



AUSTRALIAN RAILWAY  
HISTORICAL SOCIETY

MELBOURNE BRANCH

ARHS Melbourne Luncheon Outing Group, Warburton 16<sup>th</sup> November 2023 Metro Train to Lilydale, PTV Bus to Warburton.

- Meet at Flinders Street Station at 08:55
- Board Lilydale service departing at 09:07 travelling in the second car from the front.
- Alight at Lilydale at 10:03
- Warburton bus 683 departs at 10:13
- Arrives Warburton at 11:08
- We walk the to La La Terminus, to view the Turntable & Yards Area & return via the track bed alignment, to view the Platform Face & Visitors Centre then Lunch
- Lunch at Three Sugars Café at 11:50
- Leave café at 12:50 walk to bus stop
- Board bus 683 at 13:02 for East Warburton
- At East Warburton remain on bus 683 for our return
- Arrive Lilydale at 14:17 or stay on the bus to Chirnside Park arriving at 14:26.
- Depart Lilydale at 14:39. This train arrives back at Flinders Street at 15:34.
- Those travelling to Chirnside Park have a variety of bus services to catch to return to Ringwood.

### History of Warburton

Warburton is a town in Victoria, Australia, 76 kilometres (47 miles) east of Melbourne's central business district, located within the Shire of Yarra Ranges local government area. Warburton recorded a population of 2,020 at the 2021 census.

The name "Warburton" has been shared between two townships over the years. The mining town of "Yankee Jim's Creek" was located on the gold-bearing slopes of Mount Little Joe. Hostile terrain, fire, drought, flood, steep slopes, unsustainable roads, crime and easier pickings for miners further upstream put an end to "Old Warburton". Land was surveyed and sold in the valley below in 1884.

The Post Office opened around 1884. Two earlier offices named Warburton were renamed as Launching Place and Hoddle's Creek.

Warburton was connected to Lilydale by a Victorian Railways branch line, which was closed in 1965. The railway path is now used for the Lilydale to Warburton Rail Trail, a rail trail used by pedestrians, cyclists, and horse-riders.

### The Yarra River at Warburton

East of Warburton is a large water catchment area called Upper Yarra Dam, which is designed to supply Melbourne with water sourced from the Thomson catchment area. Robert Hoddle first surveyed this area in 1845 after persistent overwhelming floods impeded the development of the city of Melbourne.

Warburton was named after the middle name of unpopular goldfields Police Magistrate for Castlemaine, Charles Warburton Carr by District Surveyor Clement Hodgkinson during the 1860s. It received an official title in 1884. Hodgkinson became Australia's Father of Forestry.

Carr was confronted with a population explosion upon opening of the Yarra goldfields in 1859 amid economic depression and was honoured for dutiful administration of the law despite public protests against him. Carr was also Secretary to the Government Inquiry into the Eureka Stockade 3 December 1854 at Ballarat. Charles Warburton Carr never lived in Warburton, he lived in Avoca.

Hodgkinson's good friend, Gold Commissioner for Bendigo and Magistrate for the Yarra Valley, Joseph Panton, named Mt Donna Buang above Warburton in 1865. The sketch map of the upper Yarra water and new bridle track to Woods Point, from Lilydale to Traveller's rest on great mountain road, lithographed at Office of Lands and Survey, 11 Sept. 1865, is available online at the State Library of Victoria. In a letter to The Argus 1 July 1911, Panton stated, "having ascertained from the chief and head of the aboriginal tribe of the Yering valley that the mountain was known as 'Donna Buang' I at once entered that name. My map was published by the Crown Lands department on the original scale of two miles to the inch." Panton was Colonel Anderson's nephew; both good friends with Melbourne Botanic Gardens creator Baron Von Mueller and Hodgkinson.

