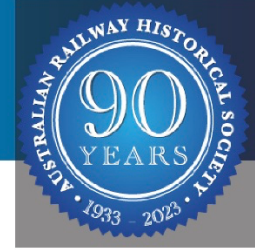




**AUSTRALIAN RAILWAY  
HISTORICAL SOCIETY NSW**



## ARHSnsw Victorian Luncheon Outing Group, Hurstbridge line duplication & Station Upgrades Tuesday 4<sup>th</sup> July 2023.

For the July 2023 outing, we proceed to Hurstbridge then back to Greensborough for lunch then return to Melbourne using Bus & Metro Trains.

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

- 9:39 Metro Trains Eltham Service to Montmorency
- 10:31 Arrive Montmorency, look at new Station Platforms & duplication of tracks.
- 10:51 Train Departs for Hurstbridge looking at duplication works from the Train.
- 11:17 Arrive Hurstbridge.
- 11:26 Depart Hurstbridge for Greensborough looking at duplication works from the Train.
- 11:48 Arrive Greensborough Station looking at duplication works from the Train, look at new Station & Concourse, walk up hill to Greensborough Hotel for lunch.
- 13:45 Depart Greensborough Hotel, walk to Bus Stop for Bus Route 902 to Keon Park Station.
- 13:58 Depart Greensborough for Keon Park Station.
- 14:21 Arrive Keon Park Station, look at LXRA Work.
- 14:42 Depart Keon Park Station on Metro Train for Flinders St Station.
- 15:16 Arrive Flinders St Station, Tour finishes 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.

This Tour was previously run on the 7<sup>th</sup> of February 2023 under the ARE, if you want the notes from that Tour, email Geoff Wallace [gwallace@mac.com](mailto:gwallace@mac.com).

### **Hurstbridge Line Duplication**

The first stage involved: Duplicating a 1.2-kilometre section of track between Heidelberg and Rosanna stations. The removal of two level crossings at Grange Road, Alphington and Lower Plenty Road, Rosanna & a newly elevated Rosanna station.

The second stage of the Hurstbridge Line Duplication delivered further improvements for Melbourne's north east, including more train services, less crowding on peak trains and better connections to public transport.

As part of the project, the Bigbuild Project has built new modern stations at Greensborough & Montmorency and upgraded Diamond Creek Station. Works also included duplicating 2km of rail track between Greensborough and Montmorency stations and 1.5km between Diamond Creek and Wattle Glen stations to allow more trains to run more often.

Trains began running along the new duplicated track and stopping at the new stations in May 2023, Project finishing works will continue towards the end of 2023.

Bigbuild are also delivering stage one of the new shared walking and cycling path between Greensborough and Montmorency.

## Montmorency

Montmorency is a suburb of Melbourne, Victoria, Australia, 18 km (11 mi) north-east from Melbourne's Central Business District, located within the City of Banyule local government area. Montmorency recorded a population of 9,250 at the 2021 census.

Montmorency was named after a local farm, Montmorency Estate, which in turn was named for the town of Montmorency, Val-d'Oise, where the French Enlightenment philosopher Jean-Jacques Rousseau lived briefly. Locals of Montmorency often refer to the suburb as 'Monty', and the nickname is incorporated into some local business names.

### History

The first people on the land now known as Montmorency were the Wurundjeri-willam people.

Merchant Stuart Alexander Donaldson (1812–1867), the first Premier of New South Wales, owned the farming property known as 'The Montmorency Estate' until the 1840s. The first evidence of a township was the building of a Presbyterian church in 1917 in the midst of small rural landholdings. Montmorency Primary School was opened in 1922, the year before Montmorency station was opened on the Hurstbridge railway line. Electricity was connected to the area in 1926. Montmorency Post Office opened around September 1923.

Whilst there was a residential nucleus from the 1920s, most of Montmorency consisted of orchards, dairying, and poultry farms until after the Second World War. The estimated population in 1922 was 200, including weekenders.

In 1950 the estimated population was 600, and facilities extended to two churches, a public hall, a sports ground and a tennis court. By the end of the decade the population had increased fivefold, although still with unoccupied building sites which had fine views. A modern shopping centre and factories had been built.

The suburb had an iconic dairy that was demolished in 2013 to make way for an apartment building which many locals disapproved of at the time as it was the first development of its kind.

### Facilities

The main commercial street is Were Street. A three-storey high ornamental aeration windmill stands at the corner of Were Street and Rattray Road. The footpaths of Were Street are inlaid with mosaic pictures representing scenes from oral histories of the suburb. This shopping strip is notable for the relatively low proportion of national chain stores and franchises among its businesses.

There is a second business precinct located 1.1 km to the south east of Were Street, on Grand Boulevard, mainly catering to small offices. In Mountain View Road there is an RSL which serves counter meals, a lawn bowls club, and a scout hall with access to the Petrie Park Oval opposite all of these services.

Montmorency Football Club, an Australian rules football team, competes in the Northern Football League. Its playing field and clubhouse are located at Montmorency Park in the green belt between Para Road and the Plenty River. Lower Plenty Football Club are also in the same league and are also based at Montmorency Park.[5]

Montmorency has hilly parklands adjoining the Plenty River on its western side and several neighbourhood parks, particularly in its south-east sector.

