Association of Railway Enthusiasts Luncheon Outing Group (LOG)

For the February 2023 10th anniversary outing, we proceed to Hurstbridge for lunch then return to Melbourne using combinations of suburban trains and buses.

We are looking at the progress of Duplication Work on the Hurstbridge Line from Greensborough onwards towards Hurstbridge.

9:59	Metro Trains Hurstbridge Service to Greensborough
10:48	Arrive Greensborough, look at work on new Station & duplication of tracks, walk up hill to Bus Stop for Bus Route 343.
11:13	Bus 343 Departs for Hurstbridge.
11:43	Arrive Hurstbridge, look at original 1925 Substation building and then walk back to the Post Office Cafe for lunch.
13:10	Depart Post Office for Metro Station at Hurstbridge
13:20	Depart Hurstbridge for Eltham Station looking at duplication works from the Train.
13:41	Arrive Eltham Station, walk to Bus Stop for Bus Route 579 to Warrandyte.
13:55	Depart Eltham Station
14:20	Arrive Warrandyte Reserve, wait for Bus Route 364 to Ringwood.
14:43	Depart on Bus Route 364 for Ringwood Station.
15:12	Arrive Ringwood Station, waiting for Metro Train Departure to Flinders St Station.
15:25	Depart Ringwood for Flinders St Station.
16:04	Arrive Flinders St Station. Tour ends here.

If you are leaving the Tour earlier than arrival back at Flinders St Station, please let Geoff or Hugh know you are leaving the Tour Group.

If you wish to contact Geoff or Hugh on the day of travel only, Geoff's mobile is 0412 056 033 and Hugh's mobile is 0499 176 770. These numbers are for use on the day of travel only.

Greensborough

Greensborough is a suburb of Melbourne, Victoria, Australia, 17 km (11 mi) north-east from Melbourne's Central Business District, located within the City of Banyule and Shire of Nillumbik local government areas. Greensborough recorded a population of 21,070 at the 2021 census.

Etymology

The suburb was named after settler Edward Bernard Green, who was also the district mail contractor. Formerly it was known as Keelbundoora.

History

In 1838, Henry Smythe, a Crown grantee, purchased 259 hectares for 544 pounds, from John Alison. The boundaries of this land included Gold Street in the North, Macorna Street in the West, Grimshaw Street in the South and Plenty River in the East. In 1841 he sold this land for 1600 pounds to Edward Bernard Green and it was from Green that Greensborough derived its name.

The township was established in the late 1850s, with the Post Office opening on 17 July 1858. In 1842, Charteris Lieutenant, Robert Whatmough started his own orchard. Whatmough's knowledge of botany was extensive and had published a comprehensive book on Botany after arriving in Australia. Trees can still be found growing in Greensborough, along the Plenty River Trail. By 1871, Greensborough had a population of 167 and by 1933 had grown to 940.

In 1845 a small private school was established. The school was a slab hut with a large fireplace that filled the end wall. Mr. Purcell, the teacher charged two shillings, per week for each of his twenty pupils. The building was destroyed by fire and another school did not re-open until 1854. There is very little information about the school or the teaching methods of Mr. Purcell.

A telegraph line connecting Greensborough and Diamond Creek with Heidelberg was completed in 1888. From 27 July 1888 a telephone link across the line was added so that telegrams could be sent or received by telephone.

During the 1880s and 1890s Diamond Valley became popular with excursionists from inner Melbourne. Tourism increased with the advent of the railway line in the twentieth century. Greensborough was noted for its fishing (cod, perch, blackfish and eels). Another leisure pursuit that was taken up by visitors was shooting. Rabbit and hares were plentiful and the hotel provided accommodation for weekend visitors.

The Diamond Valley Football Association was formed 1922 at Diamond Creek and initially consisted of teams from Kangaroo Ground, Eltham, Diamond Creek, Templestowe, Greensborough, and Warrandyte.

There are 13 plaques installed from the corner of Grimshaw and Henry Street, down Grimshaw and left into Main Street featuring historical information.

Greensborough Railway Station

Greensborough railway station services the central area of Greensborough. It is a staffed station on the Hurstbridge railway line with an island platform.

Hurstbridge

Hurstbridge is a town in Victoria, Australia, 28 km north-east of Melbourne's Central Business District, located within the Shire of Nillumbik local government area. Hurstbridge recorded a population of 3,554 at the 2021 census. Hurstbridge lies between Wattle Glen to the south, Arthur's Creek to the north, and Panton Hill to the east.

History

Before colonisation, the land around Hurstbridge was occupied by the Wurundjeri-Willam clan, the Aboriginal Australian people of the Woiwurrung language group. The Wurundjeri-Willam clan were part of the larger Kulin alliance. Hurstbridge was first settled by colonists in 1842 by Cornelius Haley, a grazier. The area was originally known as Upper Diamond Creek, or Allwood, after the homestead built there on Haley's selection. The town was renamed in 1924. The town's current name is from the Hurst family. Henry Hurst worked for Haley, and in 1857 was joined by his father Robert, mother, and siblings. The Hursts took over from Haley and built the first log bridge across the Diamond Creek, upstream from the present Monash Bridge, in 1858. In 1866, Henry Hurst was fatally wounded by a bushranger, Robert Bourke. The latter was captured and tied to a wheel of a wagon under a tree (now known as Bourke's Tree) until troopers from nearby Queenstown arrived. Bourke was tried and found guilty of the murder and was later hanged.

