



AUSTRALIAN RAILWAY HISTORICAL SOCIETY

MELBOURNE BRANCH

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ARHS Melbourne Luncheon Outing Group, visit to Moreland Station Building & Signal Box, then the Islamic Museum of Australia Thornbury,
visit on Tuesday 9th of December 2025

Please follow instructions by the tour leaders – Geoff Wallace & Jonathan Scutt. Listen for instructions at the various stops. If you are leaving before the tour ends please advise the tour leaders. If you want to contact Geoff or Jonathan on the day of travel, Geoff 0412 056 033 or Jonathan 0421 005 944.

We catch an 8:55am Upfield Line train to Moreland Station, look at the original Station Building and platform repurposed as a toilet block and the Moreland Signal Box, then walk to the 510 bus at 9:28am along Moreland Road & Normanby Avenue to Anderson Road, then walk 400 metres to the Museum.

Visitors will be amazed as they trace the intercultural exchange between Makassan fisherman and Northern Australian Indigenous communities before European settlement in 1788 CE. Another section of the exhibition pays homage to the Afghan cameleers, highlighting their important contributions to our country's infrastructure and economy. We will have a guided tour of the Museum of 1.5 hours duration, possibly in groups of 15.

8:55am	Catch Upfield Line train to Moreland Station
9:13am	Arrive Moreland Station. Look at the original Station Building and platform repurposed as a toilet block and the Moreland Signal Box.
9:28am	Catch 510 Bus along Moreland Road & Normanby Avenue.
9:32am	Get off Bus at Anderson Road Stop walk 400 metres to Islamic Museum up Anderson Road.
11:35am	Leave Museum
11:52am	Catch 510 Bus along Normandy Road from Stop #127?
11:53am	Arrive Nicholson Street, walk across Nicholson Street to catch Tram Route #1 Tram to Bell Street.
12:01pm or 12:18pm	Cross Bell Street and catch 903 Bus along Bell Street to corner Bell Street & St Georges Road, cross St Georges Road and walk up drive to Darebin RSL.
	Tour ends here.
2:15pm	Leave Darebin RSL and cross Bell Street at Pedestrian Crossing to Bell Station.

Australian Muslim History

Muslim fishermen from Makassar, in southern Sulawesi, Indonesia, began making their annual visits to Australia in the early 1700s. This is perhaps the first known Australian Muslim connection.

In the 19th century, men from India, Pakistan and Afghanistan were imported to Australia and became known collectively as 'Afghans' or 'Ghans'. These expert camel handlers were essential to the development of the nation.

During the 20th century, the Australian economy needed migrant workers. Consequently, people from Turkey, Albania, Bosnia and Herzegovina, Lebanon and many other Asian Middle Eastern and African countries migrated to Australia.

This gallery showcases the rich history and valuable contributions of Muslims in Australia.

The Islamic Museum of Australia (IMA) is a community museum in Thornbury, Melbourne, Australia. It began as a not-for-profit foundation founded in May 2010 with the purpose of establishing the first Islamic museum in Australia. It aims to showcase the artistic heritage and historical contributions of Muslims in Australia and abroad through the display of artworks and historical artefacts.

History of the Museum

Designed by desypher, a Melbourne-based architectural firm, the \$10 million museum was opened on 28 February 2014 by the Australian treasurer Joe Hockey. It shared a \$4 million grant from the Government of Victoria's multicultural facilities program. The museum was established by Moustafa Fahour, who is director of the museum and Maysaa Fahour, with his brother Ahmed Fahour (CEO of Australia Post) and family contributing \$4 million, early in 2014, to the IMA.

Architecture and siting

The unique architectural style features a rusted Corten Steel facade representing the Australian outback, wrapped a white cube covered in geometric tilework with Arabic calligraphy.

The site backs onto Merri Creek, near the border of Thornbury and Brunswick East, two of Melbourne's well-established multicultural suburbs.