The last major town before Warburton, Lilydale, has similar polar histories, an evidence base that shows that Hodgkinson named the town after Lilly de Castella, daughter of Lieutenant-Colonel Joseph Anderson who served as one of the first nominated members of the Victorian Legislative Assembly in the 1850s, and another history, proposes it was named by public servant clerk John Hardy who heard convicts singing when building a road. The town attracted the wealth of Federation tourism at the turn of the 20th century. It was a honeymoon town.

<b>Date</b>	<b>Description</b>	<b>WN or WON</b>
	<b>Warburton</b>	
11-12-1901	Provide Down Home Signal, points at Up End secured by Staff Lock	1901-24
26-11-1906	Provide Single Line Block from Lilydale with Yarra Junction & Wandin Switching In.	1906-48
10-12-1906	Provide Annett Lock in Lieu of Staff Lock.	1906-50
03-05-1909	La La Extension opened (26 chains beyond Warburton 525 Metres).	1909-18
11-04-1910	Provide Plunger Lock in lieu of Annett Lock.	1910-15
31-07-1911	Provide Electric Staff in lieu of Train Staff & Ticket System from Yarra Junction.	1911-31
26-08-1912	Provide Post at Down End with 1 Up & Down Arm. Upper Arm applies from Extension to Yard, Down Arm applies from Main Line to Engine Road, Timber & Livestock Sidings. Provide Up Home Signal Engine Road, Timber & Livestock Sidings to the 2 Armed Post.	1912-35
12-02-1946	Turntable Disc Signal abolished.	1946-07
29-10-1952	Provide Large Electric Staff in lieu of Miniature Electric Staff from Yarra Junction.	1952-47
01-06-1959	Line now One Class Travel.	1959-19
15-12-1964	Passenger Service Withdrawn.	1964-50
14-12-1964	Provide Train Staff & Ticket System from Lilydale in lieu of Electric Staff from Wandin.	1964-51
29-07-1965	Closed to All Traffic.	1965-30
	<b>Warburton Ballast Pits Siding</b>	
27-10-1902	Down Trains only to Shunt.	1902-43
	<b>La La Siding</b>	
03-05-1909	Open for Traffic, Goods in Truck Loads Only.	1909-18
24-11-1936	Provide Siding at Up End Account of Australasian Conference Association Limited, secured by Hand Lock Bar & Padlock	1936-47
21-03-1951	Provide 2 additional Sidings Account MMBW, Extensions of two existing Northern Sidings.	1947-24
29-07-1965	Closed to All Traffic.	1965-30

### **Why is the Station House at Mount Evelyn called the Station House?**

This article recently appeared in the local Mount Evelyn & You newsletter, and was kindly provided by the Mt Evelyn History Group.

The name 'Station House' often confuses people. What has this building, which houses the Mt Evelyn Reading Room and Community House, to do with a station? When Mt Evelyn was a stop on the Lilydale to Warburton railway line, this was the Stationmaster's residence.

The first train came through on 13 November 1901, when the station was an Unattended Platform. At 728 feet (approximately 240m), this was the highest point on the line between Lilydale and Warburton. The town grew up around the station, so we have the railway to thank for the town's location on this spot. The station was originally called 'Olinda Vale', changing to 'Evelyn' on 2 December 1907 and 'Mount Evelyn' in April/May 1919.

Between 1903 and 1907 W. Wykes was appointed Officer in Charge, followed by Fitzgerald (Assistant Station Master) in 1910. In Fitzgerald's time Evelyn was made a Safeworking (signalling) station. He was presented with a pair of field glasses in appreciation of his beautification of the platform at a gathering at the State School in 1912.

In 1911 Edwin A. Werland was paid £580/4/9 to erect a Stationmaster's Residence, with Mr C. O'Connor installed as Stationmaster by 1913

Stationmasters at Evelyn / Mt Evelyn were: C. (Malachy) O'Connor, John (Billy) Bain, Jack Rahilly, David Little and J.A. Paterson.

Our last Stationmaster was Mr J.A. Paterson, who served in the position from 1942 to 1955.