For many years the area was characterised by orchards and nurseries, and in 1912 a railway line was extended to Hurstbridge to transport fruit to Melbourne. As a result of this rail connection, a settlement started developing near the bridge. A post office was opened in 1912 and the current single-lane bridge, designed by Sir John Monash, was completed in 1918. The township was originally known as Hurst's Bridge until 1915, and then as Hurst Bridge until about 1954. Further development of the town occurred in the Post-War years, and electricity was connected in 1957.

Today

The area is home to a diverse mix of families, artists, musicians and people looking for a balance between city and country. The town services local residents and visitors from 60+ small businesses and artisan shops. A number of surrounding attractions include wineries, walking tracks, farmers' markets, and local artists' markets.

Hurstbridge's most iconic event is the annual Hurstbridge Wattle Festival. The festival is held on the last Sunday in August and is a significant cultural event that has its roots firmly planted in the early railway history of the area. Festival goers are able to view the wattles in a blaze of glory along the Diamond Creek as they approach the town. The whole of Hurstbridge takes part in the Festival, which sees various precincts set up throughout the town providing an extensive array of family entertainment, events, and activities.

Hurstbridge Station is served by regular trains to and from the Melbourne Central Business District.

On New Year's Day 2003 the local primary school was destroyed by fire when an air-conditioning unit malfunctioned. It was replaced in 2005 by a newly built school.

The late champion motor racing driver Peter Brock, who died in 2006, was raised in Hurstbridge, where he continued to live throughout his life.

Eltham

Eltham is a suburb of Melbourne, Victoria, Australia, 20 km north-east of the Central Business District, located within the Shire of Nillumbik local government area. Eltham recorded a population of 18,847 at the 2021 census.

Eltham is one of the 'green wedge' areas that provide relatively undeveloped, accessible environments within the Melbourne suburban region. These green wedge areas are under constant pressure from developments such as road and freeway expansions, but Eltham has managed to retain many tree-lined streets and leafy reserves. However, the character of the suburb is changing rapidly, with increased road traffic and higher-density housing becoming more common.

Eltham's tourist attractions include the artists colony Montsalvat and the Diamond Valley Railway, the largest ridable miniature railway in Australia.

History

A reserve for a village at the junction of the Diamond Creek and Yarra River is shown on maps around 1848. By 1851 the first Crown allotments were being subdivided and sold, along with a private subdivision developed by J. M. Holloway, known as Little Eltham. At this time, the town's centre was located around the intersection of Pitt Street and Main Road. An early settler was Henry Dendy who operated a flour mill.

Eltham Post Office opened on 1 February 1854.

The first Eltham Cemetery Trust was appointed in February 1860. The Eltham Court House was built in 1860 and is listed on the Victorian Heritage Database. The Eltham Magistrates' Court closed on 1 February 1985.

St Margaret's Church commenced construction in 1861 at 10 John St Eltham.

Eltham is famous for the Montsalvat artist community, which built a rustic set of medieval-style buildings in the 1930s. Aside from the Montsalvat artist community, Eltham has also been home to artists such as Walter Withers and Neil Douglas, as well as to writers such as Alan Marshall and Mervyn Skipper.

Transport

Eltham railway station is located on the Hurstbridge Line.

Eltham is a key connection point of bus services across the northern and eastern suburbs of Melbourne, including the Route 902 orbital service. Eltham Railway Station services as a local hub for buses to locations including Warrandyte, Diamond Creek, Greensborough, Doncaster and local services.

Historic trestle bridge

Eltham is home to a historic wooden railway trestle bridge. The bridge was built in 1902 and is the only wooden trestle bridge still in use in Melbourne's electric railway network. It is also one of few wooden trestle bridges in use in Victoria. It was built as part of the extension of the Hurstbridge Railway line from Heidelberg to Hurstbridge which opened in 1912.

Warrandyte

Warrandyte is a suburb of Melbourne, Victoria, Australia, 24 km north-east of Melbourne's Central Business District, located within the City of Manningham local government area. Warrandyte recorded a population of 5,541 at the 2021 census.

Warrandyte is bounded in the west by the Mullum Mullum Creek and Target Road, in the north by the Yarra River, in the east by Jumping Creek and Anzac Road, and in the south by an irregular line from Reynolds Road, north of Donvale, Park Orchards and Warrandyte South.

Warrandyte was founded as a Victorian town, located in the once gold-rich rolling hills east of Melbourne, and is now on the north-eastern boundary of suburban Melbourne. Gold was first discovered in the town in 1851 and together, with towns like Bendigo and Ballarat, led the way in gold discoveries during the Victorian gold rush. Today Warrandyte retains much of its past in its surviving buildings of the Colonial period and remains a twin community with North Warrandyte, which borders the Yarra River to its north.

Geography

Pound Bend Tunnel was created by gold miners during the gold rush to divert the Yarra River

Warrandyte is situated on the southern banks of the Yarra River. The river and hills surrounding the town were once rich in gold and the ruins of mineshafts and tunnels can be found throughout the Warrandyte State Park, amongst other locations. While the central town itself is nestled into a gorge on the river, the suburb covers a reasonably large area of land and can be divided up into the following sections:

Central Warrandyte comprises the main street of Ringwood-Warrandyte Road and Heidelberg-Warrandyte Road (Yarra Street), Pound Bend and the southern banks of the Yarra River.

Andersons Creek flows from neighbouring South Warrandyte and Warranwood into the Yarra just before the beginning of Pound Bend. This area is where several gullies converge and create a geographical hole, with Fourth Hill to the east and the hills on the eastern banks of the Mullum Mullum Creek to the west. This becomes evident when driving through Warrandyte on Heidelberg-Warrandyte Road, as the hills guide the road down towards Andersons Creek.