Description

The IMA is the first centre of its kind in Australia to showcase a diverse range of Islamic arts including architecture, calligraphy, paintings, glass, ceramics and textiles. The museum also aims to promote new and established Islamic artists, both local and international. The Temporary Gallery has hosted exhibitions such as *Mush* by Sydney based Blake Prize-winning artist Khaled Sabsabi, and *Borderlands: Islamic design* covered surfboards by Sydney-based artist Phillip George.

The permanent art gallery contains many unique works, including a 2011 Archibald Prize shortlisted portrait of Waleed Aly. The effort to establish this purpose-built Islamic Museum was geared towards sharing the artistic and historical achievements of Muslims internationally, and particularly in Australia. The Australian Muslim History gallery focuses on the history of Afghan cameleers, Malay pearlbers, Albanian farmers and others. This was documented in the book and documentary, *Boundless Plains*, produced by the IMA based on a 2011 expedition unearthing unique Muslim stories from outback Australia.

The Museum's Modern Middle Eastern Cafe is run by Masterchef Australia 2013 Top 3 finalist Samira El-Khafir, who is Fahour's sister.

Recognition and criticism

The Islamic Museum of Australia's permanent exhibition was Highly Commended in the 2014 Museums Australia MAGNA awards, endorsed as: "An important new museum which sensitively interconnects Australia's Muslim heritage with strong interpretive themes".

Yassir Morsi, from the International Centre for Muslim and Non-Muslim Understanding at the University of South Australia, in his review lists a number of deficiencies, saying the museum displays "how European we are when we colonise our Islamic history". He says the museum's only saving grace is the large oil painting of Waleed Aly.

Sponsorship and Governance

Etihad Airways and Dubai-based Habtoor Leighton Group are principal partners, while the museum branding was completed by Design 55 - a Dubai based studio. Gallery One from the Jumeirah Beach Residence Dubai, supplies the museum's gift store. The museum has a major UAE influence.

The federal government contributed \$1.5 million towards the IMA in the 2012-13 budget. The Australian Labor Party promised to contribute a further \$3 million during its unsuccessful re-election campaign in 2013.

In February 2015 the Saudi Government contributed \$1 million towards the IMA. In March of that year the federal government allocated \$500,000 and the state government pledged \$450,000 for an arts and culture education program which will be developed by the IMA.

AMA exhibition and art prize

The Australian Muslim Artists launched in 2018, as an annual non-acquisitive exhibition featuring the work of emerging and established Australian Muslim artists. AMA is also a database of artists and art professionals intended as a networking tool for both local and international artists. Following the establishment of the AMA Art Prize in 2019, the exhibition includes only shortlisted entries for the prize. In 2021 the AMA exhibition is available for viewing online.

The Australian Muslim Artists Art Prize was established in 2019, with the prize initially (until 2020) worth A\$15,000, as an annual acquisitive art prize hosted by IMA in collaboration with sponsor La Trobe University. As of 2021 the award is worth A\$10,000. The prize is open "to any Australian artist whose work is influenced by Islamic art or Muslim identity". The winning work is added to the university's collection managed by La Trobe Art Institute.