Public library services are provided by Yarra Plenty Regional Library. The nearest libraries are Diamond Valley Library in Greensborough, Watsonia Library and Eltham library.

### Transport

Montmorency is close to outlying towns and suburbs such as Eltham, Greensborough, Templestowe and Doncaster, for it lies within the main feeder roads to these suburbs. The Box Hill 293, Frankston/Melbourne Airport 901 and Glenroy/Eltham 513 bus routes also service the area.

It lies on the Hurstbridge Line, and it takes around 48 minutes to reach Montmorency Station from the CBD of Melbourne.

## Diamond Creek

Diamond Creek is a suburb of Melbourne, Victoria, Australia, 23 km north-east of Melbourne's Central Business District, located within the Shire of Nillumbik local government area. Diamond Creek recorded a population of 12,503 at the 2021 census.

### History

There are two ideas about where Diamond Creek got its name. Victoria's Register of Geographic Names says that it was because of the way the stones glistened in the creek water. Local legend says it is because of a bull

who was trying to cross a creek. The bull had a diamond shaped white patch on its head and found difficulty crossing the creek. Thus the Bullocky named the town after the bull with the diamond shape on its head and the creek it drowned in.

The Ellis family were pioneers of the District and benefactors of the Nillumbik cemetery gateway. Ellis Cottage, a rubble-stone hipped roof cottage contains its original fabric and is considered historically significant and is on the Victorian Heritage database.

Gold was first discovered in Diamond Creek in 1863 by Messrs Peers, Haley and Wilson. The Diamond Creek mine was opened some years after gold was first discovered and dug 700 feet vertical and 300 feet underlay. The value of gold taken from the mine was reported to be between £1,000,000 and £2,000,000 Australian at the time.

In 1867, the Nillumbik cemetery at Diamond Creek was established. It occupies an area of two acres between Main and Edinburgh Streets and is positioned on high ground above Sawpit Creek and the Diamond Creek floodplain. It is laid out in a grid formation. A brick and rendered archway was built in 1897. The cemetery is considered significant and is listed on the Victorian heritage database.

From 1894–1969 there were a number of bushfires. In 1894, houses and stock were destroyed.

In the post-war years, population increased dramatically in Diamond Creek and its neighbouring areas. The Diamond Valley Shire was created out of the northern part of the Shire of Heidelberg in 1964. Further population growth occurred throughout the 1970s. The early 20th century saw a decline in the orchard industry, as orchards in Melbourne's eastern townships such as Doncaster and Nunawading, fell into favour due to better marketing. Diamond Creek remained relatively untouched during the boom in recreational travel that followed the popularity of the motor car.

Diamond Creek was home to a Donkey Shelter from 1997 to 2012, which provided accommodation and care for neglected donkeys from around the state of Victoria. In 2012, this moved to Tongala.

### **Geography**

The Diamond Creek Shopping Centre and railway station are located on the banks of Diamond Creek, and the Hurstbridge railway line follows the course of Diamond Creek northwards from Eltham to its terminus at Hurstbridge.

### **Schools**

Schools in Diamond Creek include Diamond Valley College, Plenty Valley International Montessori School, Sacred Heart Primary School, Diamond Creek Primary School, Diamond Creek East Primary School. The Diamond Creek East Primary School opened in 1970.

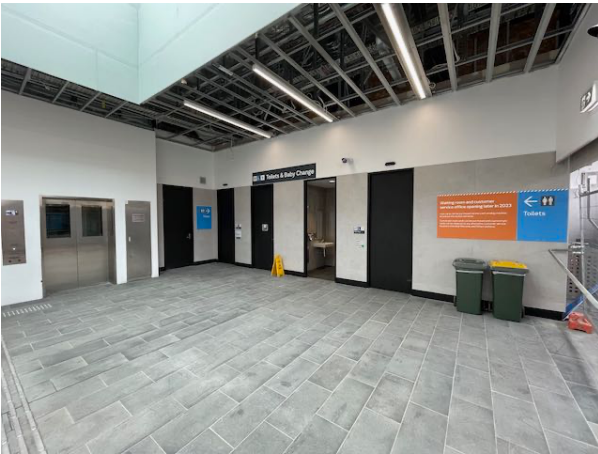
### **Facilities**

The Diamond Creek Community Centre is jointly administered by the Shire of Nillumbik and the YMCA, and provides a venue for basketball, gymnasium and group fitness classes, child care, community classes and public and private functions. The centre also houses Nillumbik's Maternal and Child Health Service. The Community Centre served as an evacuation point, providing emergency accommodation, first aid and government relief to local residents affected by the February 2009 Victorian bushfires. Diamond Creek has two football clubs, Diamond Creek Football Club and Diamond Creek Women's football club playing in the Northern Football League.