The Eastern banks of the Mullum Mullum Creek were home to vast orchards overflowing from neighbouring East Doncaster and as a result, much of the vegetation has been cleared. Today the area is covered in large residential properties due to local council regulations allowing land to be subdivided into larger sites.

Transportation

Warrandyte is serviced primarily by the private car, however a bus service actively operates along the main roads of Ringwood-Warrandyte Road and Heidelberg-Warrandyte Road (Yarra Street).

Community

The Warrandyte Festival, one of the last remaining volunteer-run festivals in Victoria, is held every year in mid March. Typically, the festival features a variety of attractions. Many stalls sell local produce or crafts and there are numerous historical exhibits, as well as safety demonstrations by the CFA.[citation needed] Warrandyte is serviced by the community newspaper Warrandyte Diary. established in 1970 by local screenwriter Cliff Green and Journalist Lee Tindale and Cartoonist Jock Macneish. The Diary has provided news, information and entertainment to Warrandyte and its surrounding communities for more than 50 years.

Facilities

Warrandyte contains a general post office, tennis courts, a community centre, an RSL, several bed and breakfasts, restaurants, a police station, a Country Fire Authority fire station, two kindergartens, two recreational ovals (AFL Football and Cricket), Warrandyte Community Church, Uniting and Anglican places of worship, Andersons Creek Cemetery and a Scout hall, canoe launching ramps, a skatepark, nurseries and tearooms and the Crystal Brook Holiday Centre. It also has a thriving arts community including theatre, pottery and painting centred at the Mechanics Institute Hall.

Warrandyte has two completely community owned and run micro-retirement villages operated as a co-operative - unique in Victoria.

Greensborough Station 1902 20170606 GWa

Greensborough Station from Footpath looking in Up Direction 20221122 GWa
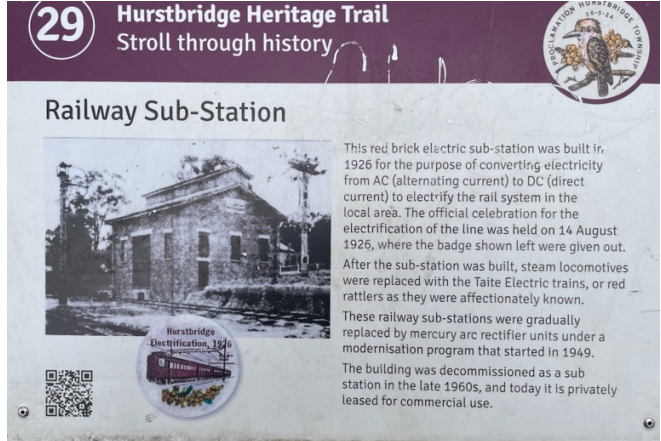

Greensborough Station from Footbridge looking across to Shops South Direction 20221122 GWa
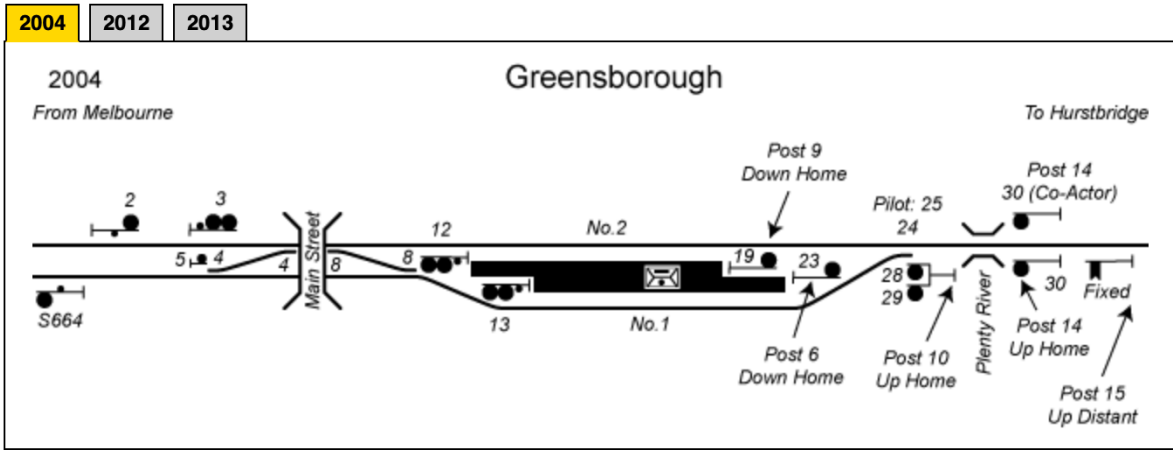