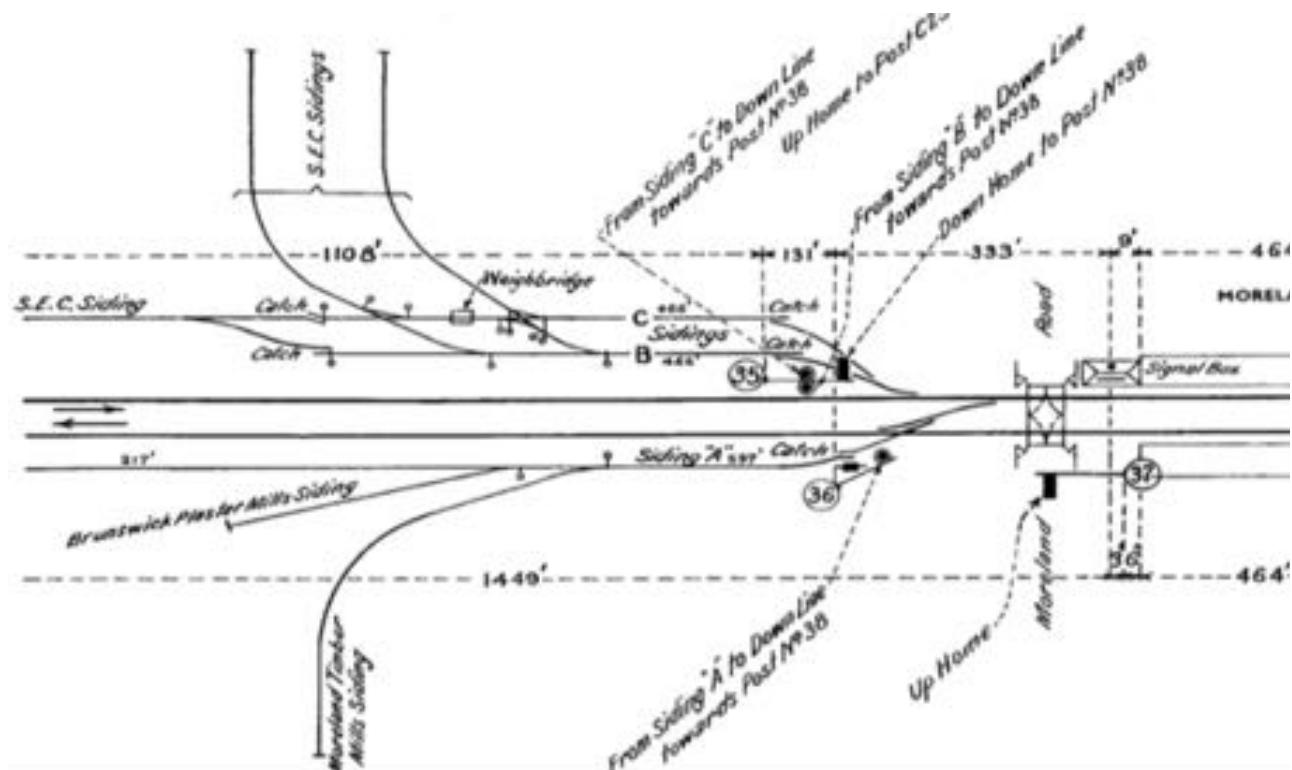
The partnership with La Trobe includes possibilities such as the university providing training in Islamic cultures for teachers, adding a new component to journalism courses and "work-integrated learning opportunities".

Moreland Station History

Date	What was done	WON or Weekly News
Tue, 9 Sep 1884	Moreland Station History Opened Tue, 9 Sep 1884 Opened for passenger traffic with line.	
1888 Tue, 24 Sep 1889	Privileged Gates at Moreland Road, 20 yards on Up side of station. Opened as block and staff station. Sections Brunswick - Moreland and Moreland - Coburg.	(Victorian Railways Chronological Index) (General Appendix) (Victorian Railways Chronological Index)
1890 Sun, 20 Dec 1891	Staff working: Brunswick - Moreland (No.2 Pattern, red ticket box with black lettering), Moreland - Coburg (No.3 Pattern, blue ticket box with white lettering). Line duplicated Brunswick - Coburg.	(Staff Register, Waugh 1997) (Victorian Railways Chronological Index, Interlocking Register) (Interlocking Register) (General Appendix)
Thu, 6 Oct 1892 Fri, 1 Jul 1898	Interlocked with 24 lever frame, four spare. By this date, privileged gates at Tinning Street (No.11), Moreland Road (No.12, not interlocked).	(Interlocking Register) (General Appendix)
Mon, 16 Jul 1900	Annett lock provided on Up end connection to Siding A. Key in duplicate lock on frame.	(Special Locks Register I)
Tue, 10 Nov 1903	Signalman withdrawn. Block instruments moved to station office and Home signals worked by quadrants on Up platform. Interlocked gates and wickets disconnected from frame and worked by gatekeeper. Signal box only opened for shunting.	(WN45/1903)
Sat, 11 Apr 1908	Lever frame is 24 lever No.6 Pattern Rocker (Cam and Soldier) frame, all provided, with No.24 a gate wheel, but provision made for extension at the I end.	(A193)
Tue, 1 Aug 1911	Signal box back in full operation.	(WN31/1911, Interlocking Register, Locking Sketch)
Tue, 28 Jul 1925	By this date, due to heavy falling grade from main line to sidings, where it is necessary to loose shunt trucks into the sidings only sufficient force	(WN30/1925)