The Rotary Club of Diamond Creek organise the annual Diamond Creek Town Fair, a community event held in September. It commences with a parade which features local schools, scouting groups, child care centres and community groups. The fair offers food, crafts and fairground attractions, rides, wood chopping, local community stallholders, and entertainment. It traditionally concludes with an evening torchlight parade by the local CFA units and a fireworks display.

Diamond Creek also has a busy CFA (Country Fire Authority) volunteer fire brigade, which attends to over 230 emergency calls annually. The brigade was established in 1942. In 2005, a new emergency services centre was built on the Main Hurstbridge Rd, which includes CFA, Metropolitan Ambulance Service and Police facilities. The Diamond Creek CFA brigade has approximately 60 members, one pumper, two tankers, a slip on ute and a Toyota Hilux FCV, as well as an extensive collection of modern, advanced firefighting equipment and training facilities.

**A Tram Cafe opened in October 2020.** This is a fully refurbished W Class Melbourne tram acquired from the Victorian State Government after a successful application by the Rotary Club of Diamond Creek, Diamond Creek CFA, Diamond Creek Men's Shed and Nillumbik Shire Council. The cafe features a large deck and pergola and state of the art playground. Araluen, a disability support service in Diamond Creek, run the cafe three days a week.



Concourse Greensborough 2<sup>nd</sup> day after opening 20230502



Greensborough Station looking in Down Direction at new Concourse from Footpath.



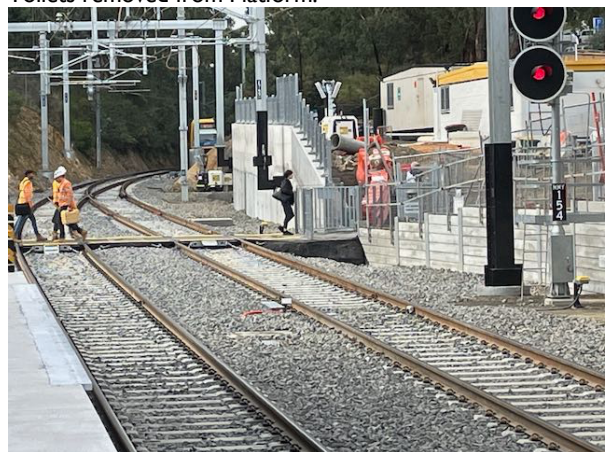
Greensborough Down Platform in Down Direction showing workers on 2<sup>nd</sup> Day of Opening.



Greensborough Down Platform looking in the Up Direction showing new Concourse Building, all old Booking Office, Waiting Room & Toilets removed from Platform.



Greensborough looking in Up Direction from Concourse showing new Sub-Station on the right of track.



Montmorency 2<sup>nd</sup> day after opening still very much a work site.



Montmorency Down Train arriving



Montmorency looking in Down Direction at Departing Hurstbridge Train



Montmorency showing curve in old platform 20210406



Montmorency 2nd day after opening still very much a work site

**WELCOME TO YOUR NEW MONTMORENCY STATION**

Brand new station facilities include:

- Safer and straighter platforms that eliminate the gap between the train and platform
- Canopies on both platforms to give greater weather protection
- Ticket machines on both platforms
- Better foot on access with entrances on both sides of the rail line
- Sustainability features, including solar panels and a rainwater tank
- 30 new car spaces following completion of both the Hurstbridge Line Duplication project and Car Parks for Commuters Program in late 2023.

Works will continue around the station precinct including final touches on the car parks until late 2023

levelcrossings.vic.gov.au 1800 106 105 (call anytime)

**HURSTBRIDGE LINE DUPLICATION**  
Delivered by Level Crossing Removal Project

**VICTORIA'S BIG BUILD**

**VICTORIA**

Poster & Flyers telling the travelers all about the New Station at Montmorency.