During his time, Mt Evelyn Station was seven times awarded First Prize in the Metropolitan District for Management, Maintenance and Tree-planting in the Non-piped Water section.

To be appointed a Stationmaster, you needed to:

1. be aged at least 21
2. pass the written, three-day Stationmaster's exam
3. pass the Interlocked Signalling Frame exam
4. hold a Three-Class Telegraph Certificate
5. hold a First Aid Certificate
6. hold a Ticket Checker's Certificate
7. hold appropriate Safeworking Certificates

On 9 March 1955, Mt Evelyn Station closed as an Electric Staff system. Mr Paterson ceased as Stationmaster on 12 May. Mrs Robert Joseph Allen was appointed caretaker of Mt Evelyn as a Caretaker Station. She was followed by Mrs A.S. Fletcher who served as caretaker until the line closed.

The second last train from Lilydale to Warburton on Sunday August 1st 1965, run by the Australian Railway Historical Society. The line was closed to ordinary traffic on 29 July 1965. The Victorian Branch of the Australian Railway Historical Society organised a special train, which ran on Sunday 1 August, to mark the closure of the Warburton line. The last train ran on 2 August, picking up station equipment and other departmental goods. The tracks were removed and the station dismantled. The central part of the platform was demolished to make way for the car park.

On 1 January 1972 the Residence was sold for \$200 to C. W. Anderson, who leased the land under it for \$40 a year. The building was later sold to the Shire of Lillydale. It was renovated and extended to house the Mt Evelyn Library, with the addition of the tall pointed windows and the front porch. The Library opened on 13 December 1986. The café section and the covered deck were added in 2009, one of the original fireplaces being uncovered during the alterations. One chimney survives.

When the Community Link moved into the building in 2009, a decision was made to retain the name 'The Station House' as a link to its railway history. The building has had many uses since the railway closed: Library and Community Room, Community Link, Exhibition Space, Café, Mt Evelyn Community House and Reading Room.

The land is part of the Lilydale to Warburton Rail Trail (handed over from the Public Transport Corporation to the Department of Conservation, Forests and Lands on 11 August 1996). Since the Yarra Ranges Council is now the Committee of Management for the Rail Trail, there is no problem at present with the building and the land being on different titles.

The Station House is 106 years old; the Library was 30 years old in December last year. Along with other features along the Rail Trail, the Station House is listed on the Yarra Ranges Heritage Register.

Acknowledgements and thank you to:

Mount Evelyn & You News - who kindly allowed this to be copied and posted.

The Mt Evelyn History Group.

They are on Facebook:

<https://www.facebook.com/Mt-Evelyn-History-Group-Inc-5646>



Crossing to La La siding Bob Wilson 19641227



Warburton Sanitarium siding Y121 being Loaded with Goods from the Sanitarium Factory 19650302 Andrew Blair Image.



Between Warburton and La La. Note the Mississippi Timber Tramway on RHS of Road, bridge across river had a lifting span over road before the bridge was raised. Refer to Diagram bottom of page 10. Rose post card





K107 at Warburton 1936 from the Down end of Yard Unknown Image



K150 just about inside a very dilapidated Engine Shed, note shed on LHS, one road & Chimneys missing shown on next image  
19621216 Bob Wilson Image



La La 3 Road Engine Shed, Coal Stage & Overhead Water Tank, enlarged timber transfer sidings loco facilities Unknown Image



