



**AUSTRALIAN RAILWAY  
HISTORICAL SOCIETY**

**MELBOURNE BRANCH**

## **New Glen Huntly Railway Station & Glen Huntly Laneways Tuesday 8<sup>th</sup> August 2023**

For the August 2023 outing, we proceed to Ormond Station & then back to just opened Glen Huntly Station, before visiting more Laneways in the Area.

- 9:47 Metro Trains Frankston bound to Ormond Station, looking at Neerim Road LX Removal & Glen Huntly Station from the train.
- 10:10 Arrive Ormond.
- 10:19 Depart Ormond Station for Glen Huntly Station.
- 10:21 Arrive at new below ground Glen Huntly Station, inspect the new Station & Road Bridge carrying Trams & Vehicles over the Frankston Line on Glen Huntly Road. This eliminated another Tram & Train Square leaving only two in Melbourne, Riversdale & Gardiner.
- 10:50 Walk to Decorated Laneways.
- 11:45 Catch Tram to Caulfield RSL for Lunch.
- 14:00 Depart Caulfield RSL, walk to Tram Stop, Tram to ANZAC Tram Interchange.
- 14:25 Arrive ANZAC Station, see changes since last here in April 2023.
- 15:00 Tour finishes here.

If you are leaving the Tour earlier than arrival back at ANZAC Tram Interchange, 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.

### **Victoria's Big Build**

BigBuild are removing the level crossings at Neerim Road and Glen Huntly Road, Glen Huntly, by lowering the rail line into a trench.

The Boom gates will be gone in 2023, and the project finished by 2024 – one year ahead of schedule. By 2029, the Frankston Line will be level crossing free.

Bigbuild are building a new Glen Huntly station, which will improve safety and accessibility for locals, with better connections between Public Transport, Shops and Community Spaces.

### **Glen Huntly**

Glen Huntly is a suburb in Melbourne, Victoria, Australia, 11 km south-east of Melbourne's Central Business District, located within the City of Glen Eira local government area. Glen Huntly recorded a population of 4,905 at the 2021 census.

It is a small suburb, approximately 1 km from north to south and 800 metres east to west at its widest point. Its borders are Neerim Road in the north, Booran Road in the west, Grange Road in the east and Woodville Avenue and Oakleigh Road in the south.

## History

Glen Huntly is named after a ship, the Glen Huntly, that arrived in Port Phillip in April 1840, after setting off from Greenock, Scotland carrying 157 new immigrants, skilled manual labourers who were heading for the new colony settled in Melbourne. Fever, most likely typhoid, struck the ship mid journey and 10 died before reaching Port Phillip Bay.

The Glen Huntly was forced to land at Little Red Bluff (now Point Ormond) where Victoria's first quarantine station, consisting of tents, was set up to deal with the crisis. Three more men died at the camp. Supplies and provisions were brought down a dirt track that became Glen Huntly Road.

## Suburb name

The official name of the suburb is Glen Huntly, as shown in the Victorian Register of Geographic Names. Since its foundation, the suburb has been known at various times as Glen Huntly (two words) and Glenhuntly (one word) and this still causes confusion; a glance at various local businesses names reveals both versions being used. Glenhuntly railway station opened on 19 December 1881 as Glen Huntly Road. The station was renamed Glen Huntly on 1 September 1882, and then Glenhuntly on 20 April 1937. When the station was temporarily closed in April 2023 to remove the level crossing it was announced that the new station would revert to Glen Huntly. The Glen Huntly Post Office opened in 1907 as Glenhuntly Post Office before the name was changed to the current name in 1993.

## Public transport

The suburb is serviced by the route 67 tram, which has operated since 1889, and Glenhuntly railway station on the Melbourne-Frankston train line, which was built in 1881.

## Demographics

The 2016 census showed that the median age of people in Glen Huntly was 32 years. Children 0 – 14 years made up 13.4% of the population and those aged 65 years and over made up 10.6% of the population.

38.2% of people living in Glen Huntly were born in Australia and then the next most common countries of birth were India 20.0%, China 9.3%, South Africa 2.3%, England 2.0% and Ukraine 1.4.

The census listed the main religions in Glen Huntly as Hinduism 18.4%, Catholic 13.5% and Judaism 10.2%. 'No Religion' accounted for 34.1% and 8.8% did not answer this non-compulsory census question.

## Educational institutions

Glen Huntly has a state primary school and a Catholic primary school (St Anthony's) next to a Church of the same name.