Date	What was done?	WON or WN Date
<b>Montmorency</b>		
Wed, 5 Sep 1923	Wed, 5 Sep 1923	Opened
Mon, 1 Mar 2021	Temporary fencing provided between Greensborough (22.400km) and Montmorency (26.050km).	(WON 10/2021)
Mon, 20 Mar 2023	From 3pm, all signals are considered "not in service" regardless of aspect or lack thereof, to permit duplication works, and no control is provided from Epping Signal Box. This will last until 6:30am on Saturday 15th April 2023, at which point normal conditions will resume.	(WON 12/2023, SW.092/2023)
Sun, 30 Apr 2023	<p>Infrastructure abolished:</p> <ul style="list-style-type: none"> <li>• Up Automatic signal S754</li> <li>• Down Automatic signal S775</li> <li>• Curve board 24.633km on down line (70 km/h)</li> <li>• Automatic and Track Control system Montmorency - Eltham (MMY154/MMY142 to ELT101/ELT103)</li> <li>• Passive pedestrian station crossing 24.721km</li> </ul> <p>Infrastructure altered:</p> <ul style="list-style-type: none"> <li>• Mayona Road (24.800km) pedestrian crossing upgraded to active</li> </ul> <p>Infrastructure brought into use:</p> <ul style="list-style-type: none"> <li>• Signalling assets from 22.070km to 25.689km are now controlled by the Westrace Mkii.</li> <li>• New single sided platforms 160m long are provided at Montmorency, <b>centered at 24.689km (previous chainage of single platform was 24.789km)</b></li> <li>• Track duplication Greensborough - Montmorency, tying in to existing single line at 24.884km down end Montmorency</li> <li>• New axle counter section, both lines, Greensborough - Montmorency 22.091km – 25.447km</li> <li>• Up Banner Indicator MMY179BI (24.359km)</li> <li>• Up Home signal MMY179 (24.216km), normal, reduce to medium and low speed aspects</li> <li>• Up Home signal MMY183 (24.589km), clear normal speed, medium speed warning and low speed warning aspects</li> <li>• Up Home signal MMY187 (25.160km), medium and low speed aspects</li> <li>• Up Automatic signal MMY191 (25.447km), normal speed warning, reduce to medium and low speed aspects</li> <li>• Down Home signal MMY134 (24.168km), normal, reduce to medium and low speed aspects</li> <li>• Speed proving train stop MMYU138V (24.505km)</li> <li>• Down Home signal MMY138 (24.405km), normal, medium speed warning and low speed aspects, has co-acting signal MMY138P</li> <li>• Down Home signal MMY142 (24.777km), normal speed aspects (no C light), interlocked with Mayona Road crossing</li> <li>• Down Home signal MMY154 (24.777km), normal speed aspects (no C light), interlocked with Mayona Road crossing</li> <li>• Down Automatic signal MMY042 (25.445km), normal speed aspects</li> <li>• New post phones provided on home signals MMY174, MMY134, MMY179, MMY138, MMY183, MMY142, MMY154 and MMY187</li> <li>• Points MMY054 (24.887km) 1:15, but 40 km/h diverge</li> <li>• Curve board 23.836km on up line (65 km/h)</li> <li>• Curve board 24.242km on down line (65 km/h)</li> <li>• Curve board 24.589km on up line (65 km/h)</li> <li>• Curve board 24.791km on down line (40 km/h)</li> <li>• Curve board 25.012km on down line (65 km/h)</li> </ul>	(WON 17/2023, SW.0136/2023)

- Curve board 25.398km on up line (65 km/h)

## Line History

Thu, 5 Jun 1902 Fri, 8 Sep 1916	Line Opened Miniature Electric Staff Provided	Heidelberg - Eltham Greensborough - Eltham
Sun, 15 Apr 1923 Sun, 3 Feb 2013	Electrified Three Position Signalling Provided	Heidelberg - Eltham Greensborough - Diamond Creek
Sun, 30 Apr 2023	Duplicated	Greensborough - Montmorency

## Diamond Creek

Tue, 25 Jun 1912	Opened	
Tue, 25 Jun 1912	Open for traffic.	(WN25/1912)
Mon, 23 Dec 1912	By this date, points each end secured by staff locks.	(WN52/1912)
Mon, 28 Jul 1913	By this date, provide stationmaster.	(WN30/1913)
Mon, 6 Apr 1914	Staff Locked Points replaced with Plunger Locked Points. Up and Down Home Signals Provided	
Mon, 13 Apr 1914	By this date, provide up and down home signals and plunger locks in lieu of staff locks.	(WN15/1914)
Mon, 23 Nov 1914	By this date, provide No.2 road (between mainline and loop) for crossing trains when open as temporary train staff and ticket station.	(WN47/1914)
Tue, 7 Jun 1921	May open as intermediate special block post.	(WN23/1921)
Mon, 26 Jul 1926	Up home signal moved 60 yards further out.	(WN34/1926)
Mon, 6 Jan 1930	Caretaker in charge in lieu of stationmaster.	(WN52/1929)
Tue, 4 Mar 1952	By this date, destroyed by fire.	(WN10/1952)
Tue, 26 Nov 1957 1958	Closed to goods. Goods Siding removed	(WN49/1957)
Fri, 28 Aug 1959	Flashing Lights provided at Hurstbridge Road. New Up Home Signal F provided at Hurstbridge Road to suppress the operation of the flashing lights when crossing of trains is taking place.	(WN36/1959)
Fri, 9 Oct 1970	Provide flashing lights at Allendale Road (18M 17C).	(WN42/1970)
Wed, 29 Oct 1986	Boom Barriers and Pedestrian Boom Barriers provided at Hurstbridge Road. Up Home Signal F converted to Up Automatic Signal Semaphores on Signal A and F replaced with light signals.	(WN50/1987)
Wed, 9 Dec 1987	Provide boom barriers at Allendale Road (30.544km).	
Tue, 29 Mar 1988	Provide boom barriers at Hurstbridge Road (32.456km). Down home signal converted to light, up departure home signal converted to 2 position automatic.	(WN14/1988)
Tue, 29 Mar 1994	Up Home Signal D electrically lit.	(SW.90/94, WN20/1994)
Tue, 7 Jun 1994	160m long Platform provided for No.2 Road	
Fri, 6 Apr 2001	Down Home signal converted to LED.	(SW.505/01, WN14/01)
Wed, 11 Jul 2001	A bar and padlock provided to secure the platform quadrants normal when it is necessary for the station to be unattended with the signals at Stop.	(SW.514/01, WN31/01)
Fri, 13 Dec 2002	A staff Exchange platform was provided on the Down side of the line near the Up end points.	(SW.539/02, WN49/02)
Sun, 11 May 2008	Plunger locks and signalling replaced with Westrace Signalling Abolished: Down Home Signal A Up Home Signal D Up Automatic F Plunger Locking on Points B & C	