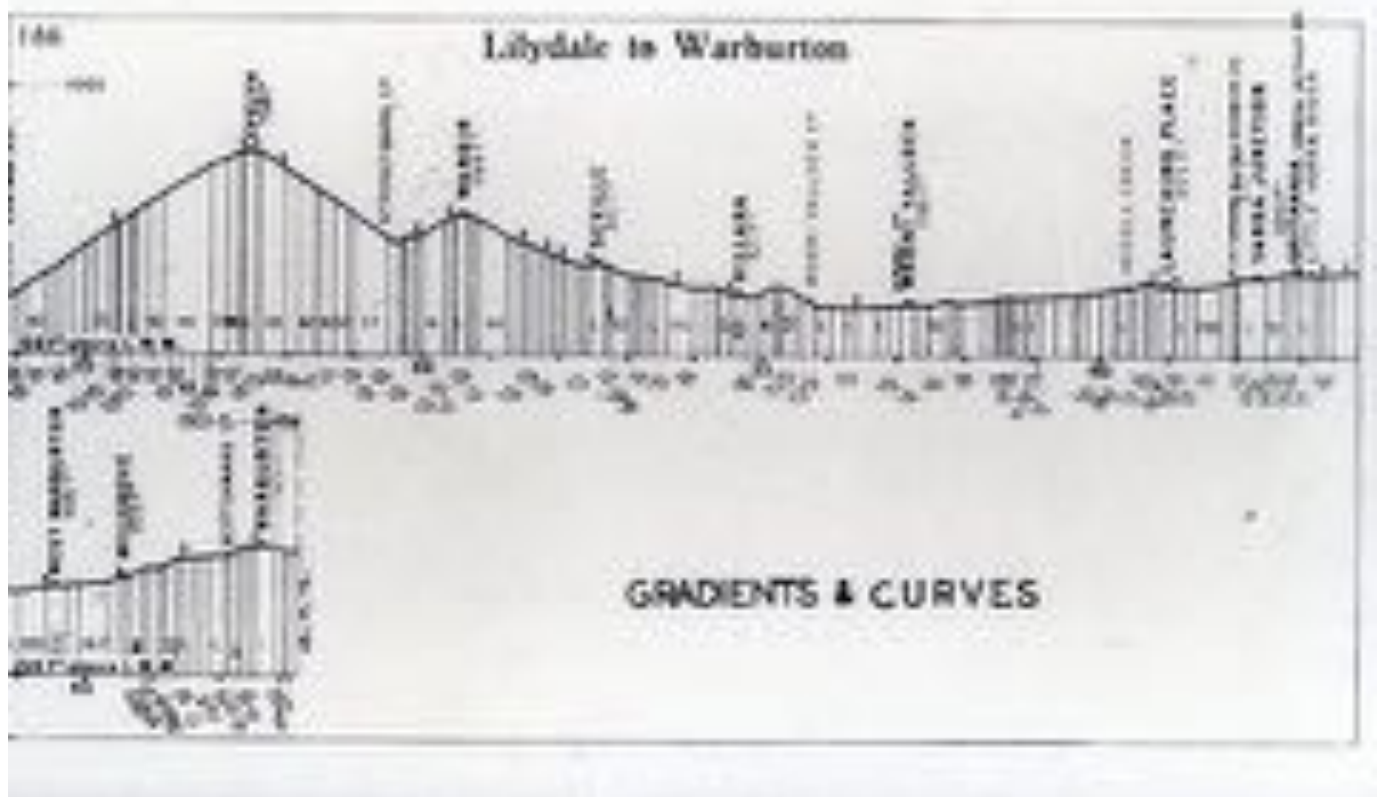
Launching Place T Class crossing the Warburton Highway on the Down c1960 PROV.



Walker just crossed Warburton Highway approaching Launching Place Station 19641208 PROV



Photograph of new steel railway bridge on Maroondah Highway, Lilydale with steam engine and carriages crossing for initial testing. Unknown Image.







W Class Steam Loco on TT stated to be at Warburton, note different type of Water Tanks to other photos. Pinterest image.



Walker at a very rundown Warburton Station. Unknown Image.



Warburton Healesville combined E-train, a VR classic the VR's combined Warburton + Healesville (until passenger services ended) E-trains were truly legendary. Two 1880's Swing Door electric Jimjim pinterest





Warburton leaving the Station Yard along timber tramway with horse drawn wagon must be before 1909, when La La Extension was opened Rose Series flickr.com. Pinterest Image.