Flinders St Station Pre 1910 20170606 GWa

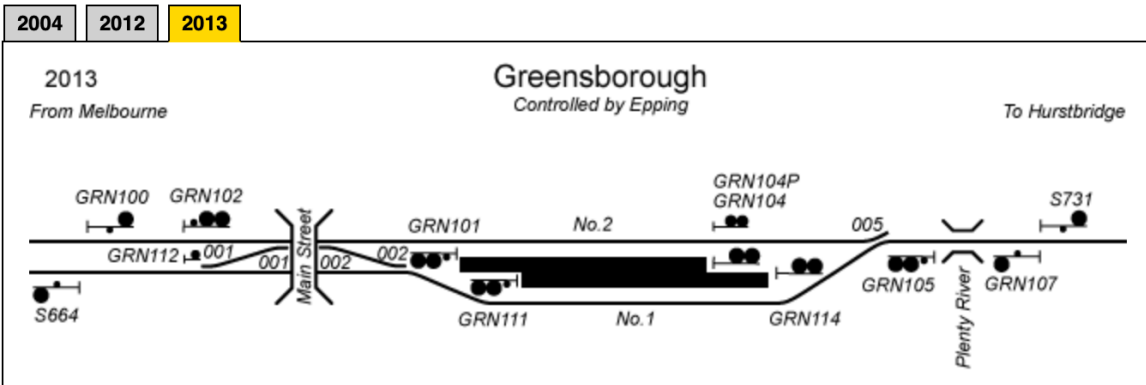Hurstbridge 1926 Substation 20221122 GWa
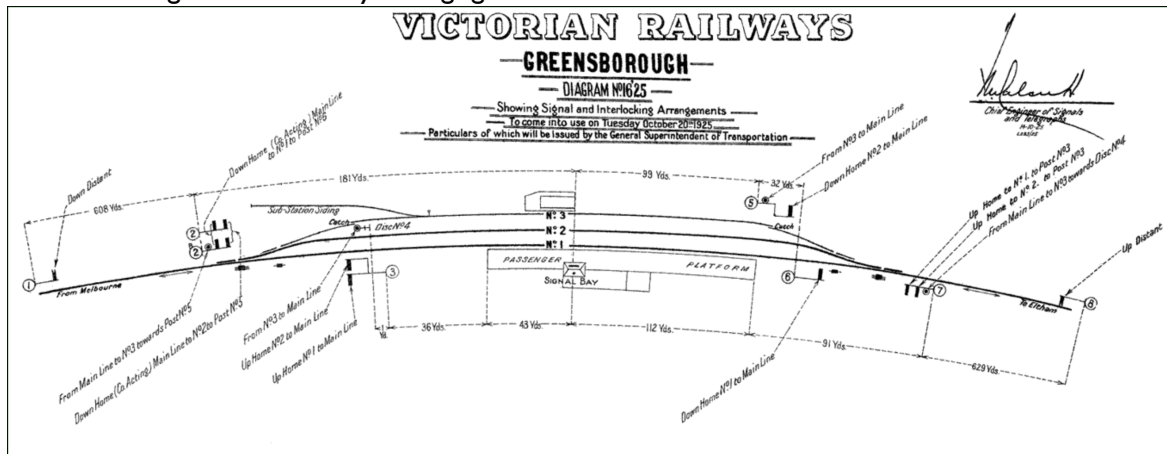

Substation Hurstbridge Display Panel 20221122 GWa

Eltham Railway Station 1907 Pinterest

2004 | **2012** | **2013**

Greensborough 2004 courtesy of<vigsig.net>

2004 | **2012** | **2013**

Greensborough 2013 courtesy of<vigsig.net>

Greensborough 1925-016 Geoff Wallace
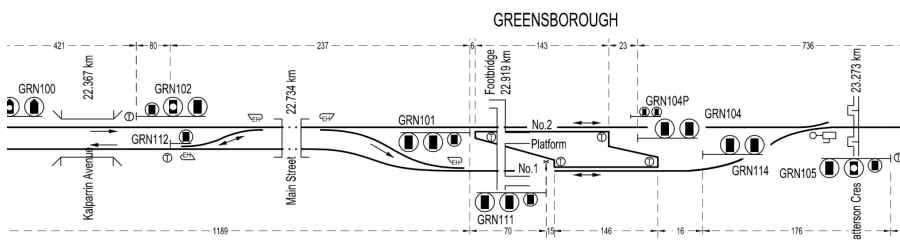
Greensborough Partial of Watsonia to Eltham 20121-059 GWa

1985 **2013**

2013
From Melbourne

Hurstbridge
Controlled by Epping

HBE100

HBE101

HBE102 HBE103

002

033 No.3

023 No.2

No.1 HBE104

Pedestrian Crossing

Station Access

063 No.6
053 No.5
043 No.4

Detection Only Points:
No.2/3 Road - 034
No.4/5 Road - 044
No.5/6 Road - 054

Exit from siding by Phantom signal, numbered 100
higher than derail numbers.
When route set, hand signaller at Hurstbridge indicates
to train driver under instruction by signaller at Epping.

Hurstbridge 2013 courtesy of<vigsig.net>

HURSTBRIDGE

118   48   158

HBE102   HBE103

37.812 km

GREYSHARPS ROAD

No.3 - 153m
No.2 - 154m
No.1   HBE104

PL.01

No.6 - 151m
No.5 - 159m
No.4 - 177m

311   62   158   7
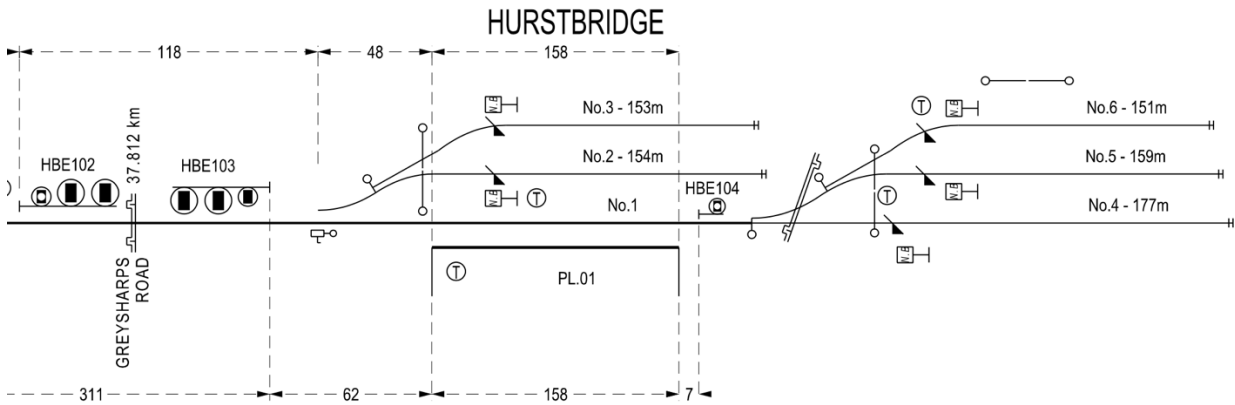
Hurstbridge Partial of Diamond Creek to Hurstbridge 2021-057 GWa