New:

Down Repeating Signal S983

Down Three Position Home Signal DCK102

Up Two Position Home Signal DCK101 and DCK101P Co-Acting Signal

Down Two Position Home Signal DCK104 and DCK104P Co-Acting Signal

Down Two Position Home Signal DCK106

Up Three Position Home Signal DCK105

Up Repeating Signal S1056

Motorised Points 002 (Up end) and 005 (Down end) worked by Dual Control Machines.

Traffic Light Co-Ordination for Main Hurstbridge Road

Pedestrian Gates for Station Access.

Automatic Mode Facility when station Closed as a Train Staff & Ticket Location. Trains approaching will clear signals through No.1 road for the direction of travel.

(SW.195/2008,  
WN18/2008)

Mon, 1 Mar 2021

Temporary fencing provided between Diamond Creek (32.100km) and Wattle Glen (34.850km).

(WON10/2021)

Thu, 9 Mar 2023

From this date the signal post phones will no longer be available. Staff requiring contact with the Signaller may use the DTRS or PABX system.

(WON 10/2023,  
SW.077/2023)

Mon, 20 Mar 2023

From 3pm, all signals are considered "not in service" regardless of aspect or lack thereof, to permit duplication works, and no control is provided from Epping Signal Box. This will last until 6:30am on Saturday 15th April 2023, at which point normal conditions will resume.

(WON 12/2023,  
SW.092/2023)

Sun, 30 Apr 2023

Infrastructure abolished:

(WON 17/2023,  
SW.0136/2023)

- Diamond Creek Westrace MK1 interlocking
- Down Home signal DCK104
- Up Home signal DCK105, including post phone
- Up Automatic signal S1056
- Points DCK002
- Automatic and Track Control system Diamond Creek - Hurstbridge (DCK162 to HBE101)
- 201 Main Hurstbridge Road level crossing (33.363km)
- Diamond Creek occupation crossing (33.413km)

Infrastructure altered:

- Down Home signal DCK150 (32.102km), aspects altered to normal, medium speed warning and low speed aspects. Interlocked with Main Hurstbridge Road crossing. Was DCK102.
- Down Home signal DCK158 (32.786km), stop aspect only, fixed train stop. Was DCK106. Post phone abolished.
- Up Home signal DCK163 (32.625km), normal speed aspects (no C light), interlocked with station access and Main Hurstbridge Road crossings. Was DCK101.
- Up Home signal DCK155 (32.628km), normal speed aspects (no C light), interlocked with station access and Main Hurstbridge Road crossings. Has co-acting signal DCK155P. Supercontrol function (see note below). Was DCK103.
- Diamond Creek station access pedestrian crossing (32.618km) upgraded with electromagnetic latches
- Pedestrian crossing Diamond Valley (33.220km), active pedestrian crossing

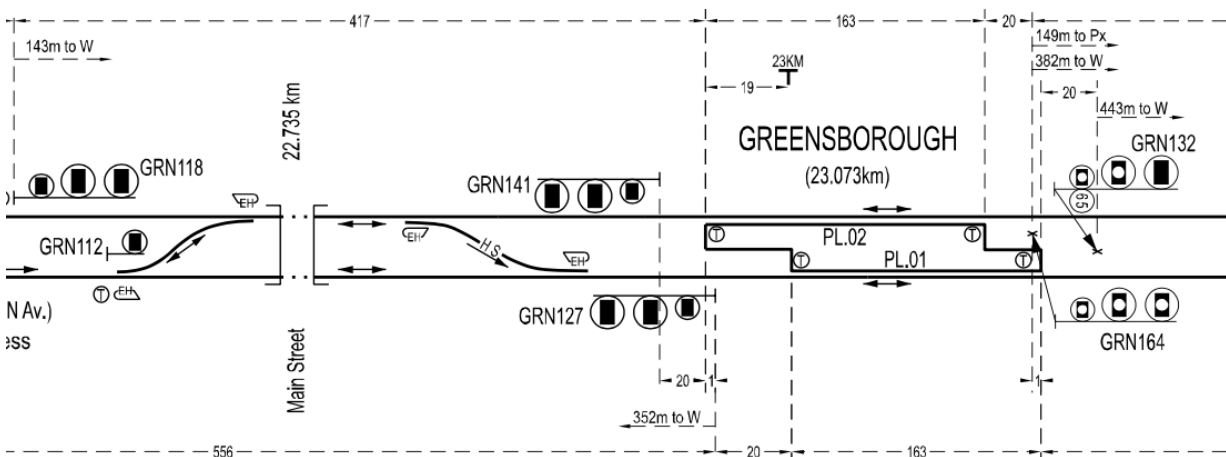
Infrastructure brought into use:



- Signalling assets from 29.254km to 36.279km are now controlled by the Westrace Mkii.
  - Track duplication Diamond Creek - Wattle Glen, abolishing pre-existing points down end Diamond Creek and tying in to existing single line at 34.721km, up end Wattle Glen.
  - Diamond Creek Station Indicator (32.330km)
  - Up Home signal DCK157 (32.998km), normal speed warning, reduce to medium and low speed aspects
  - Up Home signal DCK159 (33.407km), normal and low speed aspects, interlocked with Diamond Valley pedestrian crossing.
  - Down Home signal DCK156 (32.797km), normal and low speed aspects
  - Down Home signal DCK160 (33.460km), normal and low speed aspects, interlocked with four Main Hurstbridge Road level crossings (Nos. 185, 201, 219A & 255).
  - Down Home signal DCK162 (34.410km), normal speed aspects (no C light), interlocked with 263 Main Hurstbridge Road crossing.
  - New post phones provided on home signals DCK157, DCK159, DCK160 and DCK162
  - Points DCK055 (32.513km) 1:15, but 40 km/h to/from the up line
  - New axle counter section, both lines, Diamond Creek - Wattle Glen 32.102km – 34.909km
  - Level crossing 185 Main Hurstbridge Road (33.665km), occupation crossing upgraded to active
  - Level crossing 201 Main Hurstbridge Road (33.768km), occupation crossing upgraded to active
- Note: if no route is set from DCK155 when an up train approaches the level crossing the crossing will activate for a certain period of time, cancelling if and when that train is proven to not be proceeding beyond the signal.

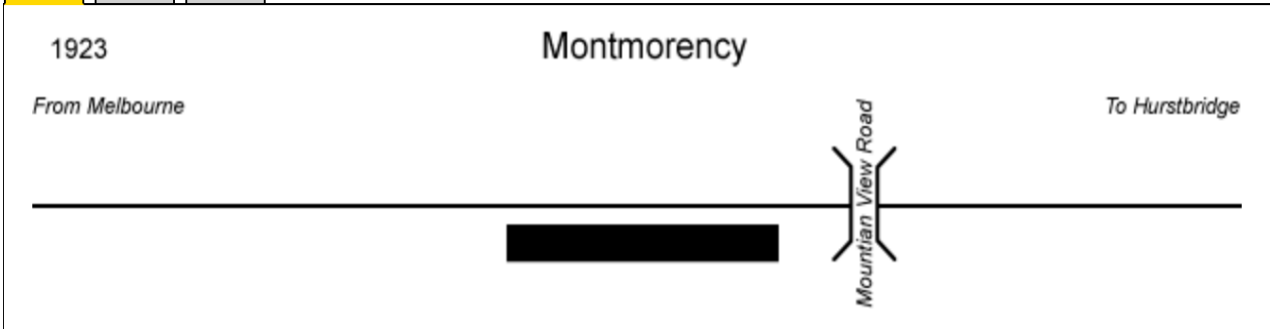
**Line History**

Tue, 25 Jun 1912	Line Opened	Eltham - Hurstbridge
Mon, 2 Aug 1926	Electrified	Eltham - Hurstbridge
Sun, 3 Feb 2013	Three Position Signalling Provided	Greensborough - Diamond Creek
Mon, 25 Mar 2013	Three Position Signalling Provided	Diamond Creek - Hurstbridge
Sun, 30 Apr 2023	Duplicated	Diamond Creek - Wattle Glen



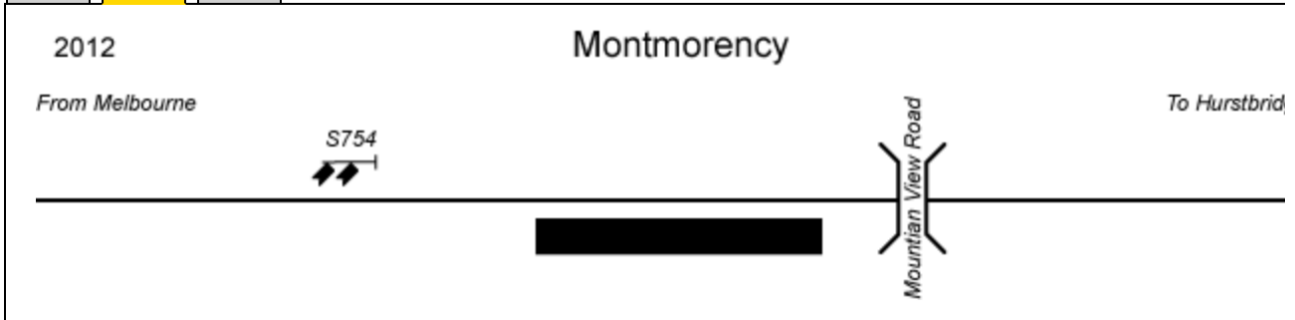
Greensborough Signal Diagram Portion of Watsonia to Eltham 2023-017 dated 20230308