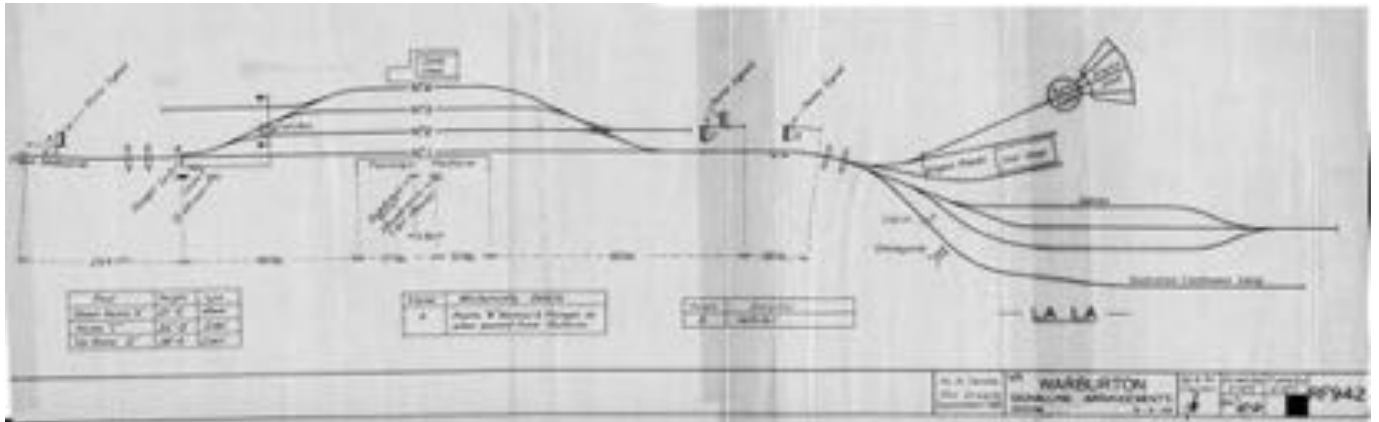
Warburton Loco Engine Shed & Turntable to the left Coal Stage straight ahead with tracks either side. c1960 Weston Langford. See the next image looking in the opposite direction back to Warburton in the Up Direction.



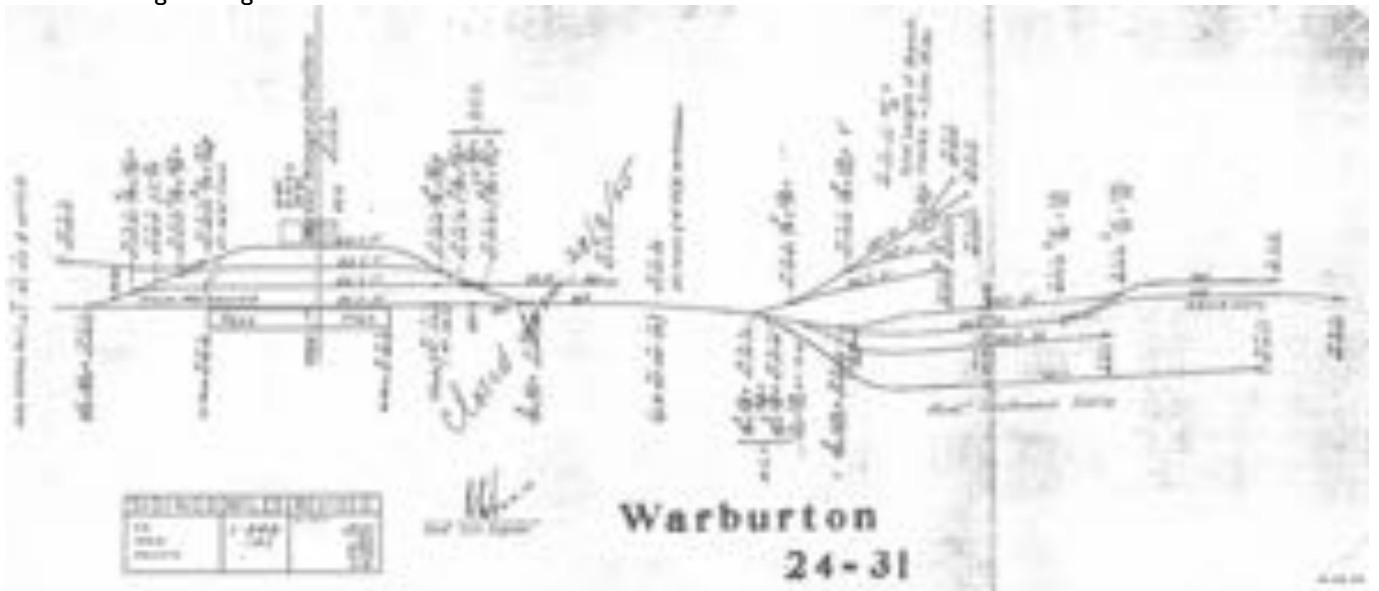
La La The line extended 1 km beyond Warburton station to the La La Sidings, which not only served the Sanitarium factory, but also had a turntable, engine shed, water and coaling points. pinterest