Down Home [Work]

IM3210'   423'   158'   420'   77'

22M

Road

Wilson

No.3 438'
No.2 438'

B

Plunger Lock + ⊡ Lever

No.1   796'

Lever ⊞

Hurstbridge

IM3866'
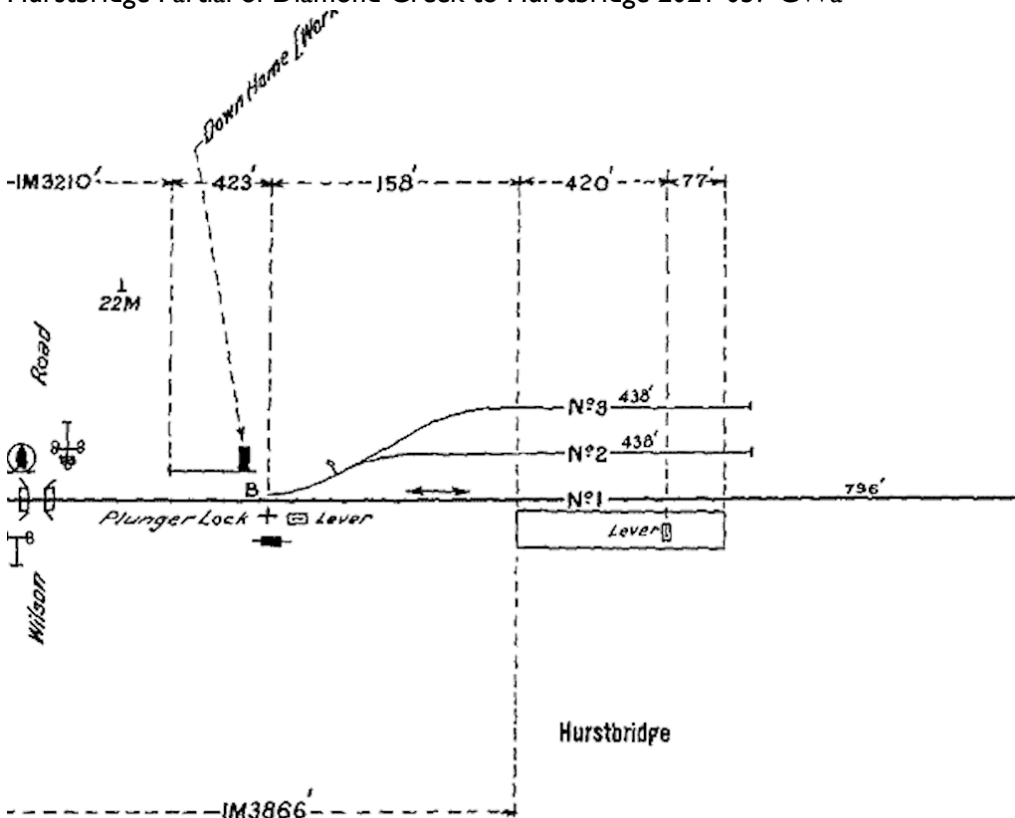
Hurstbridge Partial of Watsonia to Hurstbridge 1969-034 GWa