1923 2012 2013



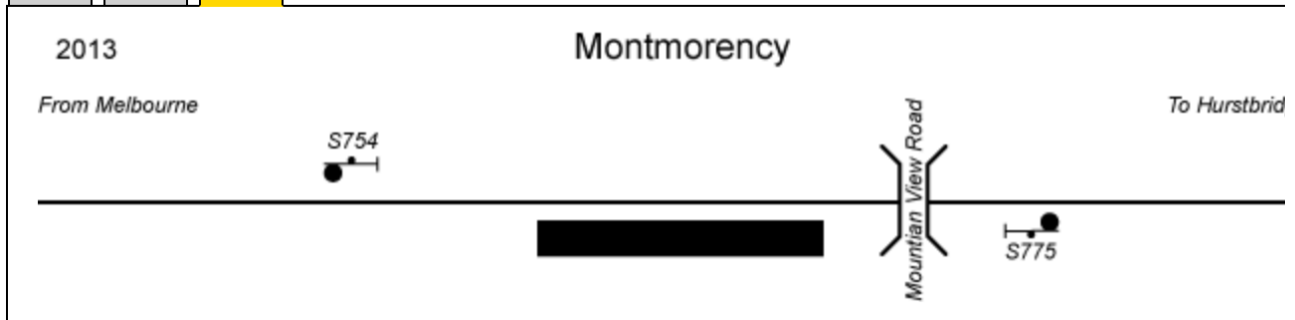
Montmorency Layout 1923

1923 2012 2013

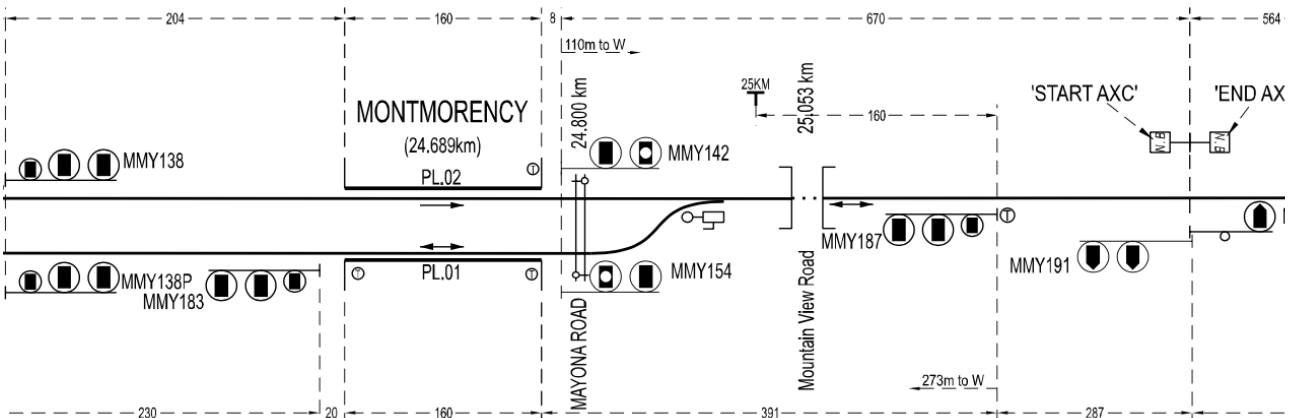


Montmorency 2012

1923 2012 2013

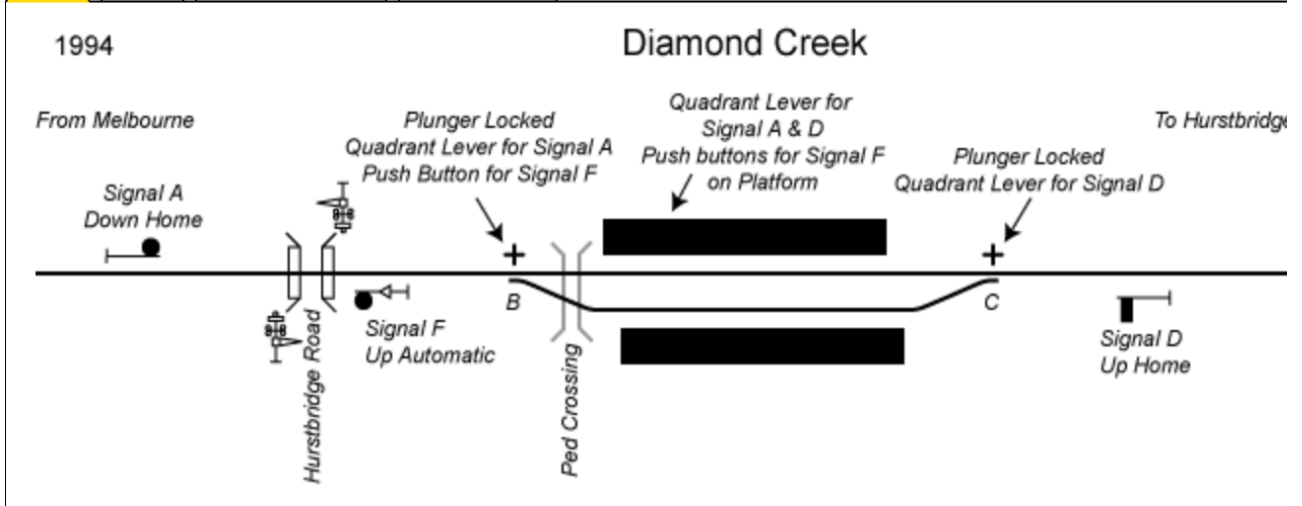


Montmorency 2013



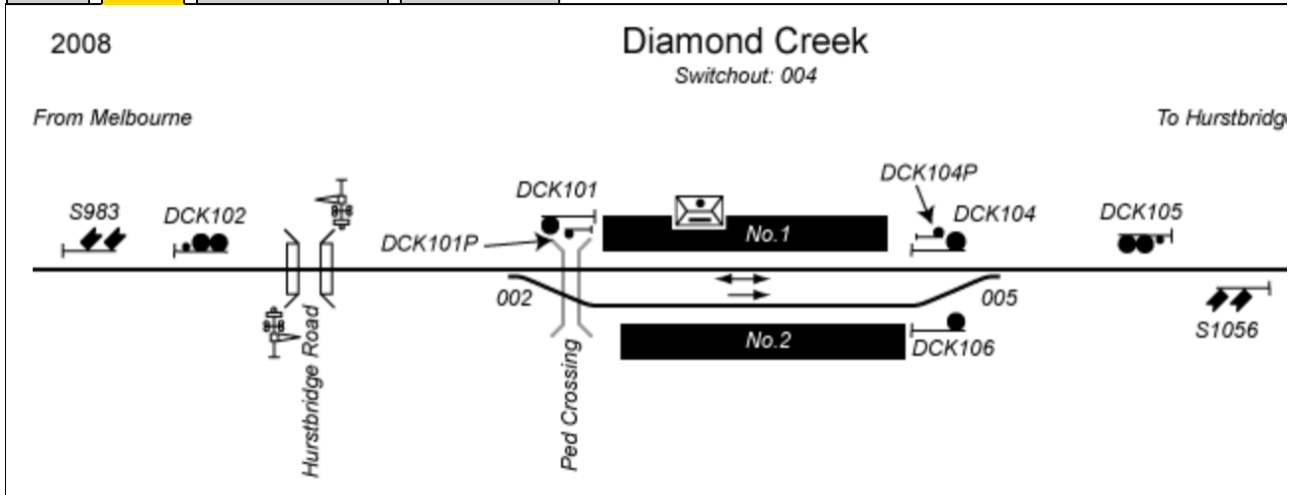