Date	What was done	WON or Weekly News
Fri, 10 Dec 1926 Tue, 31 Jan 1928	is to be used to carry them across the level crossing. An employee must meet the trucks there and steady them down into the siding. The shunter cutting trucks off must work out which side most brakes are situated and, before giving the 'move back' signal, must communicate this to the employee at the gates. Down distant post 34 moved 180 yards further out. By this date, special instruction re working of 2355 Down Goods if 0030 Down Goods is not running to Moreland: The Signalman will be relieved by the Signalman from North Brunswick. The Moreland signalman will then go to Coburg and take charge. If the Goods returns before the first Up passenger, he will return to Moreland on it, operating the Reynard Street gates on the way. If the Goods is to follow the first Up passenger, he will be relieved at 0500 by the early shift Coburg Signalman, and the Moreland signalman must then walk back to Moreland.	(WN12/1927) (WN05/1928)
Mon, 26 Nov 1928	Annett locked connection from Siding A to Up line removed. Siding A extended 155 feet at Up end.	(WN51/1928)
Tue, 17 Feb 1931	Annett-locked crossover from east-side sidings to up mainline at up end deleted; lock on apparatus deleted.	(A193 Rev.1)
Sat, 8 Aug 1931	Trains may run without brake van from Moreland to Brunswick (25 vehicles max) and between Moreland and Coburg (20 vehicles max)	(WN07/1931)
1932	Maximum length of Down daylight goods between Moreland and Coburg.	(A.1413/1931)
Fri, 3 May 1935	Trains may run without brake van during darkness from Moreland to Brunswick (25 vehicles max) and between Moreland and Coburg (20 vehicles max).	(WN15/1932)
Wed, 8 May 1935	Post 39 moved 43 yards further out.	(WN22/1935)
Tue, 1 Dec 1936	Post 35 moved 22 yards further out.	(WN22/1935)
Tue, 26 Jan 1937	By this date, Block Terminal on Down.	(General Appendix)
Tue, 1 Sep 1942	By this date, Pender's siding now Moreland Timber Company.	(WN04/1937, Locking Sketch and Signal Diagram) (G.O. 132 (12))
Fri, 11 Aug 1944	Down distant fixed at caution. Down distant formerly operated by lever 20.	(Interlocking Register)
Sun, 8 Oct 1944	New pull chart issued.	(A193 Rev.2) (https://www.victorianrailways.net/photogallery/suburb/ufield_line/box_dias/moreland_box_dia_1944.jpg) (Yates 2004 p5)
1948	By this date (and probably well before), the up side station building was reconfigured. The four rooms either side of the central passageway were merged into two, an office at the up end and general waiting. The central walls, fireplaces and chimneys between the rooms were removed, though the main roof was not yet swapped from slate to corrugated iron. At the same time the southeast-most single window was expanded to a doorway, and the space between the windows of the southernmost two rooms was altered to add an external fireplace. The southernmost double doorway to the platform was also sealed, and that space used for the expanded parcels area. room at the down end.	
Tue, 7 Aug 1951	By this date, private siding provided for Brunswick Plaster Mills leading off Siding A. Points face in Up direction and are 160 feet on Up side of points to Moreland Timber Company Siding. Only has standing room sufficient for two trucks.	(WN32/1951)
Tue, 10 Mar 1959	Crossing work at Up end, point connections, bonding etc. renewed.	(Victorian Railways Chronological Index)
Sun, 28 Aug 1960	Signal box foundations, gate stops and rodding lead under road renewed.	(Victorian Railways Chronological Index)
Sun, 11 Sep 1960	Post 35 renewed.	(Victorian Railways Chronological Index)
Tue, 8 Oct 1963	Track relayed from 5M 32C to 6M 27C.	(Victorian Railways Chronological Index)
Fri, 9 Apr 1965	New pull chart issued.	(Victorian Railways Chronological Index) (https://www.victorianrailways.net/photogallery/suburb/ufield_line/box_dias/royal_park_box_dia_1965.jpg)
Tue, 17 Aug 1971	New pull chart issued.	(https://www.victorianrailways.net/photogallery/suburb/ufield_line/box_dias/royal_park_box_dia_1971.jpg)