2006	January 2013	February 2013	March 2013

Eltham 2006 courtesy of<vigsig.net>

2006	January 2013	February 2013	March 2013
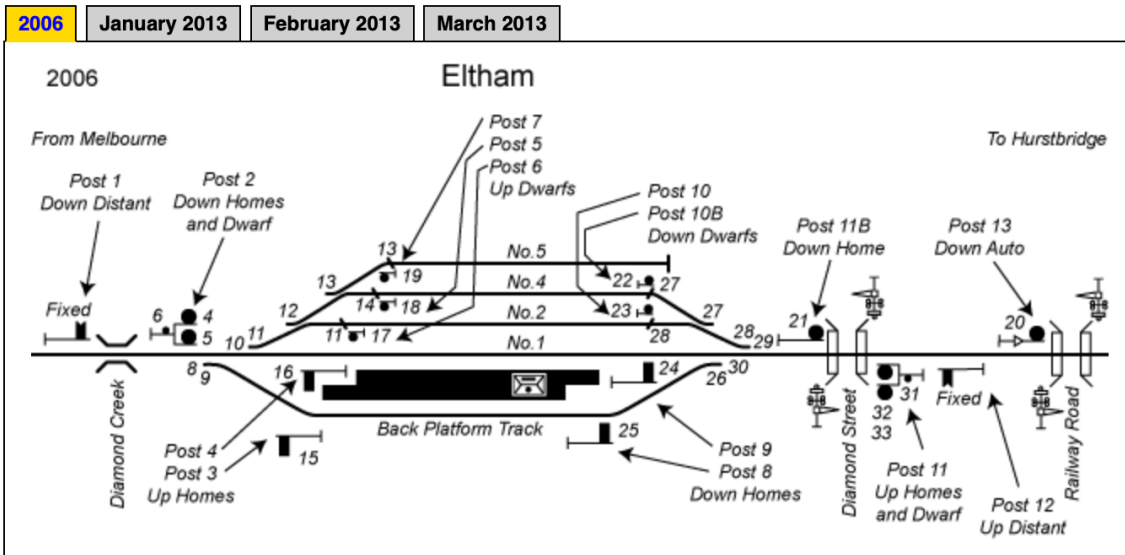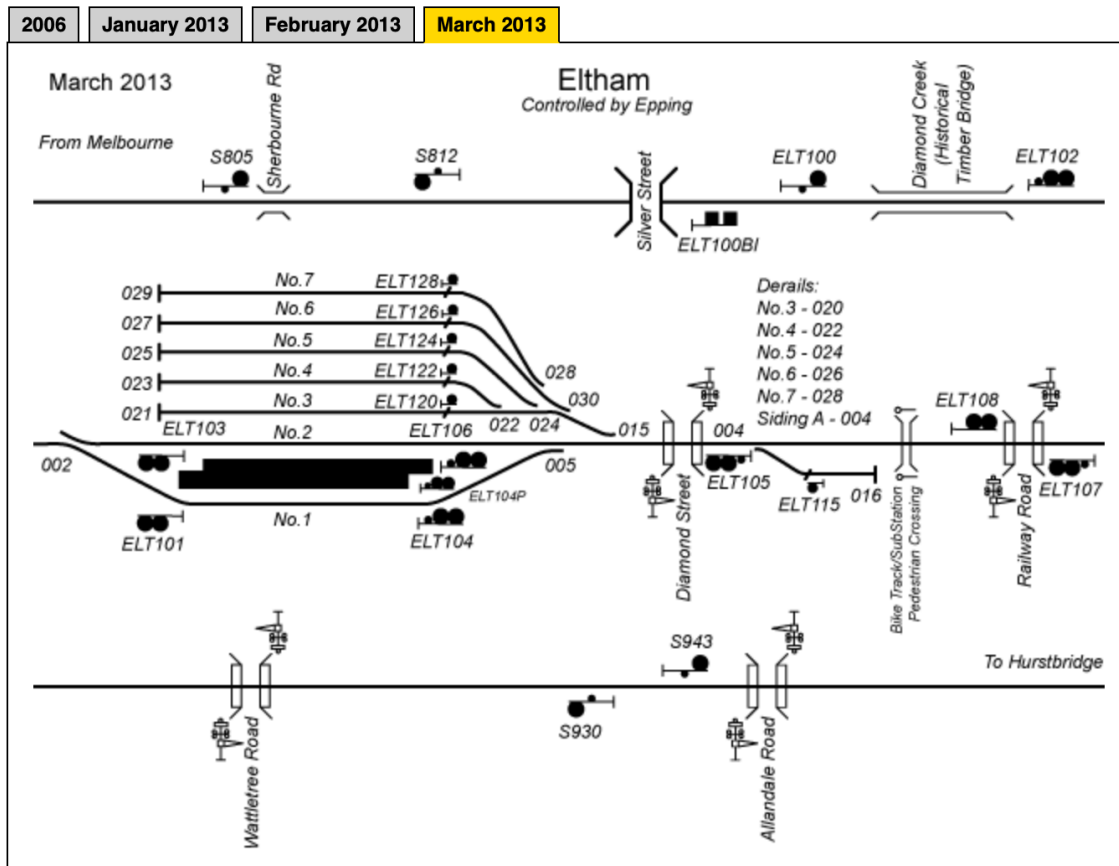
Eltham 201303 courtesy of<vigsig.net>
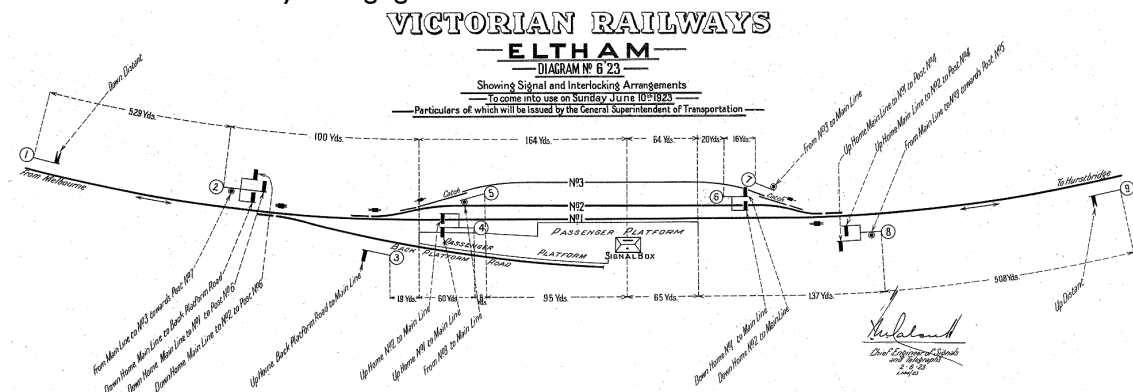
Eltham 1923-006 GWa