Warburton looking in Down Direction to Station from Level Crossing Jimjim pinterest c1910?



Warburton Signal Diagram RF942 19480831 GW Collection

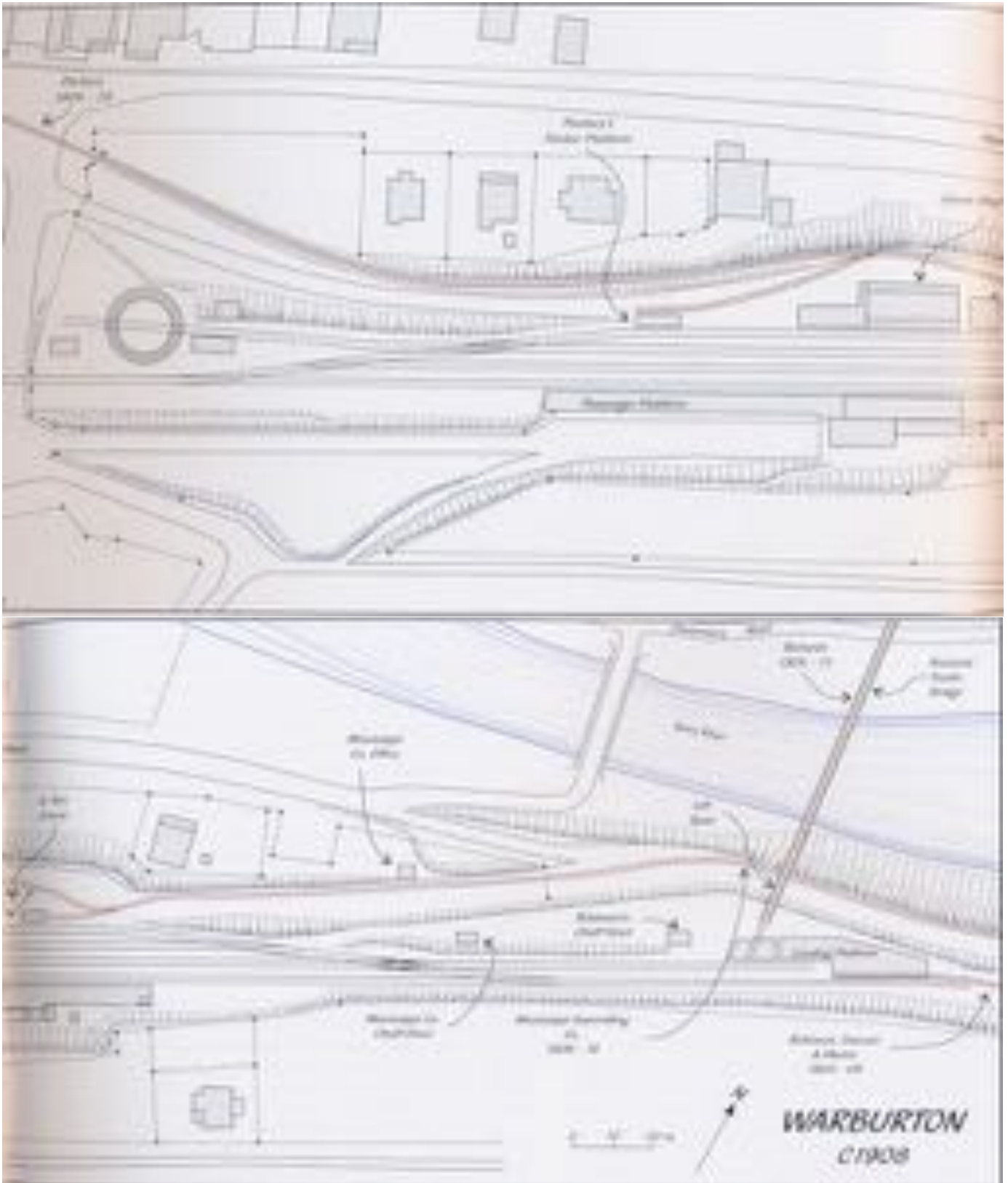


Warburton 24-31 created 1921, last updated 19570301 GW Collection



A Postcard possibly Parbury Tramway on RHS of Road. Image Unknown.





Warburton Yard c1908 from Mountains of Ash by Mike McCarthy pages 70 & 71.

HISTORY buffs know about the Rose Series of postcards produced by Victorian photographer George Rose's business, the Rose Stereograph Company. Many scenes of the Mornington Peninsula were captured by Rose himself before his death in 1942 by which time he was considered one of the Australia's best photographers of the late 19th and early 20th century. There are several Rose Postcards in the images in these notes.

K166 on page 13 was withdrawn from service at Lilydale that evening and ran Light Engine to Geelong ending 111 years of regular Steam Operation in Melbourne & the Metropolitan Area. Source Newsrail August 2015 The Last Train to Warburton Riding it three times by Barry Eadie.





Warburton Last Train D3 639 & K166 going down to Turntable John Phillips Photo 19650801



Warburton D3 639 on TT last Train to Warburton John Phillips Photo 19650801



D3 639 coming back to Warburton Station after being turned and coaled at La La John Phillips Photo 19650801



K 101 was ready to depart Lyndell with a Warburton passenger service made up of coaches from a recently arrived 4 train. Warbur 1987



## THEN AND NOW . . .

# WARBURTON TURNTABLE



**LEFT:** K189 eases onto the 53-foot turntable at the Warburton Locomotive Depot. 1952

*Norman W De Pomeroy*

**ABOVE:** The Sunday morning combined Healesville and Warburton train departed Melbourne at 9.15am. Its two dog box electric motor cars were uncoupled at Lilydale. A steam locomotive took the Healesville carriages off to Healesville and then a second steam locomotive, in this case J526, took the Warburton carriages. Having reached its destination, Warburton, shortly before midday, J526 trundled down the hill, across the highway, and into the La La Siding. Here it is turned on the turntable ready for the return journey in the early evening, arriving 12 hours after it departed in the morning. There was only one Sunday train in the mid 1950s. *Andrew Blair*

**BELOW:** The overgrown remains of the turntable seen on Sat.5.7.2014. In 2015 the site is currently fenced off due to the greater La La Siding site being developed as part of a resort at the former Sanitarium factory. However, it is expected that the turntable will be preserved due to its local historical significance. *David O'Brien*