## Opening of the new Glen Huntly Station

As you look through the WON Pages and the Buses replace Trains Notice photo, look at the different dates mentioned?

Which date will be correct for Train resumption?

Neerim Road overbridge was opened to road traffic approx 5<sup>th</sup> of July 2023.

Trams and Road Traffic in Glenhuntly Road over the lowered railway, resumed on Saturday 15<sup>th</sup> of July 2023.

Trains commenced running on Monday 31<sup>st</sup> of August 2023. They did an awful lot of work between the 13<sup>th</sup> of August when Hugh & Geoff came and looked at the progress of the Work, no tracks were laid at Neerim Road on that day, see photo on page 5.



Buses replace Trains till Sunday 23rd of July 2023? GWA Photo



Drilling Rig on Glenhuntly Road 20230522 GWA Photo



Rails & Sleepers stored on old Siding used by Steel Train 20230522 GWA

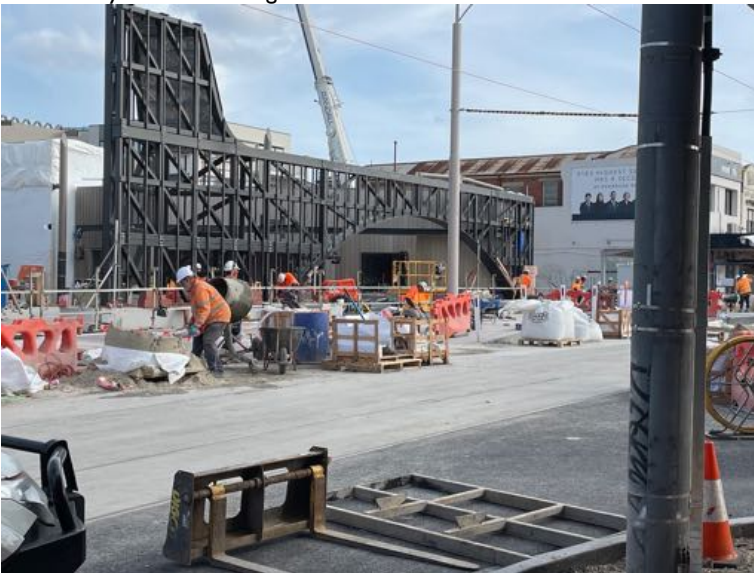




Glen Huntly Station Buildings from side Street 20230713 GWA Photo



Glen Huntly Station Buildings looking in Down Direction 20230713 GWA Photo



Glen Huntly Station Entrance 20230713 GWA Photo



Yarra Trams Bucket Truck in Glen Huntly Road 20230713 GWA Photo



Bird Lane Mural 20230713 GWA Photo



Bird Lane Sign 20230713 GWA Photo





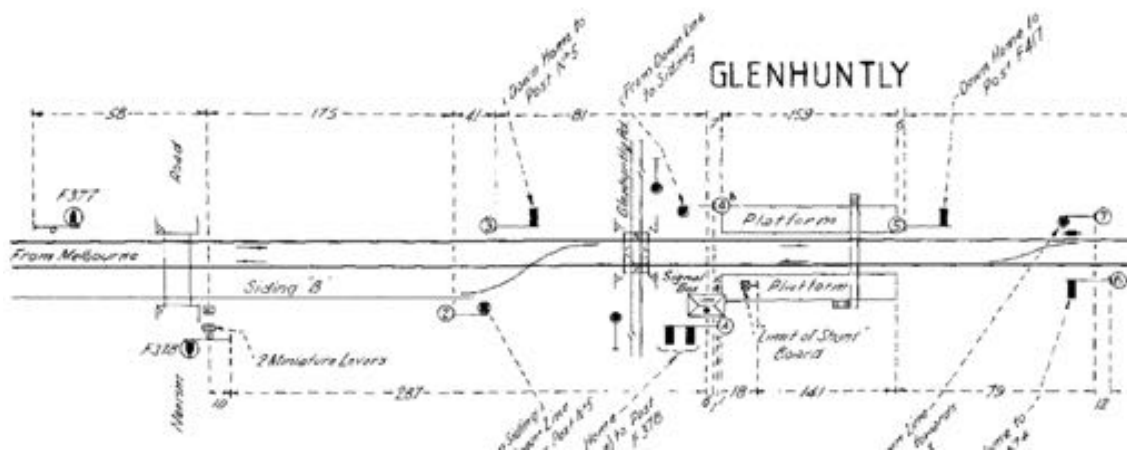
Looking in Down Direction towards Neerim Road 3 tracks going nowhere at the moment 20230711 Rod Watson Photo