Eltham Partial of Watsonia to Eltham 20121-059 GWa

Date	What was done?	WON or WN Date

Greensborough

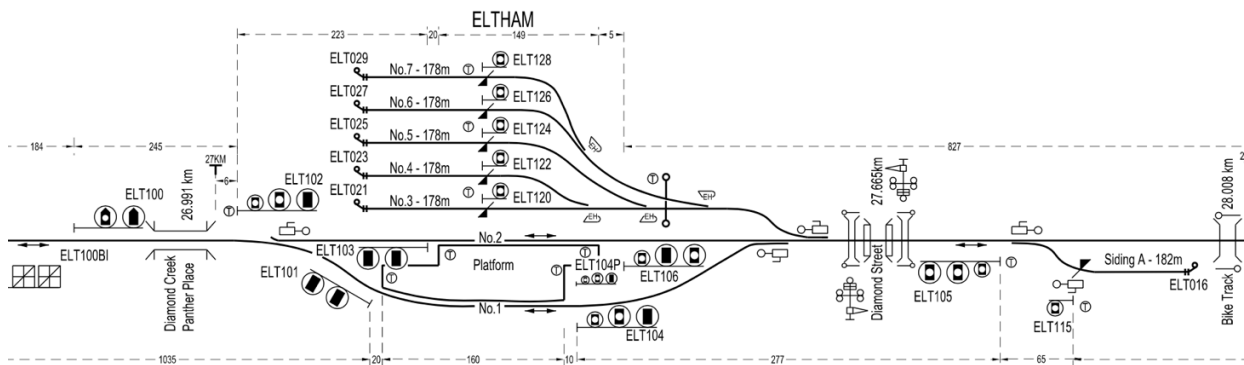| Date	What was done?	WON or WN Date
Thu, 5 Jun 1902	Opened	
Thu, 5 Jun 1902	Open for traffic, no-one in charge.	(WN21/1902)
Mon, 9 Jun 1902	By this date, provide staff lock, key is train staff for Heidelberg - Eltham section.	(WN23/1902)
Mon, 18 Jul 1910	By this date, provide interlocking, secured by Staff lock. Signals applying to No.2 road crossed when closed as a staff station.	(WN29/1910)
Mon, 14 Aug 1911	By this date, provide co-acting arm on separate post for down home signal post 2.	
Mon, 16 Aug 1915	By this date, closed as temporary train staff and ticket station in Heidelberg - Eltham train staff and ticket section, signals applicable to No.2 road crossed.	(WN33/1915)
Mon, 22 May 1916	By this date, provide stationmaster.	(WN21/1916)
Mon, 5 Jun 1916	By this date, established as train staff and ticket and telegraph station, sections Heidelberg - Greensborough - Eltham.	(WN23/1916)
Mon, 18 Sep 1916	By this date, provide miniature electric staff in lieu of train staff and ticket to Heidelberg and Eltham. Provide staff exchange box.	(WN38/1916)
Tue, 20 Oct 1925	Provide up and down departure home signals and discs to and from No.3 road.	(WN42/1925)
Sun, 1 Jun 1969	Post 7 moved 136 feet further out.	(WN23/1969)
Fri, 28 Nov 1969	Provide offset island platform and additional signals.	(WN49/1969)
Sun, 25 Nov 1973	Post 9 moved 40 feet further out.	(WN49/1973)
Thu, 30 Jun 1977	Goods yard closed.	(WN20/1977)
Sun, 29 Apr 1979	Up starting signal post 3 moved 60 feet further out.	
Wed, 6 Jun 1979	Points 8 and 9 and discs posts 4 and 7 out of use.	
Sat, 11 Aug 1979	Duplication to Macleod and 3 position signals provided. Electric staff abolished, posts 1, 2, 3 and 4 abolished. Posts 4 and 6 converted to 3 position signals and renumbered 12 and 13. Former posts 12 and 13 renumbered 14 and 15. Provide new 2 position home signal on posts 6 and 10. Provide motorised points at up end.	(WN34/1979)
Fri, 8 Jul 1988	Down starting signal post 11 abolished, lever 20 sleeved normal.	(WN28/1988)
Wed, 20 Sep 1989	Provide electric staff balancing magazine Greensborough - Eltham section.	(WN39/1989)
Fri, 21 Jun 1996	Became a Premium Station	
Mon, 1 Mar 2021	Temporary fencing provided between Greensborough (22.400km) and Montmorency (26.050km).	(WON10/2021)

Hurstbridge

Date	What was done?	WON or WN Date
Tue, 25 Jun 1912	Opened as Hurst's Bridge	
Tue, 25 Jun 1912	Open for traffic, line extended from Eltham, no-one in charge. Provide train staff and ticket Eltham - Hurstbridge.	(WN25/1912)
Mon, 1 Jul 1912	By this date, provide down home signal.	(WN27/1912)
Mon, 28 Oct 1912	By this date, provide stationmaster.	(WN44/1912)
Mon, 9 Dec 1912	Renamed Hurstbridge, was Hurst's Bridge.	(WN49/1912)

Date	What was done?	WON or WN Date
Mon, 23 Dec 1912	By this date, provide plunger lock at up end.	(WN52/1912)
Mon, 12 Apr 1920	By this date, Heidelberg - Eltham - Hurstbridge line cease operation under motor conditions.	
Tue, 10 Aug 1926	By this date, overhead alive from Eltham.	(WN32/1926)
Fri, 11 Sep 1931	Caretaker in charge in lieu of stationmaster.	(WN36/1931)
Tue, 27 May 1941	By this date, crossover between down ends of 1 and 2 roads removed.	(WN21/1941)
Tue, 23 Nov 1943	By this date, substation siding abolished.	(WN47/1943)
Tue, 26 Nov 1957	Goods train service Eltham - Hurstbridge withdrawn.	(WN49/1957)
Tue, 3 Apr 1962	By this date, cool stores siding removed.	(WN14/1962)
Thu, 30 Mar 1989	Quadrant lever moved 20 metres in up direction.	(WN14/1989)
Tue, 1 Aug 1989	By this date, Guard in charge conditions on Sundays.	(WN30/1989)
Jul-21	Between 9th July 21:00 - 12th July 03:00, Occupation Crossing LX3314 (36.824km, 673/687 Main Road) will be fitted with whistle boards, flashing lights, healthy state indicator and bells, controlled by axle counters over track block HBE100T. Boom barriers will not be provided. Insert a reference on signaling diagram 23/13 (Diamond Creek to Hurstbridge).	WON 27/2021, SW.487/2021)
Mon, 12 Jul 2021	Occupation Crossing LX3314 (36.824km, 673/687 Main Road) fitted with whistle boards, flashing lights, healthy state indicator and bells, controlled by axle counters over track block HBE100T. Boom barriers not provided. Diagram 53/21 replaces 23/13.	(WON 28/2021, SW.519/2021)