Date	What was done	WON or Weekly News
Sun, 22 Oct 1972	Post 38 moved 39 feet further out to permit platform extension.	(WN44/1972)
Fri, 16 Nov 1973	Points 12 and Catch 11 renewed.	(Victorian Railways Chronological Index)
Wed, 22 Dec 1976	Flashing lights provided at interlocked gates.	(WN02/1977)
Aug-83	Provision of rotary flashing lights at Moreland Road.	(A193 Rev.C)
	CST siding and Moreland Timber siding dismantled. Baulk provided in Siding A.	(Victorian Railways Chronological Index)
Sun, 3 Jun 1984	Level crossing renewed.	(Victorian Railways Chronological Index)
Wed, 26 Jun 1985	Traffic light co-ordination provided at Moreland Road.	(WN26/1985, Interlocking Register)
Sun, 7 Dec 1986	Manually controlled boom barriers replaced interlocked gates at Moreland Road. Wickets retained. Gate Wheel 24 removed, and Gate Stop Lever now works booms.	(WN48/1986, Interlocking Register)
Fri, 4 Sep 1987	Siding A booked out.	(Victorian Railways Chronological Index)
Sun, 7 Aug 1988	Sidings A, B and C, and both mainline crossovers abolished. Discs on posts 35 and 36 abolished. Levers 6-12 and 14-16 sleeved normal.	(WN32/1988)
Thu, 11 Nov 1993	Up distant fixed at caution.	(WN44/1993)
Wed, 15 Nov 1995	Adlake lamp on Home 18 replaced by reflective plate.	(WN47/1995)
2020	Between November 2019-2020, as part of the level crossing removal works, the station building was restored to as-built condition. The corrugated iron roof was removed and replaced with a slate roof, including the two chimneys which had been removed at some point before 1948 (Yates 2004, p.5).	(Nearmap, Yates 2004)
Line History		
Tue, 9 Sep 1884	Line Opened	North Melbourne - Coburg
Sun, 20 Dec 1891	Duplicated	Brunswick - Coburg
Thu, 2 Dec 1920	Electrified	North Melbourne - Fawkner
Tue, 17 Aug 1971	New pull chart issued.	(https://www.victorianrailways.net/photogallery/suburb/upfield_line/box_dias/royal_park_box_dia_1971.jpg)



Partial Flemington Bridge to Coburg 1972-003 GWa Collection.



MORELAND gates & signal box in original location on Moreland Road at level Crossing 05-02-1986 Jonathan Scutt image



Controlling the line 20250905 GWa Image



Signal Box relocated 20250905 GWa Image



MORELAND - little station book library 09-2022 Jonathan Scutt image



Levers in relocated Signal Box 20250905

Four signal boxes were installed along the line between the late 1890s and the late 1920s - at Union Street and Victoria Street to the south, here at Moreland Road, and further north at Munro Street.

Signal boxes were incredibly important. At busy locations such as stations and junctions, it was hard for rail workers to coordinate points and signals located hundreds of metres apart. The solution was to house all levers in one location so they could be operated by a single person. To protect all this equipment from the weather, it was placed inside a small building. This building, called a signal box, was specially designed so rail operators could easily see the railway tracks and the trains passing by.

Inner workings

The signal box here at Moreland Road was built to control access to sidings that connected nearby factories and warehouses with the railway line. Rail operators managed this by operating a complex series of handles and rods. The remains of the original lever system can be seen through the windows of the signal box.

Signal Box History Moreland Signal Box 20250905 GWa Image

Photos by Geoff Wallace GWa & Signal Diagram, Jonathan Scutt, information from <vicsig.net> Chris Gordon and Wikipedia.

Notes compiled by Geoff Wallace

E&OE