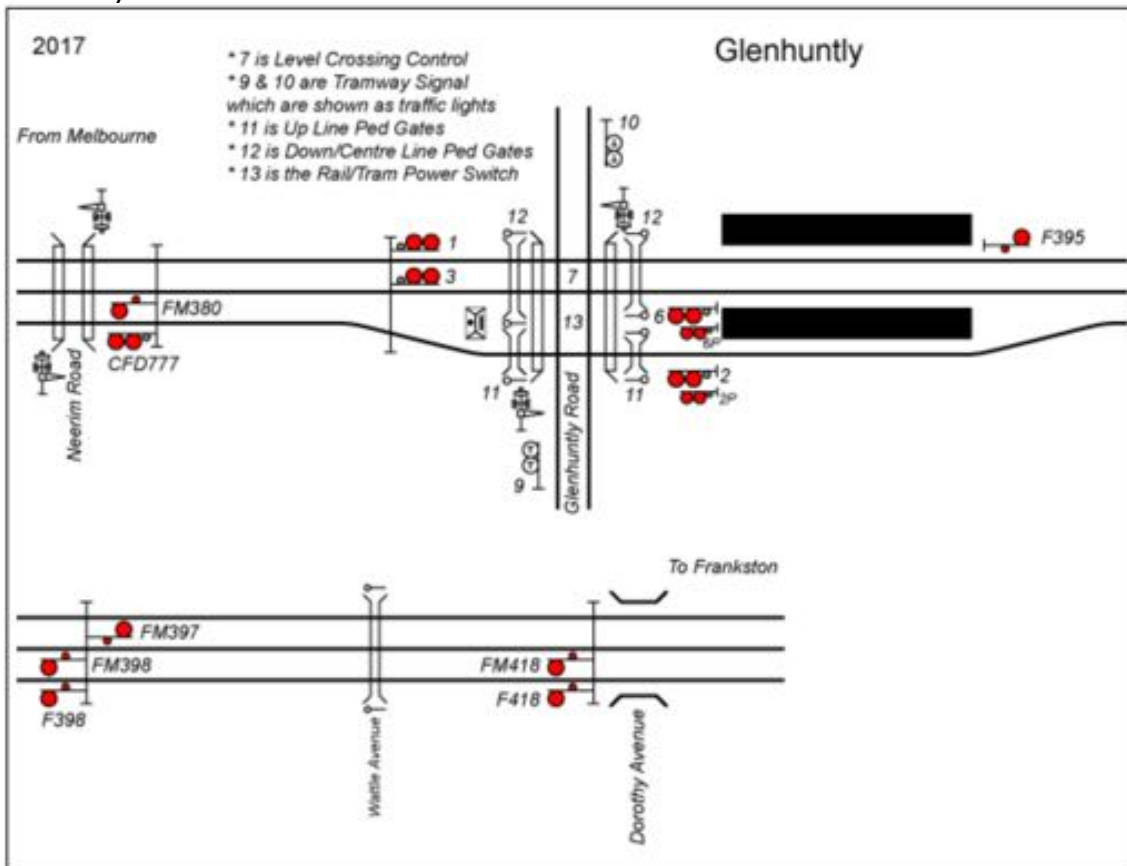
Looking in Up Direction from Neerim Road over bridge towards Caulfield 20230711 Rod Watson Photo



