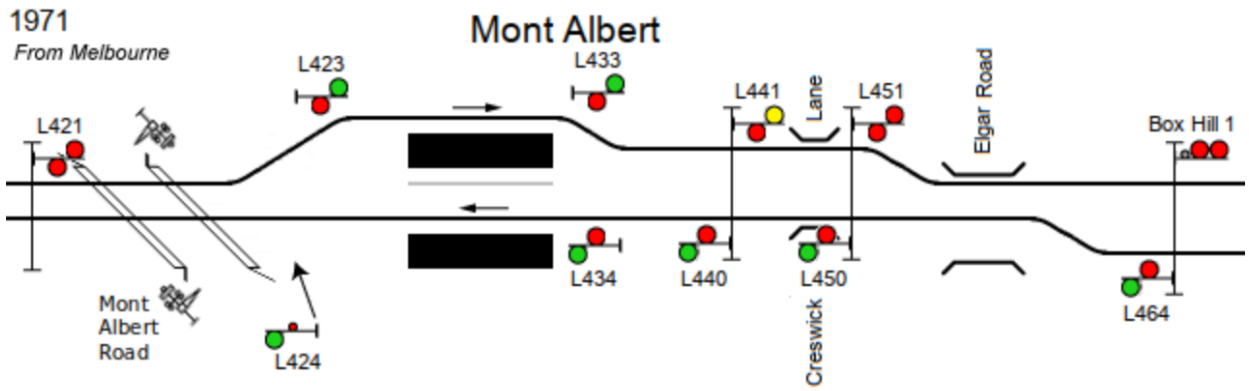
Mont Albert 1905.



Mont Albert November 1971.

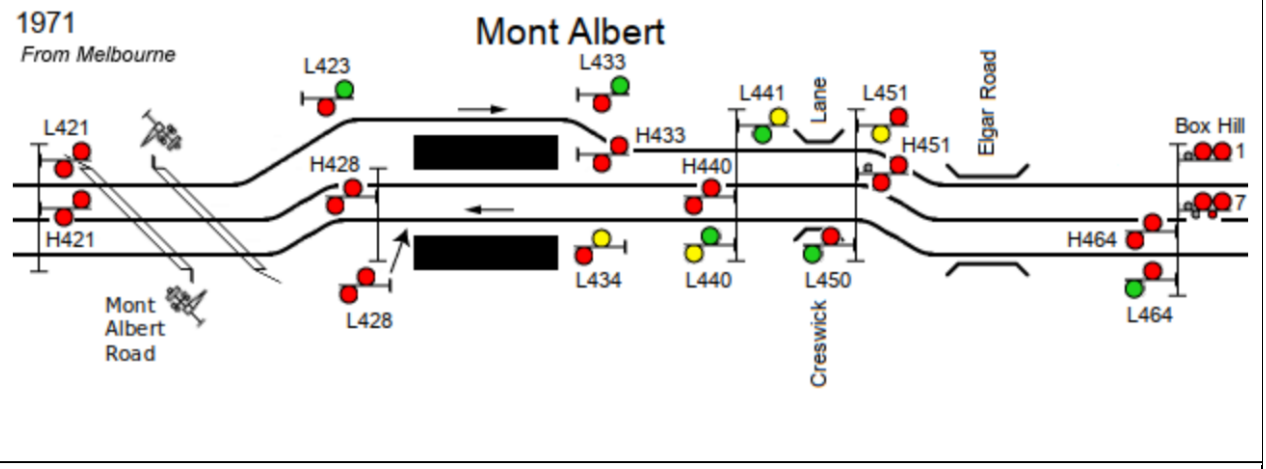
Name & Date	What was done	Date of WN or WON

October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1981 | 1983 | 1985



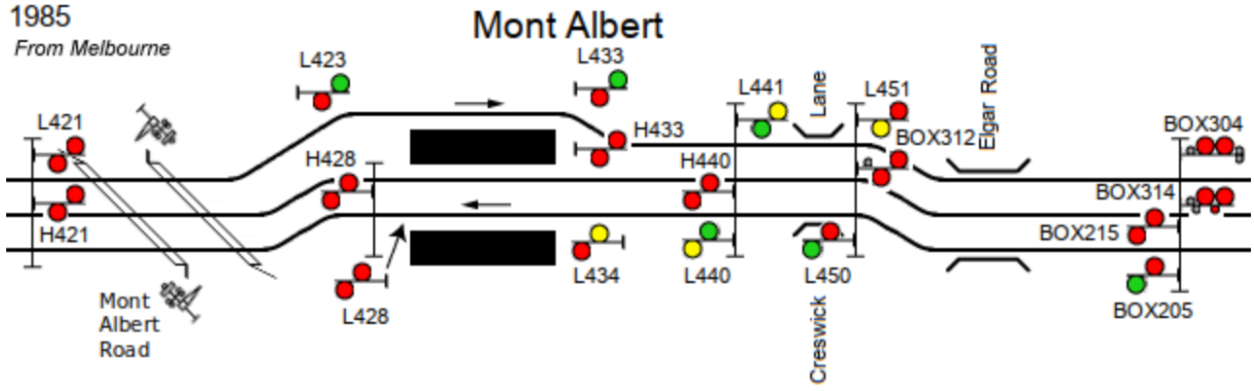
Mont Albert Island Platform created prior to 3rd track being installed 17th December 1971