Montmorency Signal Diagram Portion of Watsonia to Eltham 2023-017 dated 20230308

1994 2008 February 2013 March 2013



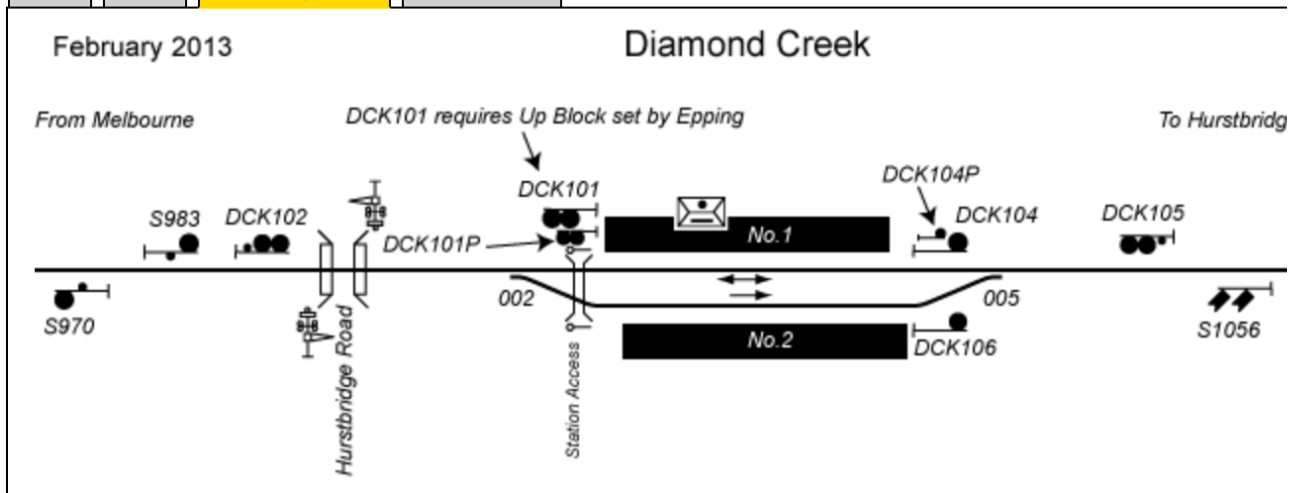
Diamond Creek 1994 when second Platform Provided.

1994 2008 February 2013 March 2013



Diamond Creek 2008

1994 2008 February 2013 March 2013



Diamond Creek February 2013