Glen Huntly SD 1922-002



Glenhuntly SD Partial 1985-047



Glenhuntly 2017 now with 3 tracks SD 2023-06-29



ARHS Melb LOG #4 Glen Huntly & Laneways Tour Notes

<b>Date</b>	<b>What was Done?</b>	<b>WON or WN Date</b>
<b>Glen Huntly</b>		
Mon, 19 Dec 1881	Opened as Glen Huntly Road	
Fri, 1 Sep 1882	Renamed Glen Huntly	
Wed, 14 Nov 1894	Closed to goods, crossover removed, disestablished as block post, new section Caulfield B to East Brighton.	(WN19/1894)
Mon, 24 Dec 1894	Re-open for light goods, siding leads off up line.	(WN25/1894)
Mon, 8 Aug 1898	By this date, up and down starting signals crossed.	(WN06/1898)
Mon, 14 Jan 1907	By this date, open for goods in truck loads.	(WN02/1907)
Mon, 31 May 1909	By this date, open as block post for all trains.	(WN22/1909)
	By this date, man in charge in lieu of caretaker.	(WN22/1909)
Mon, 11 Jul 1910	By this date, special instruction issued re No.10 gate (Neerim Road) regarding goods trains shunting after last train.	(WN28/1910)
Mon, 8 May 1911	By this date, provide interlocking and interlocked gates at Glen Huntly Road. Down home signal post 1 worked by Gatekeeper Neerim Road.	(WN19/1911)
Mon, 17 Nov 1913	By this date, provide electric tramway crossing, catch points and discs.	(WN46/1913)
Mon, 18 May 1914	By this date, provide siding for Caulfield City Council.	(WN20/1914)
Tue, 21 Dec 1915	By this date, provide co-acting arms posts 4 and 6.	(WN51/1915)
Fri, 27 Jan 1922	Provide plunger on points in down line and on points of crossover between down line and up line. Provide up starting signal post 28 and up home signal, moves down line to up line, and disc down line to siding on new post 4B.	(WN06/1922)
Thu, 2 Feb 1922	Up home signal post 6 moved 80 yards further out.	(WN06/1922)
Fri, 3 Feb 1922	Down starting signal post 5 moved 12 yards further out.	(WN06/1922)
Tue, 21 Feb 1922	By this date, provide crossover at down end, provide new down home signal post 5 and disc on new post 7, down line to up line.	(WN08/1922)
Tue, 14 Mar 1922	By this date, overhead alive from Caulfield.	(WN11/1922)
Tue, 4 Apr 1922	By this date, overhead alive to Moorabbin.	(WN14/1922)
Sun, 19 Jul 1925	Interlocking relocated to new signal box nearer to level crossing.	(WN29/1925)
Tue, 21 Dec 1926	By this date, provide bell communication to gatekeeper at Neerim Road.	(WN51/1926)
Wed, 29 Jan 1930	Provide wickets on up side of Glen Huntly Road level crossing.	(WN06/1930)
Tue, 25 Feb 1930	By this date, disestablished as block terminal for up trains, Block Rule IV modified for up and down trains.	(WN08/1930)
Sun, 26 Nov 1933	Provide 3 position signals in lieu of double line block to Caulfield, down distant post 1 and up starting signal post 2B abolished. Automatic signals F377 and F378 controlled by gatekeeper Neerim Road.	(WN49/1933)
Tue, 23 Jan 1934	Tramway through level crossing duplicated.	(WN05/1934)
Tue, 9 Feb 1937	By this date, provide bell communication to Neerim Road for up trains.	(WN06/1937)
Tue, 20 Apr 1937	By this date, renamed Glenhuntly, was Glen Huntly.	(WN16/1937)
Fri, 24 Aug 1945	Single compound at up end abolished, home signal removed from post 4B.	(WN35/1945)
Thu, 20 Sep 1945	Down home signal post 3 converted to motor operation. Disc post 2 abolished, provide dwarf light signal post 2, 11 yards further out.	(WN39/1945)
Sun, 10 Nov 1974	Provide 3 position signals to Bentleigh in lieu of double line block (Ormond and McKinnon previously capable of switching in/out). Down starting signal post 8 and up distant post 9 abolished.	(WN47/1974)
Mon, 14 Mar 1977	Closed to goods.	(WN10/1977)
Mon, 29 Jul 1985	Siding baulked on up side of Neerim Road.	(WN30/1985)
Sun, 18 May 1986	Connection between down line and siding abolished.	(WN21/1986)
Fri, 22 Aug 1986	Up side tramway catch points moved 10 metres west and convert to motor operation; tramway disc convert to light.	(WN33/1986)
Sat, 13 Sep 1986	Overhead removed from down end crossover.	(WN37/1986)
Wed, 17 Sep 1986	Provide signal repeaters in signal box for signals 7 and 21.	(WN37/1986)
Sun, 21 Sep 1986	Provide articulated boom barriers (worked by No.2 lever) in lieu of interlocked gates at Glen Huntly Road (13.371km), wickets retained.	(WN37/1986)
Thu, 9 Oct 1986	Crossover and post 7 abolished.	(WN41/1986)
Sat, 15 Nov 1986	Provide crib crossing in lieu of wickets at Neerim Road.	(WN46/1986)
Mon, 22 Dec 1986	Plan issued for new signal box.	( <a href="http://victorianrailways.net/signaling/signal_boxes.pdf">http://victorianrailways.net/signaling/signal_boxes.pdf</a> - p86)