October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1981 | 1983 | 1985

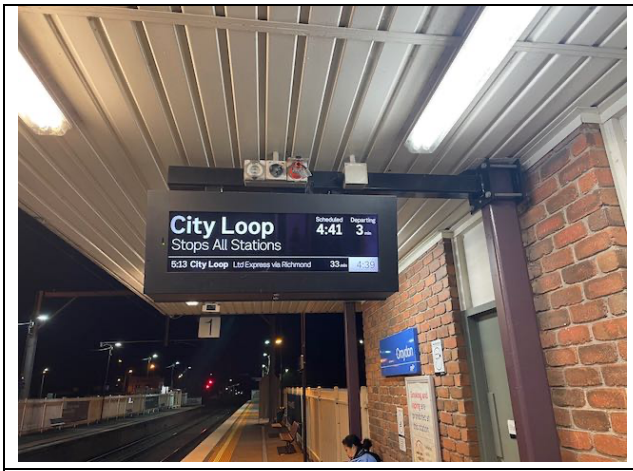


Mont Albert 3rd track laid & both faces of Island Platform in use 19th December 1971.

October 1971 | November 1971 | 17th December 1971 | 19th December 1971 | 1981 | 1983 | 1985



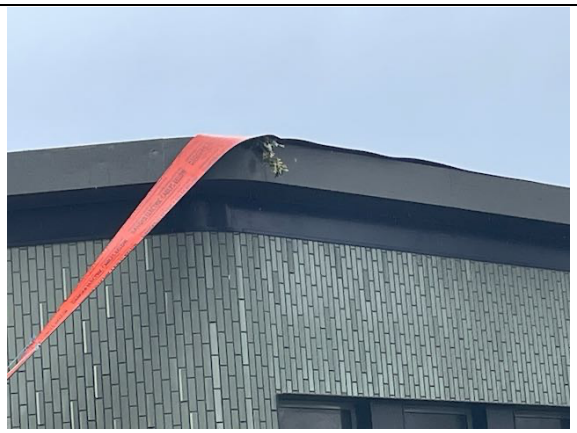
Mont Albert additional signal & signals renumbered at bottom right 1985.

	On the 22nd of May 2023, Geoff Wallace struggled out of bed at 4 am to catch the first train out of Croydon Station, the 4:41 am train to Ringwood. Here it was supposed to meet the 1st train from Belgrave.
	This train arrived at Ringwood & the Driver walked along the Platform to change ends announcing, he was being sent back to Belgrave. The 1st Train became the train we arrived from Lilydale on, to depart at 5:05 am, rather than the scheduled 4:50 am Train to the City.
	As we approached Union Station the PIDs in the train announced we were arriving at Mont Albert Station. They had not been updated to delete Mont Albert & Surrey Hills and replace them with Union Station.
	The 1st Up Train to carry passengers to Union Station arrives at 5:26 am, each Platform at Union Station is 160 Metres long.

Someone did not do their homework on the height of the trees on Mont Albert Road.

This load attempted to get down Mont Albert in the early hours of the morning and failed, road was blocked for a number of hours before the truck reversed & parked the oversize load in Surrey Park, one of the standdown worksites used in the LXRA Project. Eventually the Prefab Building arrived at its destination via a Road that had enough clearance for the height of the building. First 4 Photos this page taken 20230407

Prefab Building parked in Surrey Park staging area.



Damage to corner & tree branch in Susrrey Park.

Close up of tree branch & damaged corner on PreFab Building.

Prefab building on low loader in Surrey Park.

Damage to flashing on the side of the Prefab building now installed at the Down End of Union Station. 20230522

All Photos by Geoff Wallace GWa, information from <vicsig.net> Chris Gordon.

Notes compiled by Geoff Wallace

E&OE