Line History

Thu, 5 Jun 1902	Line Opened	Heidelberg - Eltham
Tue, 25 Jun 1912	Line Opened	Eltham - Hurstbridge
Fri, 8 Sep 1916	Miniature Electric Staff Provided	Greensborough - Eltham
Sun, 15 Apr 1923	Electrified	Heidelberg - Eltham
Mon, 2 Aug 1926	Electrified	Eltham - Hurstbridge
Sun, 12 Aug 1979	Three Position Signalling Provided	Macleod - Greensborough
Sun, 12 Aug 1979	Duplicated	Macleod - Greensborough
Sun, 3 Feb 2013	Three Position Signalling Provided	Greensborough - Diamond Creek

Eltham

Thu, 5 Jun 1902	Opened	
Thu, 5 Jun 1902	Line extended from Heidelberg, open for traffic, no-one in charge.	(WN21/1902)
Mon, 9 Jun 1902	By this date, provide down home signal and staff lock, key is train staff for Heidelberg - Eltham section.	(WN23/1902)
Mon, 16 Nov 1903	By this date, caretaker in charge.	(WN46/1903)
Tue, 25 Jun 1912	line extended to Hurst's Bridge, provide train staff and ticket between Eltham - Hurst's Bridge. Provide up home signal.	(WN25/1912)
Mon, 12 May 1913	By this date, provide stationmaster.	(WN19/1913)
Tue, 10 Jun 1913	Provide interlocking and additional signals.	(WN25/1913)
Mon, 18 Sep 1916	By this date, provide miniature electric staff in lieu of train staff and ticket to Greensborough.	(WN38/1916)
Mon, 12 Apr 1920	By this date, Heidelberg - Eltham - Hurstbridge line ceased to operate under motor conditions.	(WN15/1920)
Tue, 17 Apr 1923	By this date, overhead alive from Heidelberg.	(WN16/1923)
Tue, 10 Aug 1926	By this date, overhead alive to Hurstbridge.	(WN32/1926)
Tue, 26 Nov 1957	Goods train service between Eltham and Hurstbridge withdrawn.	(WN49/1957)
Tue, 26 Jan 1960	Post 7 moved 14 yards further in.	(WN06/1960)

Date	What was done?	WON or WN Date
Sun, 22 May 1960	Back platform road extended and connection to mainline at down end. Provide additional siding accommodation and additional signals.	(WN23/1960)
Thu, 13 Feb 1964	Provide flashing lights at Glenpark Road (17M 03C).	(WN08/1964)
Wed, 18 Dec 1968	Provide flashing lights at Railway Road (16M 66C).	(WN02/1969)
Sun, 9 Feb 1969	Post 11 moved 60 yards further out.	(WN07/1969)
Tue, 1 Apr 1969	Provide flashing lights at Diamond Street (16M 31C).	(WN14/1969)
Fri, 14 Aug 1970	Provide post 11B - light down departure home signal.	(WN34/1970)
Sun, 14 Oct 1973	Post 4 moved 30 feet further out account platform extension.	(WN43/1973)
Tue, 9 Jul 1985	Provide temporary crib crossing at 26.7km.	(WN23/1985)
Tue, 14 Jan 1986	By this date, Silver Street footbridge open, crib crossing abolished.	(WN01/1986)
Sun, 16 Nov 1986	Provide boom barriers at Railway Road (28.311km) and Wattletree Road (28.657km). Provide new light down home signal post 13.	(WN45/1986)
	Boom barriers added at Wattletree Road and Railway Road.	(A1V64 Rev.A)
Sun, 8 Feb 1987	Provide boom barriers at Diamond Street (27.615km).	(WN06/1987)
Thu, 11 Aug 1988	Down home signal post 13 converted to 2 position automatic signal.	(WBN32/1988)
Wed, 20 Sep 1989	Provide balancing magazine for Greensborough - Eltham electric staff section.	(WN39/1989)
Fri, 6 Apr 1990	Connection between mainline and No.5 road to down end removed. Provide baulk. Provide new connection between mainline and No.5 road at up end, worked by lever 13. Post 6 altered to apply from No.5 road. Posts 5, 6 and 10 moved 30, 10 and 25 metres in down end respectively. Other minor track alterations.	(WN16/1990)
	Locking altered for train stabling security.	(A1V64 Rev.B)
Thu, 24 Nov 1994	Circuit controlled 1F5375 added to levers 4, 5, 6 and 35.	(A1V64 Rev.C)
Fri, 21 Jun 1996	Became a Premium Station	
Sat, 29 Jan 2005	No.3 Road removed to allow room for sidings to be re-arranged and new LED signals for X'Trapolis train stabling.	
Fri, 16 Apr 2021	Between Friday 16th April and Monday 19th April, the boom barriers at both Diamond Street (S0276) and Railway Road (S0283) level crossings will be replaced with the Western Cullen Hayes type mechanism, and flashing lights will be upgraded to LEDs.	(WON 14/2021, SW.353/2021, SW.354/2021)

Photos by Geoff Wallace GWa, information from <vicsig.net> Chris Gordon & Photo Pinterest.

Notes compiled by Geoff Wallace

E&OE