## ARHS Melb LOG #4 Glen Huntly & Laneways Tour Notes

Date	What was Done?	WON or WN Date
Sat, 9 May 1987	Signal box abolished, provide new signal box with control panel on up side of Glen Huntly Road. 2 position signals posts 3 and 4 abolished, provide new 3 position signals post 1 and 6. Provide pedestrian gates, interlocked with signals 1 and 6. Control of Automatic signal F377 abolished.	(WN19/1987)
Sat, 20 Jun 1987	Resignalling Caulfield - Glenhuntly up and down lines. Provide reduce to medium aspect on signal FM380. Provide boom barriers in lieu of hand gates at Neerim Road (13.079km).	(WN25/1987)
Sat, 27 Jun 1987	Provide up home signal post 2.	(WN26/1987)
Sun, 28 Jun 1987	New up line Moorabbin - Caulfield in service, provide new up platform, centre platform out of use.	(WN26/1987)
Tue, 5 Jul 1988	By this date, speed over Glen Huntly Road level crossing altered to 30 km/h for all trains.	(WN26/1988)
Fri, 31 Mar 2023	Station closed.	( <a href="https://www.facebook.com/groups/202676935143037/posts/580161577394569/">https://www.facebook.com/groups/202676935143037/posts/580161577394569/</a> )
Thu, 13 Apr 2023	Renamed Glen Huntly, was Glenhuntly. ( <a href="https://www.premier.vic.gov.au/big-dig-clear-level-crossings-new-glenhuntly-station">https://www.premier.vic.gov.au/big-dig-clear-level-crossings-new-glenhuntly-station</a> )	(WON 18/2023, SW.0148/2023)
Tue, 2 May 2023	Previously issued circular SW.139/2023 is cancelled; this had some information related to authority to pass defective signals. The last tram to roll through the Glenhuntly Rail and Tram Square was B2.2085. It was an empty cars movement from Carnegie to Glenhuntly Tram Depot, passing through at 9:05pm 5th May 2023. Then the tram square was decommissioned.	
Fri, 5 May 2023	( <a href="https://www.facebook.com/schony747/posts/pfbid0Ck55H78Y3fTMKNQNxGiwDtgBxmM5QjYwWDwAuYKAuk2YBoxu6PXVWUAqmSGXKr4xl">https://www.facebook.com/schony747/posts/pfbid0Ck55H78Y3fTMKNQNxGiwDtgBxmM5QjYwWDwAuYKAuk2YBoxu6PXVWUAqmSGXKr4xl</a> ) The railway station is permanently closed. The road is temporarily closed for construction works, and the level crossing protection equipment is being removed and replaced with barricades. The pedestrian and level crossings are fixed in "express" mode between Ormond and Caulfield.	(WON 19/2023, SW.0158/2023)
Mon, 29 May 2023	From 21:00 until further notice the Neerim Road level crossing is permanently closed. Signal interlocking for the pedestrian and road crossing is modified such that all trains are considered express. Equipment at the crossing will be progressively removed, and barricades provided on both sides of the corridor.	(WON 22/2023, SW.0213/2023)
Fri, 2 Jun 2023	From 21:00 to 23:00 hours, Glenhuntly signal box is abolished. The signal control panel is abolished vide 0.444/2023, along with the JZA telemetry and the relay interlocking. As at 21:00, per Absolute Occupation vide O.444/2023, Home Signals between F365 to F445 and FM365 to FM445 are to be considered "not in service" and as such do not require authority from a Signaller for the passage of Road Rail Vehicles and/or track vehicles. However, before passing any points in this area, the person in charge must check the points are fit for traffic and secured in the correct position. These rules will remain in situ until 01:00 on 20th July 2023.	(WON 22/2023, SW.0209/2023, O.444/2023)
<b>Line History</b>		
Mon, 19 Dec 1881	Line Opened	Caulfield - Mordialloc
Sun, 9 Dec 1888	Duplicated	Caulfield - Mordialloc
Fri, 3 Jul 1987	Third Line Added	Caulfield - Moorabbin

Photos by Geoff Wallace, Rod WATSON, information from <vicsig.net> Chris Gordon, Rod WATSON, bigbuild.vic.gov.au & Wikipedia.

Notes compiled by Geoff Wallace E&OE